



**Proposed Residential Development  
Land off Gardner Road  
Burton Latimer  
Northamptonshire**

**Transport Assessment**

**Revision B: March 2018  
R-TA-S7193PM-01-B**

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0	19 <sup>th</sup> August 2016	Initial Report	Marc Nightingale	Martin Andrews
A	26 <sup>th</sup> October 2017	Updated Site Layout	J. Pravinchandra	Martin Andrews
B	22 <sup>nd</sup> March 2018	New Traffic Count Data	Ram Sarpal	Martin Andrews

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 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	38	75	0.110	38	75	0.439	38	75	0.549
08:00 - 09:00	38	75	0.195	38	75	0.736	38	75	0.931
09:00 - 10:00	38	75	0.216	38	75	0.276	38	75	0.492
10:00 - 11:00	38	75	0.206	38	75	0.249	38	75	0.455
11:00 - 12:00	38	75	0.218	38	75	0.233	38	75	0.451
12:00 - 13:00	38	75	0.240	38	75	0.239	38	75	0.479
13:00 - 14:00	38	75	0.242	38	75	0.240	38	75	0.482
14:00 - 15:00	38	75	0.236	38	75	0.285	38	75	0.521
15:00 - 16:00	38	75	0.539	38	75	0.287	38	75	0.826
16:00 - 17:00	38	75	0.482	38	75	0.273	38	75	0.755
17:00 - 18:00	38	75	0.538	38	75	0.258	38	75	0.796
18:00 - 19:00	38	75	0.399	38	75	0.261	38	75	0.660
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.621</b>			<b>3.776</b>			<b>7.397</b>

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

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

#### Parameter summary

Trip rate parameter range selected: 6 - 805 (units: )  
 Survey date date range: 01/01/09 - 28/03/17  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 0

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

LIST OF SITES relevant to selection parameters (Cont.)

36	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
37	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	Survey Type: MANUAL
38	WS-03-A-06	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	S BROADBRIDGE HEATH			
	WEST HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		805	
	Survey date:	THURSDAY	02/03/17	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.

LIST OF SITES relevant to selection parameters (Cont.)

29	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone	SEMI -DETACHED/TERRACED		SHROPSHIRE
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL
30	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY Edge of Town Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	THURSDAY	22/05/14	Survey Type: MANUAL
31	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total Number of dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
32	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
33	TW-03-A-02 WEST PARK ROAD	SEMI -DETACHED		TYNE & WEAR
	GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
34	WK-03-A-01 ARLINGTON AVENUE	TERRACED/SEMI /DET.		WARWICKSHIRE
	LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL
35	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone	BUNGALOWS		WARWICKSHIRE
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
23	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
24	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
25	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
26	SF-03-A-05	DETACHED HOUSES		SUFFOLK
		VALE LANE		
		BURY ST EDMUNDS		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	18	
		Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
27	SH-03-A-03	DETACHED		SHROPSHIRE
		SOMERBY DRIVE		
		BICTON HEATH		
		SHREWSBURY		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	10	
		Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
28	SH-03-A-04	TERRACED		SHROPSHIRE
		ST MICHAEL'S STREET		
		SHREWSBURY		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	108	
		Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NE-03-A-02 HANOVER WALK	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		432	
	Survey date: MONDAY		12/05/14	Survey Type: MANUAL
16	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
17	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
18	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
19	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
20	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES		NORTH YORKSHIRE
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
21	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15		
	Survey Type: MANUAL		
9	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15		
	Survey Type: MANUAL		
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11		
	Survey Type: MANUAL		
11	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI	GREATER MANCHESTER
	PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11		
	Survey Type: MANUAL		
12	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		
	Survey Type: MANUAL		
13	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		
	Survey Type: MANUAL		
14	MS-03-A-03 BEMPTON ROAD	DETACHED	MERSEYSIDE
	OTTERSPOOL LIVERPOOL 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

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11			Survey Type: MANUAL
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09			Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 Survey date: TUESDAY 22/05/12			Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14			Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14			Survey Type: MANUAL
6	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
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD  TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15			Survey Type: MANUAL

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	11 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	4 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	4 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	25 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:

Yes	5 days
No	33 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	38 days
-----------------	---------

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

## 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: 6 to 805 (units: )  
 Range Selected by User: 6 to 805 (units: )

Public Transport Provision:

Selection by: Monday-Friday 0700-1900  
 Include days where PT not known: Yes  
 Range: 5 to 528

Date Range: 01/01/09 to 28/03/17

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	8 days
Tuesday	8 days
Wednesday	7 days
Thursday	8 days
Friday	7 days

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

Selected survey types:

Manual count	38 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)	20
Edge of Town	18

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	33
No Sub Category	5

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.

## Secondary Filtering selection:

Use Class:

C1	1 days
C3	36 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®.

Calculation Reference: AUDIT-252601-171023-1030

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	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

**Appendix F  
TRICS Data**



Seatbelt	Ped_inj	Cas_ethnic	Cas_type	Serious	CycHelmet	Time_Range	Veh_Type	Veh_Group
0. Not applicable	0. Not applicable	1. White	0	. Not coded	. Not coded	15:00 - 15:59	9. Car	Car
0. Not applicable	0. Not applicable	W1. White British	0	. Not coded	. Not coded	15:00 - 15:59	9. Car	Car
0. Not applicable	0. Not applicable	W1. White British	0	. Not coded	. Not coded	11:00 - 11:59	1. Pedal Cycle	Pedal Cycle
0. Not applicable	0. Not applicable	W1. White British	0	. Not coded	. Not coded	15:00 - 15:59	9. Car	Car

Ped_dirn	Pupil	Car_pass	Psv_pass	Dftsp	Localsp	School	Schoolname
6. SW bound	1. School pupil to/from school	0. Not a car passenger	0. Not a PSV Passenger			998. Not Known	
6. SW bound	0. Not a pupil	0. Not a car passenger	0. Not a PSV Passenger				
. Not pedestrian	0. Not a pupil	0. Not a car passenger	0. Not a PSV Passenger				
2. NE bound	0. Not a pupil	0. Not a car passenger	0. Not a PSV Passenger				

Date	Police_ref	Severity	Veh_ref	Cas_ref	Class	Sex	Age	Ped_locn	Ped_mvmt
03/12/2012	NK305712	3. Slight	1	1	3. Pedestrian	1. Male	11	5. In carr elsewhere	2. Driver's nearside masked
11/01/2013	NK004413	3. Slight	1	1	3. Pedestrian	1. Male	9	5. In carr elsewhere	3. Driver's offside
20/01/2014	NK011514	3. Slight	2	1	1. Driver / Rider	1. Male	42	. Not pedestrian	. Not pedestrian
28/02/2014	NK048814	2. Serious	1	1	3. Pedestrian	1. Male	12	5. In carr elsewhere	2. Driver's nearside masked

Reg	Driv_ethn	Prosecuted	Make	Model	DLforV	LHD	Type_othr	Veh_Group
	W1		. Not Coded		. Not Coded	. Not Coded		Car
	W1		. Not Coded		. Not Coded	. Not Coded		Car
	W`		. Not Coded		. Not Coded	. Not Coded		Car
	W1		. Not Coded		. Not Coded	. Not Coded		Pedal Cycle
	W1		. Not Coded		. Not Coded	. Not Coded		Car
	W1		. Not Coded		. Not Coded	. Not Coded		Bus or Coach

Damage1	Damage2	Damage3	Drvsex	Drvage	Hit_run	Dftsp	Localsp	Frv	Journey	Max_weight
1. Front	3. Offside	. Not applicable	2. Female	43	0. Not hit and run			0. Not foreign registered vehicle	3. Taking pupil to/from school	
3. Offside			2. Female	34	0. Not hit and run			0. Not foreign registered vehicle	1. Journey as part of work	
4. Nearside			2. Female	65	0. Not hit and run			0. Not foreign registered vehicle	6. Unknown	
1. Front			1. Male	42	0. Not hit and run			0. Not foreign registered vehicle	6. Unknown	
1. Front	4. Nearside		1. Male	45	0. Not hit and run			0. Not foreign registered vehicle	6. Unknown	
0. None			1. Male	47	0. Not hit and run			0. Not foreign registered vehicle	1. Journey as part of work	

Locn_lane	Junct_locn	Skid	Obj_in	Leave	Obj_off	Impact	Other
0. On main carriageway	0. Not at, or within 20M of Jct	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	1. Front	
0. On main carriageway	0. Not at, or within 20M of Jct	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	3. Offside	
0. On main carriageway	8. Mid Junction - on roundabout or main road	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	4. Nearside	2
0. On main carriageway	8. Mid Junction - on roundabout or main road	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	1. Front	1
0. On main carriageway	0. Not at, or within 20M of Jct	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	1. Front	
0. On main carriageway	0. Not at, or within 20M of Jct	0. No skidding / overturning	0. None	0. Did not leave carr	0. None	0. Did not impact	

Date	Police_ref	Veh_ref	Type	Tow	Manvres	Movef	Movet	Locn_road
03/12/2012	NK305712	1	9. Car	0. No tow or articulation	15. Overtaking nearside	8. NW	4. SE	3. On the main road
11/01/2013	NK004413	1	9. Car	0. No tow or articulation	18. Going ahead other	4. SE	8. NW	3. On the main road
20/01/2014	NK011514	1	9. Car	0. No tow or articulation	9. Turning right	4. SE	2. NE	3. On the main road
20/01/2014	NK011514	2	1. Pedal Cycle	0. No tow or articulation	18. Going ahead other	8. NW	4. SE	3. On the main road
28/02/2014	NK048814	1	9. Car	0. No tow or articulation	14. Overtaking stat vehicle O/S	4. SE	8. NW	3. On the main road
28/02/2014	NK048814	2	11. Bus or coach ( 17+ seats)	0. No tow or articulation	2. Parked	0. Parked	0. Parked	3. On the main road





Vcu5	Vcuref5	Conf5	Cf6	Vcu6	Vcuref6	Conf6	Othercause	N_feature	Dist_feat	Dir_feat	Mark_post
. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded		U7400 CHURCHILL WAY	40M	SE	
. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded		TRENT CLOSE U7404	40	NW	
. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded					
C. Casualty	1	A. Very likely	. Not coded	. Not Coded		. Not Coded					

Vcuref2	Conf2	Cf3	Vcu3	Vcuref3	Conf3	Cf4	Vcu4	Vcuref4	Conf4	Cf5
1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
	. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
1	A. Very likely	. Not coded	. Not Coded		. Not Coded	. Not coded	. Not Coded		. Not Coded	. Not coded
1	A. Very likely	802. Failed to look properly	C. Casualty	1	A. Very likely	805. Dangerous action in carriageway (eg playing)	C. Casualty	1	A. Very likely	808. Careless/ Reckless /In a hurry

Reportedat	Pol_force	Status	Statusdate	Errorotypes	Cf1	Vcu1	Vcuref1	Conf1	Cf2	Vcu2
1. Yes	34	33	20151008		802. Failed to look properly	C. Casualty	1	A. Very likely	808. Careless/Reckless/In a hurry	C. Casualty
1. Yes	34	33	20151008		802. Failed to look properly	C. Casualty	1	A. Very likely	. Not coded	. Not Coded
1. Yes	34	22	20160609		403. Poor turn or manoeuvre	V. Vehicle	1	B. Possible	405. Failed to look properly	V. Vehicle
1. Yes	34	22	20160609		701. Stationary or parked vehicle	V. Vehicle	1	A. Very likely	801. Crossed road masked by stationary or parked veh	C. Casualty

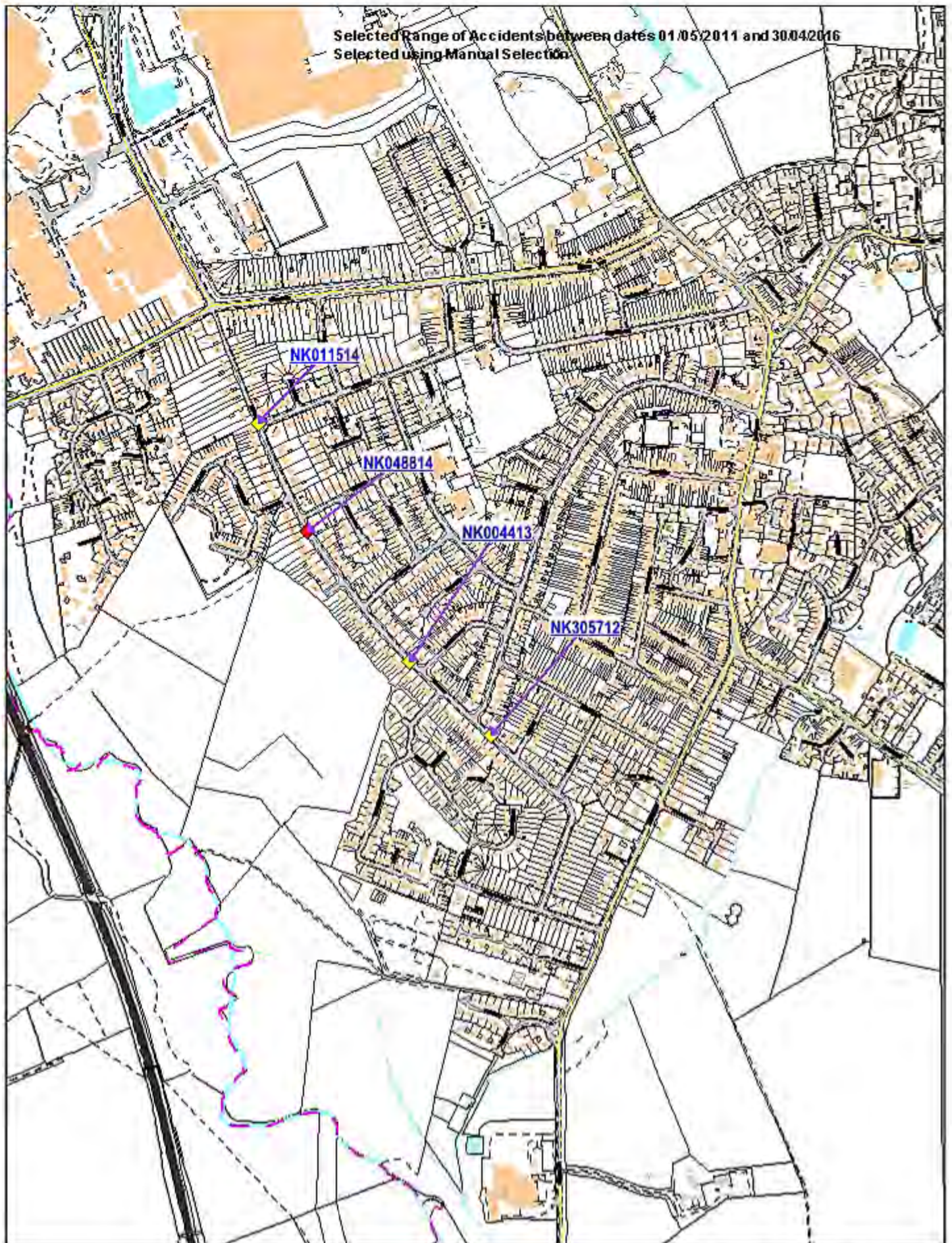
Location	Local_auth	Parish	Localsp	Acc_desc	Acc_desc2	Day
U7400 QUEENSWAY 40M SE OF U7400 CHURCHILL WAY JUNC BURTON LATIMER	E07000153. KETTERING	36. Burton Latimer		V1 AND BUS SE/B ON QUEENSWAY. C1 EXITS BUS, RUNS INFRONT TO CROSS RD AND INTO PATH OF V1 WHO IS PASSING STATIONARY BUS		2. Monday
QUEENSWAY 40M NW OF U7404 TRENT CLOSE	E07000153. KETTERING	36. Burton Latimer		V1 TRAVELLING NW ON QUEENSWAY. CHILD RUNS FROM BETWEEN PARKED CARS ON QUEENSWAY AND COLLIDES WITH FRONT OFFSIDE OF V1.		6. Friday
JUNC WITH U7400, BRIDLE RD & U7403, REGENT RD, BURTON LATIMER.	E07000153. KETTERING	36. Burton Latimer		V1 TURNING RIGHT COLLIDES WITH V2 AT JUNC.		2. Monday
C37, QUEENSWAY, BURTON LATIMER.	E07000153. KETTERING	36. Burton Latimer		V2 SCHOOL BUS DROPS C1 OFF WHO RUNS IN FRONT OF BUS INTO PATH OF V1 OVERTAKING..		6. Friday

Junct_ctrl	Roadclass2	Roadnum2	Cross_ctrl	Cross_fac	Weather	Spcond	Carr_haz	Dftsp
. Not applicable	. Not applicable		0. None	0. None within 50m	1. Fine (without high wind)	0. None	0. None	
. Not applicable	. Not applicable		0. None	0. None within 50m	1. Fine (without high wind)	0. None	0. None	
4. Give way or Uncontrolled	6. Unclassified	7403	0. None	0. None within 50m	1. Fine (without high wind)	0. None	0. None	
. Not applicable	. Not applicable		0. None	0. None within 50m	1. Fine (without high wind)	0. None	0. None	

P2W	Oaps	Children	Manoeuvre	Time	Vehicles	Roadclass1	Roadnum1	Road_type	Speed_lim	Junct_det
0	0	1	0. No turn	15:30:00	1	6. Unclassified	7400	6. Single carriageway	30	0. Not within 20m of junction
0	0	1	0. No turn	15:35:00	1	6. Unclassified	7400	6. Single carriageway	30	0. Not within 20m of junction
0	0	0	2. Right turn	11:45:00	2	6. Unclassified	7400	6. Single carriageway	30	3. T & Stag Jct
0	0	1	0. No turn	15:30:00	2	5. C	37	6. Single carriageway	30	0. Not within 20m of junction

Date	Police_ref	Easting	Northing	Veh_ref	Cas_ref	Severity	Road_cond	Visibility	Casualties	Pedestrian	Cycles
03/12/2012	NK305712	489660	274274			3. Slight	2. Wet/Damp	11. Daylight: street lights present - Pre 2011	1	1	0
11/01/2013	NK004413	489532	274390			3. Slight	1. Dry	11. Daylight: street lights present - Pre 2011	1	1	0
20/01/2014	NK011514	489293	274767			3. Slight	1. Dry	13. Daylight: street lighting unknown - Pre 2011	1	0	1
28/02/2014	NK048814	489369	274596			2. Serious	2. Wet/Damp	11. Daylight: street lights present - Pre 2011	1	1	0

Selected Range of Accidents between dates 01/05/2011 and 30/04/2016  
 Selected using Manual Selection



Selected map area

Gardener Road Burton Latimer and Surrounds, 5 years  
 Collision Data up to and including the 30th April 2016.

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SCALE	1 : 7870
DATE	12/08/2016
DRAWING NO.	
DRAWN BY	S B



**Katherine Rose**  
BSc (Hons) AMIEnvSc  
**Graduate Engineer**

Please ask for: Steve Barber  
Tel: (01604) 364304  
Your ref: 3518 - 10384  
Our ref:  
Date:



Cedar Barn, White Lodge,  
Walgrave, Northampton,  
NN6 9PY  
T: 01604 781811  
F: 01604 781999  
E: [katherine.rose@jppuk](mailto:katherine.rose@jppuk)  
W: [www.jppuk.net](http://www.jppuk.net)



Dear Katherine Rose,

**BURTON LATIMER IN PART.**

As per your request, please find attached Collision Data for the area above, for a period of 5 years up to and including the 30<sup>th</sup> April 2016.

There will be a charge for this data of £70 plus VAT, and I will invoice you in the fullness of time.

The collisions on the map are colour coded, grey diamonds are damage only, yellow are slight injury, red are serious and black are fatal. Other circles etc. are geographical markings and do not indicate other collisions.

The map(s) used are the copyright of OS and should be treated accordingly .

If you have any further queries please do not hesitate to contact me.

Yours faithfully



Steve Barber



Road Safety – Collision Investigation and Analysis.

For and on behalf of Northamptonshire Highways

Northamptonshire Highways, Riverside House, Riverside Way, Bedford Road, Northampton, NN1 5NX

t. +44 (0)1604 883400

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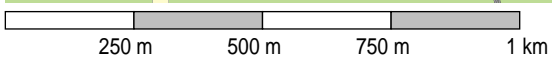
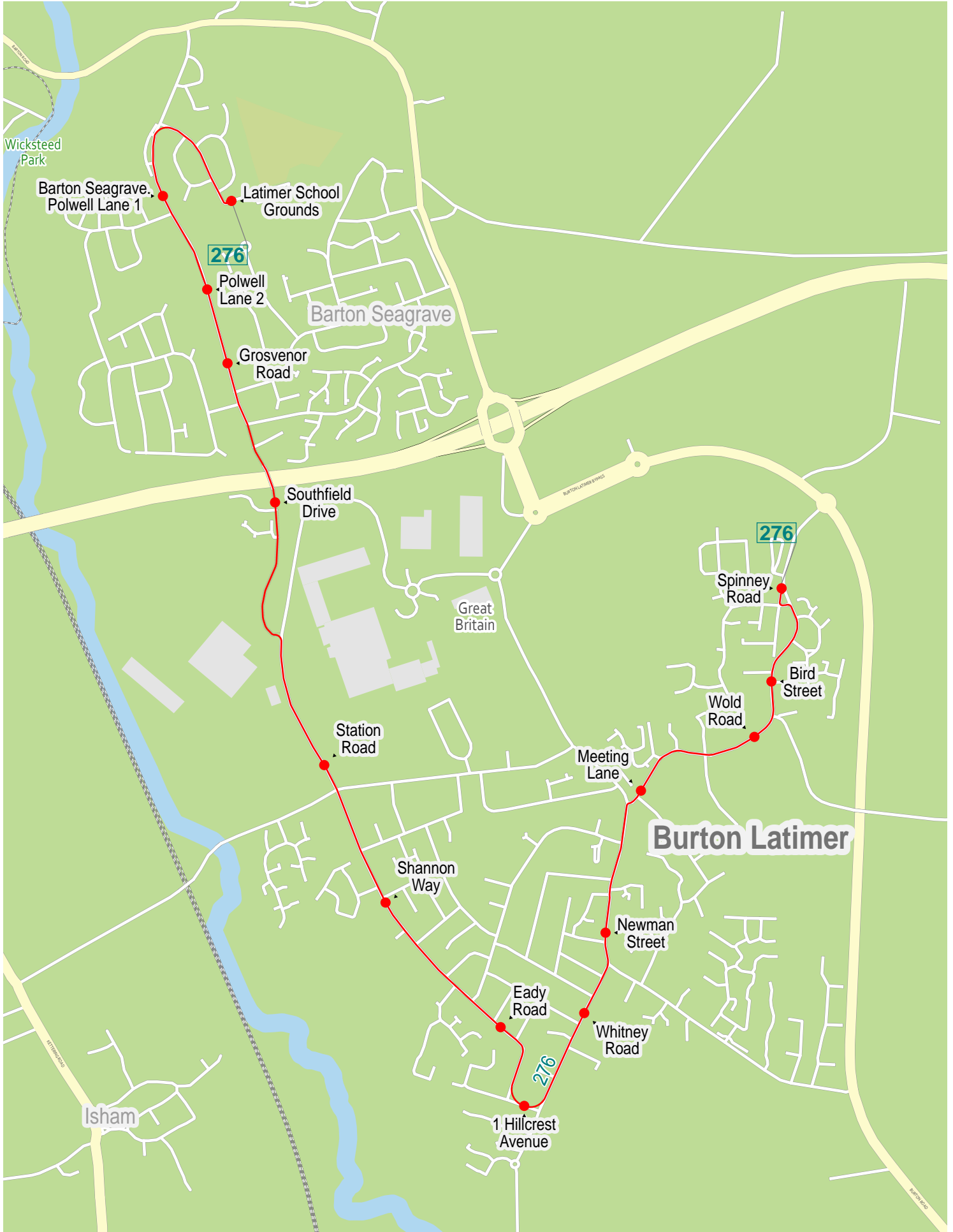
May Gurney Ltd, Registered Office: Trowse, Norwich, Norfolk NR14 8SZ Registered Number 00873179 England

WSP Management Services Limited Registered Office: WSP House, 70 Chancery Lane, London WC2A 1AF

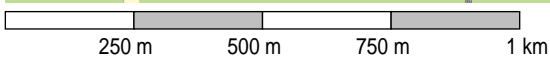
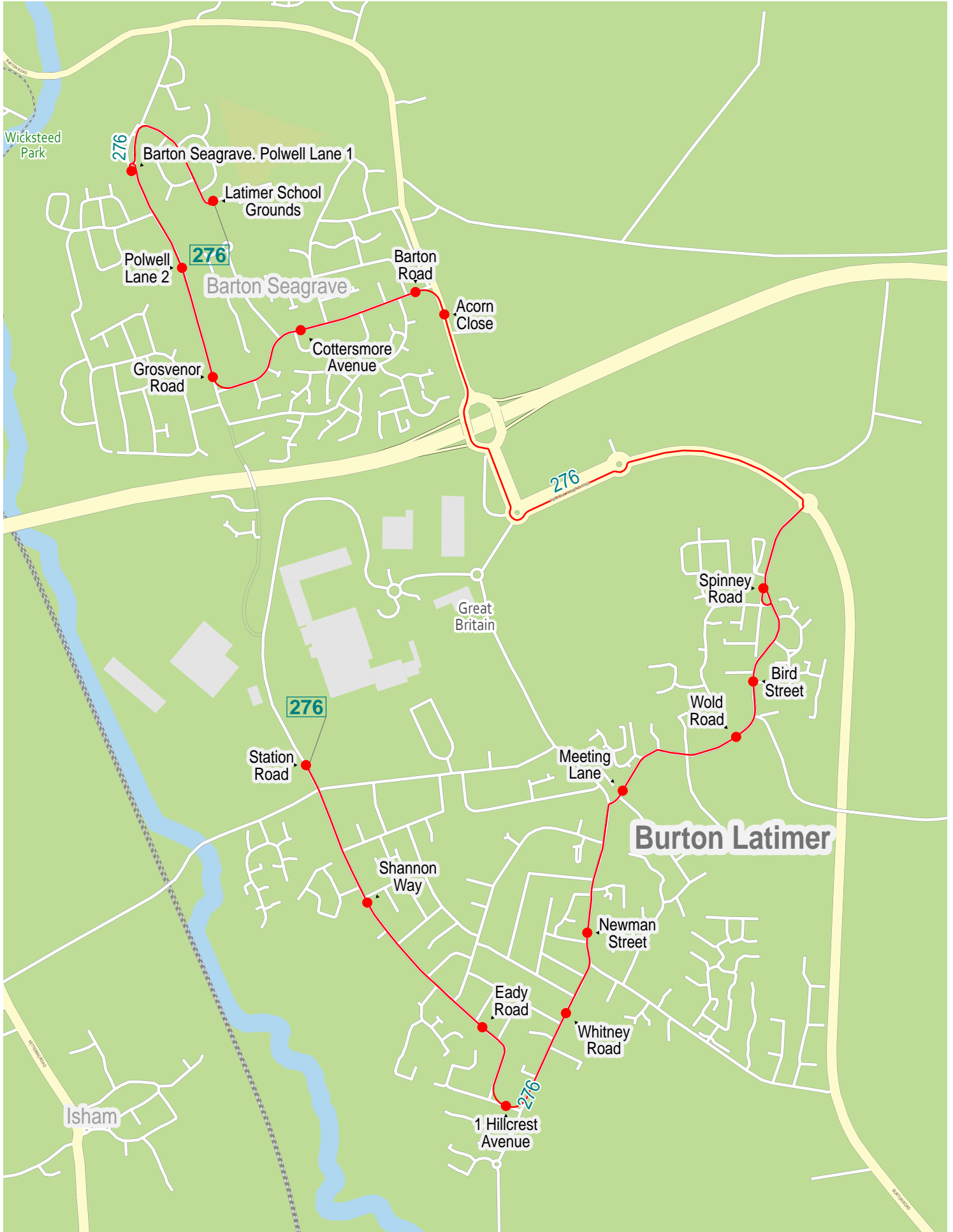
Registered Number 02454665 England

**Appendix E  
Accident Data**

# Route map for Stagecoach Northamptonshire service 276 (inbound)



# Route map for Stagecoach Northamptonshire service 276 (outbound)



**276****Barton Seagrave, Latimer School - Burton Latimer**

Stagecoach Northamptonshire

The information on this timetable is expected to be valid until at least 15th November 2017. 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	<b>NOSD</b>
<b>Barton Seagrave, in Latimer School Grounds</b>	<b>1520</b>
§ Barton Seagrave, nr St Botolph's Road	1521
§ Barton Seagrave, o/s 77 Polwell Lane	1521
§ Barton Seagrave, adj Grosvenor Road	1522
§ Burton Latimer, opp Southfield Drive	1523
<b>Burton Latimer, adj Station Road</b>	<b>1525</b>
§ Burton Latimer, nr Shannon Way	1526
§ Burton Latimer, adj Eady Road	1527
<b>Burton Latimer, opp 1 Hillcrest Avenue</b>	<b>1528</b>
§ Burton Latimer, adj Whitney Road	1529
§ Burton Latimer, adj Newman Street	1530
§ Burton Latimer, opp Meeting Lane	1532
§ Burton Latimer, opp Wold Road	1533
§ Burton Latimer, opp Bird Street	1533
<b>Burton Latimer, adj Spinney Road</b>	<b>1534</b>

**Saturdays**

no service

**Sundays**

no service

**Service Restrictions:** 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

**Notes:** **NOSD** - Operates on Northamptonshire 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 15th November 2017. 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	<b>NOSD</b>
<b>Burton Latimer, adj Station Road</b>	<b>0755</b>
§ Burton Latimer, nr Shannon Way	0756
§ Burton Latimer, adj Eady Road	0757
<b>Burton Latimer, opp 1 Hillcrest Avenue</b>	<b>0758</b>
§ Burton Latimer, adj Whitney Road	0759
§ Burton Latimer, adj Newman Street	0800
§ Burton Latimer, opp Meeting Lane	0802
§ Burton Latimer, opp Wold Road	0803
§ Burton Latimer, opp Bird Street	0804
<b>Burton Latimer, adj Spinney Road</b>	<b>0804</b>
§ Barton Seagrave, opp Acorn Close	0808
§ Barton Seagrave, opp Barton Road	0808
<b>Barton Seagrave, adj Cottermore Avenue</b>	<b>0809</b>
§ Barton Seagrave, opp Grosvenor Road	0810
§ Barton Seagrave, o/s 62 Polwell Lane	0811
§ Barton Seagrave, adj St Botolph's Road	0812
<b>Barton Seagrave, in Latimer School Grounds</b>	<b>0813</b>

**Saturdays**

no service

**Sundays**

no service

Service Restrictions: 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

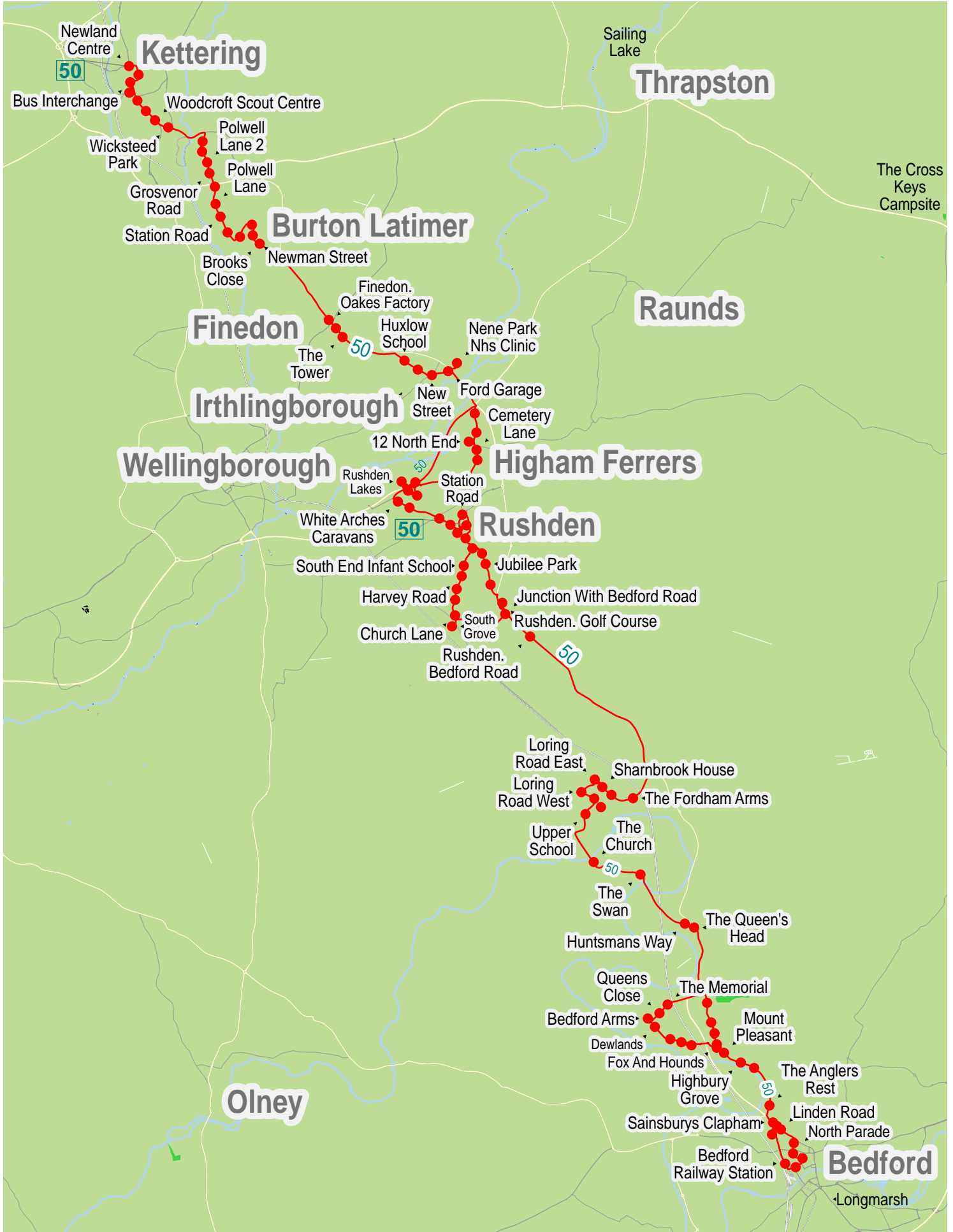
Notes: NOSD - Operates on Northamptonshire Schooldays only

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

# Route map for Stagecoach Northamptonshire service 50 (inbound)



# Route map for Stagecoach Northamptonshire service 50 (outbound)







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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

Table with columns for stop names and times (1100, 1300, 1500, 1700, 1900). Rows include Bedford, Bus Station (Bay E), Clapham, opp Highbury Grove, Oakley, opp The Memorial, Milton Ernest, o/s The Queen's Head, Radwell, opp The Swan, Felmersham, The Church (N-bound), Sharnbrook, The Swan with Two Nicks (Stop M), Wymington, opp Church Lane, Rushden, Skinners Hill Layby (Bay 1), Rushden, o/s Waitrose, Higham Ferrers, nr The Green Dragon Hotel, Irthlingborough, adj Church Street, Burton Latimer, adj High Street, Barton Seagrave, opp Grosvenor Road, Kettering, o/s Wicksteed Park, Kettering, Bus Interchange (Stop 9), Kettering, Bus Interchange (Stop 9), Kettering, Newland Centre (Stop 3).

Notes: § - 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 15th November 2017. 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

<b>Bedford, Bus Station (Bay E)</b>	1537	1712	1805	1905	2015				
§ Bedford, adj Lansdowne Road	1538	1713	1806	1906	2016				
§ Bedford, opp Livingstone Lower School	1539	1714	1807	1907	2017				
§ Bedford, adj Linden Road	1540	1715	1808	1908	2018				
§ Bedford, opp Alexandra Road			1805	1906	2016				
<b>Bedford, Bedford Railway Station (Stop R2)</b>			1806	1908	2018				
§ Bedford, Shakespeare Road (N-bound)			1807	1908	2018				
§ Bedford, o/s Rushmoor School			1808	1909	2019				
§ Bedford, o/s Sainsburys Clapham	1541	1716	1809	1910	2020				
§ Bedford, adj The Anglers Rest	1543	1718	1810	1911	2021				
§ Clapham, adj The Swan	1547	1722	1814	1914	2024				
<b>Clapham, opp Highbury Grove</b>	1548	1723	1815	1915	2025				
§ Clapham, opp Mount Pleasant	1548	1723	1815	1915	2025				
§ Clapham, adj Hunters Close			1816	1916	2026				
§ Oakley, o/s Lovell Memorial Homes East			1817	1917	2027				
§ Oakley, o/s Lovell Memorial Homes West			1818	1917	2027				
§ Oakley, opp Parsonage Close			1819	1918	2028				
§ Oakley, opp Dewlands			1819	1918	2028				
§ Oakley, opp Bedford Arms			1820	1919	2029				
§ Oakley, adj Queens Close			1821	1919	2029				
<b>Oakley, opp The Memorial</b>			1822	1920	2030				
§ Clapham, Fox & Hounds (N-bound)	1549	1724							
§ Clapham, Twinwoods (N-bound)	1550	1725							
§ Clapham, adj Highfield Road	1551	1726							
<b>Milton Ernest, o/s The Queen's Head</b>	1556	1733	1823	1928	2038				
§ Milton Ernest, opp Huntsmans Way	1556	1733	1823	1928	2038				
<b>Radwell, opp The Swan</b>	1559	1736	1826	1931	2041				
<b>Felmersham, The Church (N-bound)</b>	1602	1739	1829	1934	2044				
§ Sharnbrook, Upper School (Stop A)	1605	1742	1832	1937	2047				
§ Sharnbrook, Pinchmill Close (Stop C)	1605	1743	1833	1938	2048				
§ Sharnbrook, Village Hall (Stop E)	1606	1743	1833	1938	2048				
§ Sharnbrook, Loring Road West (Stop G)	1606	1744	1834	1939	2049				
§ Sharnbrook, Loring Road East (Stop I)	1607	1745	1835	1940	2050				
§ Sharnbrook, Sharnbrook House (Stop K)	1608	1746	1836	1941	2051				
<b>Sharnbrook, The Swan with Two Nicks (Stop M)</b>	1609	1747	1837	1942	2052				
§ Sharnbrook, The Fordham Arms (Stop O)	1610	1748	1838	1943	2053				
§ Sharnbrook, Ivy Lodge Nurseries (Stop Q)	1611	1749	1839	1944	2054				
§ Rushden, opp Avenue Road	1620	1758	1848	1953	2103				
§ Rushden, opp Golf Course	1621	1759	1849	1954	2104				
§ Rushden, opp Rugby Football Ground	1623	1801	1851	1956	2106				
§ Rushden, adj Jubilee Park	1624	1802	1852	1957	2107				
§ Rushden, nr Manning Street	1624	1802	1852	1957	2107				
§ Rushden, adj Wymington Road	1625	1803	1853	1958	2108				
<b>Rushden, Skinners Hill Layby (Bay 1)</b>	1626	1804	1854	1959	2109	2109			
§ Rushden, adj Adnitt Road	—	1626	1808	1859	1959	2109			
§ Rushden, opp Oakley Arms	—	1627	1809	1900	2000	2110			
§ Rushden, adj Gordon Street	—	1628	1810	1901	2001	2111			
§ Rushden, adj St Peters Avenue	—	1628	1810	1901	2001	2111			
§ Rushden, opp Saxonlea Close	—	1629	1811	1902	2002	2112			
§ Rushden, opp White Arches Caravans	—	1630	1812	1903	2003	2113			
<b>Rushden, o/s Waitrose</b>	—	—	—	—	2005	2115			
<b>Rushden, Rushden Lakes (Stop 2)</b>	—	1634	1816	1907	2007	2117			
§ Higham Ferrers, adj Northampton Road	—	—	—	—	2012	2122			
<b>Higham Ferrers, nr The Green Dragon Hotel</b>	—	—	—	—	2013	2123			
§ Higham Ferrers, adj Cemetery Lane	—	—	—	—	2013	2123			
§ Higham Ferrers, opp Simpson Avenue	—	—	—	—	2014	2124			
§ Higham Ferrers, A45 Roundabout (N-bound)	—	—	—	—	2016	2126			
§ Irthlingborough, o/s Ford Garage	—	1640	1822	1913	2018	2128			
§ Irthlingborough, adj Manor Drive	—	1640	1822	1913	2019	2129			
<b>Irthlingborough, adj Church Street</b>	—	1641	1823	1914	2020	2130			
§ Irthlingborough, opp Holbush Way	—	1641	1823	1914	2020	2130			
§ Irthlingborough, o/s Huxlow School	—	1642	1824	1915	2021	2131			
§ Finendon, opp Dolben Arms	—	1645	1827	1918	2024	2134			
<b>Finendon, adj High Street</b>	—	1646	1828	1919	2025	2135			
§ Burton Latimer, opp Brooks Close	—	1650	1832	1923	2029	2139			
<b>Burton Latimer, adj Newman Street</b>	—	1651	1833	1924	2030	2140			
§ Burton Latimer, opp Orbit Mews	—	1651	1833	1924	2030	2140			
§ Burton Latimer, opp Langley Court	—	1651	1833	1924	2030	2140			
<b>Burton Latimer, adj Finendon Street</b>	—	1652	1834	1925	2031	2141			
§ Burton Latimer, opp Shannon Way	—	1653	1835	1926	2032	2142			
§ Burton Latimer, Glebe General Store (Stop os)	—	1655	1836	1927	2033	2143			
§ Burton Latimer, Polwell Lane (N-bound)	—	1657	1838	1929	2035	2145			
<b>Barton Seagrave, opp Grosvenor Road</b>	—	1700	1841	1932	2038	2148			
§ Barton Seagrave, o/s 62 Polwell Lane	—	1700	1841	1932	2038	2148			
§ Barton Seagrave, adj St Botolph's Road	—	1701	1842	1933	2039	2149			
§ Barton Seagrave, opp Castle Way	—	1701	1842	1933	2039	2149			
§ Barton Seagrave, opp Barton Seagrave Hall	—	1702	1843	1934	2040	2150			
<b>Kettering, o/s Wicksteed Park</b>	—	1705	1846	1937	2043	2153			
§ Kettering, adj Netherfield Road	—	1706	1847	1938	2044	2154			
§ Kettering, opp Woodcroft Scout Centre	—	1706	1847	1938	2044	2154			
§ Kettering, adj Roundhill Road	—	1708	1849	1940	2046	2156			
§ Kettering, opp St Mary's Hospital	—	1710	1851	1942	2048	2158			
§ Kettering, o/s Police Station	—	1712	1853	1944	2050	2200			
<b>Kettering, Bus Interchange (Stop 9)</b>	arr	1713	1854	1945	2051	2201			
<b>Kettering, Bus Interchange (Stop 9)</b>	dep	1714	1854	1945	2051	2201			
<b>Kettering, Newland Centre (Stop 3)</b>	—	1716	1856	1947	2053	2203			

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

Saturdays

Table with columns for stop names and times. Rows include Bedford, Clapham, Milton Ernest, Radwell, Felmersham, Sharnbrook, Rushden, and Kettering with various stop names and their corresponding departure/arrival times.

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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

<b>Bedford, Bus Station (Bay E)</b>	<b>1805</b>	—	<b>1905</b>	—	<b>2015</b>	—
§ Bedford, opp Alexandra Road	1805	—	1906	—	2016	—
<b>Bedford, Bedford Railway Station (Stop R2)</b>	<b>1806</b>	—	<b>1908</b>	—	<b>2018</b>	—
§ Bedford, Shakespeare Road (N-bound)	1807	—	1908	—	2018	—
§ Bedford, o/s Rushmoor School	1808	—	1909	—	2019	—
§ Bedford, o/s Sainsburys Clapham	1809	—	1910	—	2020	—
§ Bedford, adj The Anglers Rest	1810	—	1911	—	2021	—
§ Clapham, adj The Swan	1814	—	1914	—	2024	—
<b>Clapham, opp Highbury Grove</b>	<b>1815</b>	—	<b>1915</b>	—	<b>2025</b>	—
§ Clapham, opp Mount Pleasant	1815	—	1915	—	2025	—
§ Clapham, adj Hunters Close	1816	—	1916	—	2026	—
§ Oakley, o/s Lovell Memorial Homes East	1817	—	1917	—	2027	—
§ Oakley, o/s Lovell Memorial Homes West	1818	—	1917	—	2027	—
§ Oakley, opp Parsonage Close	1819	—	1918	—	2028	—
§ Oakley, opp Dewlands	1819	—	1918	—	2028	—
§ Oakley, opp Bedford Arms	1820	—	1919	—	2029	—
§ Oakley, adj Queens Close	1821	—	1919	—	2029	—
<b>Oakley, opp The Memorial</b>	<b>1822</b>	—	<b>1920</b>	—	<b>2030</b>	—
<b>Milton Ernest, o/s The Queen's Head</b>	<b>1823</b>	—	<b>1928</b>	—	<b>2038</b>	—
§ Milton Ernest, opp Huntsmans Way	1823	—	1928	—	2038	—
<b>Radwell, opp The swan</b>	<b>1826</b>	—	<b>1931</b>	—	<b>2041</b>	—
<b>Felmersham, The Church (N-bound)</b>	<b>1829</b>	—	<b>1934</b>	—	<b>2044</b>	—
§ Sharnbrook, Upper School (Stop A)	1832	—	1937	—	2047	—
§ Sharnbrook, Pinchmill Close (Stop C)	1833	—	1938	—	2048	—
§ Sharnbrook, Village Hall (Stop E)	1833	—	1938	—	2048	—
§ Sharnbrook, Loring Road West (Stop G)	1834	—	1939	—	2049	—
§ Sharnbrook, Loring Road East (Stop I)	1835	—	1940	—	2050	—
§ Sharnbrook, Sharnbrook House (Stop K)	1836	—	1941	—	2051	—
<b>Sharnbrook, The Swan with Two Nicks (Stop M)</b>	<b>1837</b>	—	<b>1942</b>	—	<b>2052</b>	—
§ Sharnbrook, The Fordham Arms (Stop O)	1838	—	1943	—	2053	—
§ Sharnbrook, Ivy Lodge Nurseries (Stop Q)	1839	—	1944	—	2054	—
§ Rushden, opp Avenue Road	1848	—	1953	—	2103	—
§ Rushden, opp Golf Course	1849	—	1954	—	2104	—
§ Rushden, opp Rugby Football Ground	1851	—	1956	—	2106	—
§ Rushden, adj Jubilee Park	1852	—	1957	—	2107	—
§ Rushden, nr Manning Street	1852	—	1957	—	2107	—
§ Rushden, adj Wymington Road	1853	—	1958	—	2108	—
<b>Rushden, Skinners Hill Layby (Bay 1)</b>	<b>1854</b>	<b>1859</b>	<b>1959</b>	<b>1959</b>	<b>2109</b>	<b>2109</b>
§ Rushden, adj Adnitt Road	—	1859	—	1959	—	2109
§ Rushden, opp Oakley Arms	—	1900	—	2000	—	2110
§ Rushden, adj Gordon Street	—	1901	—	2001	—	2111
§ Rushden, adj St Peters Avenue	—	1901	—	2001	—	2111
§ Rushden, opp Saxonlea Close	—	1902	—	2002	—	2112
§ Rushden, opp White Arches Caravans	—	1903	—	2003	—	2113
<b>Rushden, o/s Waitrose</b>	—	—	—	<b>2005</b>	—	<b>2115</b>
<b>Rushden, Rushden Lakes (Stop 2)</b>	—	<b>1907</b>	—	<b>2007</b>	—	<b>2117</b>
§ Higham Ferrers, adj Northampton Road	—	—	—	2012	—	2122
<b>Higham Ferrers, nr The Green Dragon Hotel</b>	—	—	—	<b>2013</b>	—	<b>2123</b>
§ Higham Ferrers, adj Cemetery Lane	—	—	—	2013	—	2123
§ Higham Ferrers, opp Simpson Avenue	—	—	—	2014	—	2124
§ Higham Ferrers, A45 Roundabout (N-bound)	—	—	—	2016	—	2126
§ Irthlingborough, o/s Ford Garage	—	1913	—	2018	—	2128
§ Irthlingborough, adj Manor Drive	—	1913	—	2019	—	2129
<b>Irthlingborough, adj Church Street</b>	—	<b>1914</b>	—	<b>2020</b>	—	<b>2130</b>
§ Irthlingborough, opp Holbush Way	—	1914	—	2020	—	2130
§ Irthlingborough, o/s Huxlow School	—	1915	—	2021	—	2131
§ Finedon, opp Dolben Arms	—	1918	—	2024	—	2134
<b>Finedon, adj High Street</b>	—	<b>1919</b>	—	<b>2025</b>	—	<b>2135</b>
§ Burton Latimer, opp Brooks Close	—	1923	—	2029	—	2139
<b>Burton Latimer, adj Newman Street</b>	—	<b>1924</b>	—	<b>2030</b>	—	<b>2140</b>
§ Burton Latimer, opp Orbit Mews	—	1924	—	2030	—	2140
§ Burton Latimer, opp Langley Court	—	1924	—	2030	—	2140
<b>Burton Latimer, adj Finedon Street</b>	—	<b>1925</b>	—	<b>2031</b>	—	<b>2141</b>
§ Burton Latimer, opp Shannon Way	—	1926	—	2032	—	2142
§ Burton Latimer, Glebe General Store (Stop os)	—	1927	—	2033	—	2143
§ Burton Latimer, Polwell Lane (N-bound)	—	1929	—	2035	—	2145
<b>Barton Seagrave, opp Grosvenor Road</b>	—	<b>1932</b>	—	<b>2038</b>	—	<b>2148</b>
§ Barton Seagrave, o/s 62 Polwell Lane	—	1932	—	2038	—	2148
§ Barton Seagrave, adj St Botolph's Road	—	1933	—	2039	—	2149
§ Barton Seagrave, opp Castle Way	—	1933	—	2039	—	2149
§ Barton Seagrave, opp Barton Seagrave Hall	—	1934	—	2040	—	2150
<b>Kettering, o/s Wicksteed Park</b>	—	<b>1937</b>	—	<b>2043</b>	—	<b>2153</b>
§ Kettering, adj Netherfield Road	—	1938	—	2044	—	2154
§ Kettering, opp Woodcroft Scout Centre	—	1938	—	2044	—	2154
§ Kettering, adj Roundhill Road	—	1940	—	2046	—	2156
§ Kettering, opp St Mary's Hospital	—	1942	—	2048	—	2158
§ Kettering, o/s Police Station	—	1944	—	2050	—	2200
<b>Kettering, Bus Interchange (Stop 9)</b>	—	<b>arr</b>	—	<b>1945</b>	—	<b>2051</b>
<b>Kettering, Bus Interchange (Stop 9)</b>	—	<b>dep</b>	—	<b>1945</b>	—	<b>2051</b>
<b>Kettering, Newland Centre (Stop 3)</b>	—	—	—	<b>1947</b>	—	<b>2053</b>
						<b>2203</b>

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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

Service Restrictions	2	1	2	1			
Notes	NOSH	NOSD	NOSH	NOSD			
<b>Bedford, Bus Station (Bay E)</b>	1432	1432	—	—	1537	—	1712
§ Bedford, adj Lansdowne Road	1433	1433	—	—	1538	—	1713
§ Bedford, opp Livingstone Lower School	1434	1434	—	—	1539	—	1714
§ Bedford, adj Linden Road	1435	1435	—	—	1540	—	1715
§ Bedford, o/s Sainsburys Clapham	1436	1436	—	—	1541	—	1716
§ Bedford, adj The Anglers Rest	1437	1437	—	—	1543	—	1718
§ Clapham, adj The Swan	1441	1441	—	—	1547	—	1722
<b>Clapham, opp Highbury Grove</b>	1442	1442	—	—	1548	—	1723
§ Clapham, opp Mount Pleasant	1442	1442	—	—	1548	—	1723
§ Clapham, Fox & Hounds (N-bound)	1443	1443	—	—	1549	—	1724
§ Clapham, Twinwoods (N-bound)	1444	1444	—	—	1550	—	1725
§ Clapham, adj Highfield Road	1445	1445	—	—	1551	—	1726
<b>Milton Ernest, o/s The Queen's Head</b>	1450	1450	—	—	1556	—	1733
§ Milton Ernest, opp Huntsmans Way	1450	1450	—	—	1556	—	1733
<b>Radwell, opp The Swan</b>	1453	1453	—	—	1559	—	1736
<b>Felmersham, The Church (N-bound)</b>	1456	1456	—	—	1602	—	1739
§ Sharnbrook, Upper School (Stop A)	1459	1459	—	—	1605	—	1742
§ Sharnbrook, Pinchmill Close (Stop C)	1459	1459	—	—	1605	—	1743
§ Sharnbrook, Village Hall (Stop E)	1500	1500	—	—	1606	—	1743
§ Sharnbrook, Loring Road West (Stop G)	1500	1500	—	—	1606	—	1744
§ Sharnbrook, Loring Road East (Stop I)	1501	1501	—	—	1607	—	1745
§ Sharnbrook, Sharnbrook House (Stop K)	1502	1502	—	—	1608	—	1746
<b>Sharnbrook, The Swan with Two Nicks (Stop M)</b>	1503	1503	—	—	1609	—	1747
§ Sharnbrook, The Fordham Arms (Stop O)	1504	1504	—	—	1610	—	1748
§ Sharnbrook, Ivy Lodge Nurseries (Stop Q)	1505	1505	—	—	1611	—	1749
§ Rushden, opp Avenue Road	1514	1514	—	—	1620	—	1758
§ Rushden, opp Golf Course	1515	1515	—	—	1621	—	1759
§ Rushden, opp Rugby Football Ground	1517	1517	—	—	1623	—	1801
§ Rushden, adj Jubilee Park	1518	1518	—	—	1624	—	1802
§ Rushden, nr Manning Street	1518	1518	—	—	1624	—	1802
§ Rushden, adj Wymington Road	1519	1519	—	—	1625	—	1803
<b>Rushden, Skinners Hill Layby (Bay 1)</b>	1520	1520	1520	1520	1626	1626	1804 1808
§ Rushden, adj Adnitt Road	—	—	1521	1521	—	1626	— 1808
§ Rushden, opp Oakley Arms	—	—	1522	1522	—	1627	— 1809
§ Rushden, adj Gordon Street	—	—	1522	1522	—	1628	— 1810
§ Rushden, adj St Peters Avenue	—	—	1523	1523	—	1628	— 1810
§ Rushden, opp Saxonlea Close	—	—	1524	1524	—	1629	— 1811
§ Rushden, opp White Arches Caravans	—	—	1525	1525	—	1630	— 1812
<b>Rushden, Rushden Lakes (Stop 2)</b>	—	—	1529	1529	—	1634	— 1816
§ Irthlingborough, o/s Ford Garage	—	—	1536	1536	—	1640	— 1822
§ Irthlingborough, adj Manor Drive	—	—	1536	1536	—	1640	— 1822
<b>Irthlingborough, adj Church Street</b>	—	—	1537	1537	—	1641	— 1823
§ Irthlingborough, opp Holbush Way	—	—	1537	1537	—	1641	— 1823
§ Irthlingborough, o/s Huxlow School	—	—	1538	1538	—	1642	— 1824
§ Finedon, opp Dolben Arms	—	—	1541	1541	—	1645	— 1827
<b>Finedon, adj High Street</b>	—	—	1542	1542	—	1646	— 1828
§ Burton Latimer, opp Brooks Close	—	—	1546	1546	—	1650	— 1832
<b>Burton Latimer, adj Newnman Street</b>	—	—	1547	1547	—	1651	— 1833
§ Burton Latimer, opp Orbit Mews	—	—	1547	1547	—	1651	— 1833
§ Burton Latimer, opp Langley Court	—	—	1547	1547	—	1651	— 1833
<b>Burton Latimer, adj Finedon Street</b>	—	—	1548	1548	—	1652	— 1834
§ Burton Latimer, opp Shannon Way	—	—	1549	1549	—	1653	— 1835
§ Burton Latimer, Glebe General Store (Stop os)	—	—	1550	1551	—	1655	— 1836
§ Burton Latimer, Polwell Lane (N-bound)	—	—	1552	1554	—	1657	— 1838
<b>Barton Seagrave, opp Grosvenor Road</b>	—	—	1555	1557	—	1700	— 1841
§ Barton Seagrave, o/s 62 Polwell Lane	—	—	1555	1558	—	1700	— 1841
§ Barton Seagrave, adj St Botolph's Road	—	—	1556	1559	—	1701	— 1842
§ Barton Seagrave, opp Castle Way	—	—	1557	1600	—	1701	— 1842
§ Barton Seagrave, opp Barton Seagrave Hall	—	—	1558	1601	—	1702	— 1843
<b>Kettering, o/s Wicksteed Park</b>	—	—	1601	1606	—	1705	— 1846
§ Kettering, adj Netherfield Road	—	—	1602	1607	—	1706	— 1847
§ Kettering, opp Woodcroft Scout Centre	—	—	1602	1607	—	1706	— 1847
§ Kettering, adj Roundhill Road	—	—	1604	1609	—	1708	— 1849
§ Kettering, opp St Mary's Hospital	—	—	1606	1611	—	1710	— 1851
§ Kettering, o/s Police Station	—	—	1608	1613	—	1712	— 1853
<b>Kettering, Bus Interchange (Stop 9)</b>	arr	—	1609	1614	—	1713	— 1854
<b>Kettering, Bus Interchange (Stop 9)</b>	dep	—	1611	1614	—	1714	— 1854
<b>Kettering, Newland Centre (Stop 3)</b>	—	—	1613	1616	—	1716	— 1856

Service Restrictions: 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.  
2 - only 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

Notes: NOSD - Operates on Northamptonshire Schooldays only  
NOSH - Operates during Northamptonshire School Holidays only  
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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Sundays

<b>Kettering, Newland Centre (Stop 6)</b>	<b>0905</b>	<b>1105</b>	<b>1305</b>	<b>1505</b>	<b>1705</b>	
§ Kettering, opp School Lane	0906	1106	1306	1506	1706	
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>arr 0908</b>	<b>1108</b>	<b>1308</b>	<b>1508</b>	<b>1708</b>	
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>dep 0909</b>	<b>1109</b>	<b>1309</b>	<b>1509</b>	<b>1709</b>	
§ Kettering, opp Police Station	0909	1109	1309	1509	1709	
§ Kettering, o/s St Mary's Hospital	0911	1111	1311	1511	1711	
§ Kettering, opp Roundhill Road	0912	1112	1312	1512	1712	
§ Kettering, o/s Woodcroft Scout Centre	0914	1114	1314	1514	1714	
<b>Kettering, opp Wicksteed Park</b>	<b>0916</b>	<b>1116</b>	<b>1316</b>	<b>1516</b>	<b>1716</b>	
§ Barton Seagrave, adj Castle Way	0917	1117	1317	1517	1717	
§ Barton Seagrave, nr St Botolph's Road	0918	1118	1318	1518	1718	
§ Barton Seagrave, o/s 77 Polwell Lane	0918	1118	1318	1518	1718	
<b>Barton Seagrave, adj Grosvenor Road</b>	<b>0919</b>	<b>1119</b>	<b>1319</b>	<b>1519</b>	<b>1719</b>	
§ Burton Latimer, opp Southfield Drive	0920	1120	1320	1520	1720	
§ Burton Latimer, Polwell Lane (S-bound)	0921	1121	1321	1521	1721	
<b>Burton Latimer, adj Station Road</b>	<b>0922</b>	<b>1122</b>	<b>1322</b>	<b>1522</b>	<b>1722</b>	
§ Burton Latimer, nr Shannon Way	0922	1122	1322	1522	1722	
§ Burton Latimer, opp Finedon Street	0923	1123	1323	1523	1723	
§ Burton Latimer, adj Orbit Mews	0924	1124	1324	1524	1724	
<b>Burton Latimer, opp Newman Street</b>	<b>0925</b>	<b>1125</b>	<b>1325</b>	<b>1525</b>	<b>1725</b>	
§ Burton Latimer, adj Brooks Close	0925	1125	1325	1525	1725	
§ Finedon, opp High Street	0929	1129	1329	1529	1729	
<b>Finedon, nr Dolben Arms</b>	<b>0930</b>	<b>1130</b>	<b>1330</b>	<b>1530</b>	<b>1730</b>	
§ Finedon, adj The Tower	0930	1130	1330	1530	1730	
§ Irthlingborough, opp Huxlow School	0933	1133	1333	1533	1733	
§ Irthlingborough, adj Holbush Way	0934	1134	1334	1534	1734	
<b>Irthlingborough, adj New Street</b>	<b>0935</b>	<b>1135</b>	<b>1335</b>	<b>1535</b>	<b>1735</b>	
§ Irthlingborough, opp Ford Garage	0935	1135	1335	1535	1735	
§ Higham Ferrers, A45 Roundabout (S-bound)	0938	1138	1338	1538	1738	
§ Higham Ferrers, adj Simpson Avenue	0939	1139	1339	1539	1739	
§ Higham Ferrers, o/s 12 North End	0940	1140	1340	1540	1740	
§ Higham Ferrers, opp Cemetery Lane	0940	1140	1340	1540	1740	
<b>Higham Ferrers, o/s The Green Dragon Hotel</b>	<b>0941</b>	<b>1141</b>	<b>1341</b>	<b>1541</b>	<b>1741</b>	
<b>Rushden, Rushden Lakes (Stop 1)</b>	<b>0947</b>	<b>1147</b>	<b>1347</b>	<b>1547</b>	<b>1747</b>	
§ Rushden, o/s Totelectors Factory	0949	1149	1349	1549	1749	
<b>Rushden, opp Waitrose</b>	<b>0950</b>	<b>1150</b>	<b>1350</b>	<b>1550</b>	<b>1750</b>	
§ Rushden, o/s White Arches Caravans	0951	1151	1351	1551	1751	
§ Rushden, adj Saxonlea Close	0952	1152	1352	1552	1752	
§ Rushden, o/s Oakley Arms	0954	1154	1354	1554	1754	
§ Rushden, opp Adnitt Road	0955	1155	1355	1555	1755	
§ Rushden, Barwick House (Stop os)	0956	1156	1356	1556	1756	
§ Rushden, adj Station Road	0957	1157	1357	1557	1757	
<b>Rushden, opp George Street</b>	<b>0959</b>	<b>1159</b>	<b>1359</b>	<b>1559</b>	<b>1759</b>	<b>1759</b>
§ Rushden, opp BP Garage	0959	1159	1359	1559	1759	
§ Rushden, o/s South End Infant School	1001	1201	1401	1601	1801	
§ Rushden, adj Harvey Road	1001	1201	1401	1601	1801	
§ Wymington, opp Cambridge Street	1002	1202	1402	1602	1802	
§ Wymington, Rushden Road (S-bound)	1003	1203	1403	1603	1803	
<b>Wymington, adj Church Lane</b>	<b>1004</b>	<b>1204</b>	<b>1404</b>	<b>1604</b>	<b>1804</b>	
§ Wymington, opp South Grove	1004	1204	1404	1604	1804	
§ Rushden, Junction with Bedford Road (NE-bound)	1005	1205	1405	1605	1805	
§ Rushden, nr Avenue Road	1006	1206	1406	1606	1806	
§ Sharnbrook, The Fordham Arms (Stop P)	1013	1213	1413	1613	1813	
<b>Sharnbrook, The Swan with Two Nicks (Stop N)</b>	<b>1014</b>	<b>1214</b>	<b>1414</b>	<b>1614</b>	<b>1814</b>	
§ Sharnbrook, Sharnbrook House (Stop L)	1014	1214	1414	1614	1814	
§ Sharnbrook, Loring Road East (Stop J)	1015	1215	1415	1615	1815	
§ Sharnbrook, Loring Road West (Stop H)	1016	1216	1416	1616	1816	
§ Sharnbrook, Village Hall (Stop F)	1016	1216	1416	1616	1816	
§ Sharnbrook, Pinchmill Close (Stop D)	1017	1217	1417	1617	1817	
§ Sharnbrook, Upper School (Stop B)	1017	1217	1417	1617	1817	
<b>Felmersham, The Church (S-bound)</b>	<b>1021</b>	<b>1221</b>	<b>1421</b>	<b>1621</b>	<b>1821</b>	
<b>Radwell, adj The Swan</b>	<b>1024</b>	<b>1224</b>	<b>1424</b>	<b>1624</b>	<b>1824</b>	
§ Milton Ernest, adj Huntsmans Way	1026	1226	1426	1626	1826	
<b>Milton Ernest, opp The Queen's Head</b>	<b>1027</b>	<b>1227</b>	<b>1427</b>	<b>1627</b>	<b>1827</b>	
<b>Oakley, adj The Memorial</b>	<b>1032</b>	<b>1232</b>	<b>1432</b>	<b>1632</b>	<b>1832</b>	
§ Oakley, opp Queens Close	1032	1232	1432	1632	1832	
§ Oakley, adj Bedford Arms	1033	1233	1433	1633	1833	
§ Oakley, adj Dewlands	1033	1233	1433	1633	1833	
§ Oakley, adj Parsonage Close	1034	1234	1434	1634	1834	
§ Oakley, opp Lovell Memorial Homes West	1035	1235	1435	1635	1835	
§ Oakley, opp Lovell Memorial Homes East	1035	1235	1435	1635	1835	
§ Clapham, opp Hunters Close	1037	1237	1437	1637	1837	
§ Clapham, Fox and Hounds (SE-bound)	1037	1237	1437	1637	1837	
§ Clapham, adj Mount Pleasant	1037	1237	1437	1637	1837	
<b>Clapham, adj Highbury Grove</b>	<b>1039</b>	<b>1239</b>	<b>1439</b>	<b>1639</b>	<b>1839</b>	
§ Clapham, opp The Swan	1040	1240	1440	1640	1840	
§ Bedford, opp The Anglers Rest	1043	1243	1443	1643	1843	
§ Bedford, opp Sainsburys Clapham	1044	1244	1444	1644	1844	
§ Bedford, opp Hilbre Grange	1045	1245	1445	1645	1845	
§ Bedford, opp Linden Road	1045	1245	1445	1645	1845	
§ Bedford, opp Lansdowne Road	1047	1247	1447	1647	1847	
§ Bedford, o/s North Parade	1047	1247	1447	1647	1847	
<b>Bedford, Bus Station (Bay E)</b>	<b>1049</b>	<b>1249</b>	<b>1449</b>	<b>1649</b>	<b>1849</b>	

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

### Saturdays

<b>Kettering, Newland Centre (Stop 6)</b>	<b>1620</b>	—	<b>1720</b>	—	<b>1835</b>	—
§ Kettering, opp School Lane	1621	—	1721	—	1836	—
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>arr 1623</b>	—	<b>1723</b>	—	<b>1838</b>	—
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>dep 1625</b>	—	<b>1725</b>	—	<b>1838</b>	—
§ Kettering, opp Police Station	1625	—	1725	—	1838	—
§ Kettering, o/s St Mary's Hospital	1626	—	1726	—	1839	—
§ Kettering, opp Roundhill Road	1628	—	1728	—	1841	—
§ Kettering, o/s Woodcroft Scout Centre	1629	—	1729	—	1842	—
<b>Kettering, opp Wicksteed Park</b>	<b>1631</b>	—	<b>1731</b>	—	<b>1844</b>	—
§ Barton Seagrave, adj Castle Way	1634	—	1734	—	1847	—
§ Barton Seagrave, nr St Botolph's Road	1634	—	1734	—	1847	—
§ Barton Seagrave, o/s 77 Polwell Lane	1635	—	1735	—	1848	—
<b>Barton Seagrave, adj Grosvenor Road</b>	<b>1636</b>	—	<b>1736</b>	—	<b>1849</b>	—
§ Burton Latimer, opp Southfield Drive	1636	—	1736	—	1849	—
§ Burton Latimer, Polwell Lane (S-bound)	1637	—	1737	—	1850	—
<b>Burton Latimer, adj Station Road</b>	<b>1638</b>	—	<b>1738</b>	—	<b>1851</b>	—
§ Burton Latimer, nr Shannon Way	1639	—	1739	—	1851	—
§ Burton Latimer, opp Finedon Street	1640	—	1740	—	1852	—
§ Burton Latimer, adj Orbit Mews	1641	—	1741	—	1853	—
<b>Burton Latimer, opp Newman Street</b>	<b>1642</b>	—	<b>1742</b>	—	<b>1854</b>	—
§ Burton Latimer, adj Brooks Close	1642	—	1742	—	1854	—
§ Finedon, opp High Street	1647	—	1747	—	1858	—
<b>Finedon, nr Dolben Arms</b>	<b>1648</b>	—	<b>1748</b>	—	<b>1859</b>	—
§ Finedon, adj The Tower	1648	—	1748	—	1859	—
§ Irthlingborough, opp Huxlow School	1651	—	1751	—	1902	—
§ Irthlingborough, adj Holbush Way	1652	—	1752	—	1903	—
<b>Irthlingborough, adj New Street</b>	<b>1653</b>	—	<b>1753</b>	—	<b>1904</b>	—
§ Irthlingborough, opp Ford Garage	1653	—	1753	—	1904	—
<b>Rushden, Rushden Lakes (Stop 1)</b>	<b>1701</b>	—	<b>1801</b>	—	<b>1909</b>	—
§ Rushden, adj Waitrose	1702	—	1802	—	1910	—
§ Rushden, o/s White Arches Caravans	1704	—	1804	—	1912	—
§ Rushden, adj Saxonlea Close	1705	—	1804	—	1912	—
§ Rushden, o/s Oakley Arms	1707	—	1806	—	1914	—
§ Rushden, opp Adnitt Road	1707	—	1807	—	1915	—
§ Rushden, Barwick House (Stop os)	1708	—	1807	—	1915	—
§ Rushden, adj Station Road	1709	—	1808	—	1916	—
<b>Rushden, opp George Street</b>	<b>1711</b>	<b>1712</b>	<b>1810</b>	<b>1811</b>	<b>1918</b>	<b>1919</b>
§ Rushden, opp BP Garage	—	1712	—	1811	—	1919
§ Rushden, nr Wymington Road	—	1713	—	1812	—	1920
§ Rushden, adj Manning Street	—	1713	—	1812	—	1920
§ Rushden, opp Jubilee Park	—	1714	—	1812	—	1920
§ Rushden, o/s Rugby Football Ground	—	1714	—	1813	—	1921
§ Rushden, Golf Course (Stop os)	—	1716	—	1814	—	1922
§ Rushden, nr Avenue Road	—	1717	—	1816	—	1924
§ Sharnbrook, The Fordham Arms (Stop P)	—	1726	—	1824	—	1932
<b>Sharnbrook, The Swan with Two Nicks (Stop N)</b>	—	<b>1728</b>	—	<b>1826</b>	—	<b>1934</b>
§ Sharnbrook, Sharnbrook House (Stop L)	—	1728	—	1826	—	1934
§ Sharnbrook, Loring Road East (Stop J)	—	1729	—	1827	—	1935
§ Sharnbrook, Loring Road West (Stop H)	—	1730	—	1828	—	1936
§ Sharnbrook, Village Hall (Stop F)	—	1730	—	1828	—	1936
§ Sharnbrook, Pinchmill Close (Stop D)	—	1731	—	1829	—	1937
§ Sharnbrook, Upper School (Stop B)	—	1731	—	1829	—	1937
<b>Felmersham, The Church (S-bound)</b>	—	<b>1735</b>	—	<b>1833</b>	—	<b>1941</b>
<b>Radwell, adj The Swan</b>	—	<b>1738</b>	—	<b>1836</b>	—	<b>1944</b>
§ Milton Ernest, adj Huntsmans Way	—	1743	—	1838	—	1946
<b>Milton Ernest, opp The Queen's Head</b>	—	<b>1744</b>	—	<b>1839</b>	—	<b>1947</b>
<b>Oakley, adj The Memorial</b>	—	—	—	<b>1844</b>	—	<b>1952</b>
§ Oakley, opp Queens Close	—	—	—	1844	—	1952
§ Oakley, adj Bedford Arms	—	—	—	1845	—	1953
§ Oakley, adj Dewlands	—	—	—	1845	—	1953
§ Oakley, adj Parsonage Close	—	—	—	1846	—	1954
§ Oakley, opp Lovell Memorial Homes West	—	—	—	1847	—	1955
§ Oakley, opp Lovell Memorial Homes East	—	—	—	1847	—	1955
§ Clapham, opp Hunters Close	—	—	—	1849	—	1957
§ Clapham, opp Highfield Road	—	1746	—	—	—	—
§ Clapham, Twinwoods (S-bound)	—	1747	—	—	—	—
§ Clapham, Milton Road (S-bound)	—	1747	—	—	—	—
§ Clapham, Fox and Hounds (SE-bound)	—	1748	—	1849	—	1957
§ Clapham, adj Mount Pleasant	—	1748	—	1849	—	1957
<b>Clapham, adj Highbury Grove</b>	—	<b>1749</b>	—	<b>1851</b>	—	<b>1959</b>
§ Clapham, opp The Swan	—	1750	—	1852	—	2000
§ Bedford, opp The Anglers Rest	—	1754	—	1855	—	2003
§ Bedford, opp Sainsburys Clapham	—	1755	—	1856	—	2004
§ Bedford, opp Hilbre Grange	—	1756	—	1857	—	2005
§ Bedford, opp Linden Road	—	1756	—	1857	—	2005
§ Bedford, opp Lansdowne Road	—	1758	—	1859	—	2007
§ Bedford, o/s North Parade	—	1759	—	1859	—	2007
<b>Bedford, Bus Station (Bay E)</b>	—	<b>1801</b>	—	<b>1901</b>	—	<b>2009</b>

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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

Saturdays

Table with columns for stop names and times. Rows include stops like Kettering, Newland Centre (Stop 6), Barton Seagrave, Burton Latimer, and Rushden, with times ranging from 0700 to 1659.

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



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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

### Saturdays

<b>Kettering, Newland Centre (Stop 6)</b>	<b>0523</b>	—	<b>0615</b>	<b>0633</b>	▶▶▶
§ Kettering, opp School Lane	0524	—	0616	0634	
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>arr 0526</b>	—	<b>0618</b>	<b>0637</b>	
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>dep 0526</b>	—	<b>0618</b>	<b>0637</b>	
§ Kettering, opp Police Station	0526	—	0618	0637	
§ Kettering, o/s St Mary's Hospital	0527	—	0619	0638	
§ Kettering, opp Roundhill Road	0529	—	0621	0640	
§ Kettering, o/s Woodcroft Scout Centre	0530	—	0622	0641	
<b>Kettering, opp Wicksteed Park</b>	<b>0532</b>	—	<b>0624</b>	<b>0643</b>	
§ Barton Seagrave, adj Castle Way	0534	—	0626	0645	
§ Barton Seagrave, nr St Botolph's Road	0534	—	0626	0645	
§ Barton Seagrave, o/s 77 Polwell Lane	0535	—	0627	0646	
<b>Barton Seagrave, adj Grosvenor Road</b>	<b>0536</b>	—	<b>0628</b>	<b>0647</b>	
§ Burton Latimer, opp Southfield Drive	0536	—	0628	0647	
§ Burton Latimer, Polwell Lane (S-bound)	0537	—	0629	0648	
<b>Burton Latimer, adj Station Road</b>	<b>0538</b>	—	<b>0630</b>	<b>0649</b>	
§ Burton Latimer, nr Shannon Way	0538	—	0630	0650	
§ Burton Latimer, opp Finedon Street	0539	—	0631	0651	
§ Burton Latimer, adj Orbit Mews	0539	—	0631	0652	
<b>Burton Latimer, opp Newman Street</b>	<b>0540</b>	—	<b>0632</b>	<b>0653</b>	
§ Burton Latimer, adj Brooks Close	0540	—	0632	0653	
§ Finedon, opp High Street	0542	—	0634	0657	
<b>Finedon, nr Dolben Arms</b>	<b>0543</b>	—	<b>0635</b>	<b>0658</b>	
§ Finedon, adj The Tower	0543	—	0635	0658	
§ Irthlingborough, opp Huxlow School	0546	—	0638	0701	
§ Irthlingborough, adj Holbush Way	0547	—	0639	0702	
<b>Irthlingborough, adj New Street</b>	<b>0548</b>	—	<b>0640</b>	<b>0703</b>	
§ Irthlingborough, opp Ford Garage	0548	—	0640	0703	
§ Higham Ferrers, A45 Roundabout (S-bound)	0551	—	0706		
§ Higham Ferrers, adj Simpson Avenue	0552	—	0707		
§ Higham Ferrers, o/s 12 North End	0553	—	0708		
§ Higham Ferrers, opp Cemetery Lane	0553	—	0708		
<b>Higham Ferrers, o/s The Green Dragon Hotel</b>	<b>0554</b>	—	<b>0709</b>		
<b>Rushden, Rushden Lakes (Stop 1)</b>	<b>0600</b>	—	<b>0645</b>	<b>0715</b>	
§ Rushden, o/s Totelectors Factory	0600	—	0715		
<b>Rushden, opp Waitrose</b>	<b>0601</b>	—	<b>0716</b>		
§ Rushden, adj Waitrose	—	—	0646	—	
§ Rushden, o/s White Arches Caravans	0602	—	0648	0717	
§ Rushden, adj Saxonlea Close	0603	—	0648	0718	
§ Rushden, o/s Oakley Arms	0605	—	0650	0720	
§ Rushden, opp Adnitt Road	0605	—	0651	0720	
§ Rushden, Barwick House (Stop os)	0606	—	0651	0721	
§ Rushden, adj Station Road	0607	—	0652	0722	
<b>Rushden, opp George Street</b>	<b>0609</b>	<b>0610</b>	<b>0654</b>	<b>0724</b>	
§ Rushden, opp BP Garage	—	0610	—	—	
§ Rushden, nr Wymington Road	—	0611	—	—	
§ Rushden, adj Manning Street	—	0611	—	—	
§ Rushden, opp Jubilee Park	—	0611	—	—	
§ Rushden, o/s Rugby Football Ground	—	0612	—	—	
§ Rushden, Golf Course (Stop os)	—	0613	—	—	
§ Rushden, nr Avenue Road	—	0615	—	—	
§ Sharnbrook, The Fordham Arms (Stop P)	—	0623	—	—	
<b>Sharnbrook, The Swan with Two Nicks (Stop N)</b>	—	<b>0625</b>	—	—	
§ Sharnbrook, Sharnbrook House (Stop L)	—	0625	—	—	
§ Sharnbrook, Loring Road East (Stop J)	—	0626	—	—	
§ Sharnbrook, Loring Road West (Stop H)	—	0627	—	—	
§ Sharnbrook, Village Hall (Stop F)	—	0627	—	—	
§ Sharnbrook, Pinchmill Close (Stop D)	—	0628	—	—	
§ Sharnbrook, Upper School (Stop B)	—	0628	—	—	
<b>Felmersham, The Church (S-bound)</b>	—	<b>0632</b>	—	—	
<b>Radwell, adj The Swan</b>	—	<b>0635</b>	—	—	
§ Milton Ernest, adj Huntsmans Way	—	0637	—	—	
<b>Milton Ernest, opp The Queen's Head</b>	—	<b>0638</b>	—	—	
<b>Oakley, adj The Memorial</b>	—	<b>0643</b>	—	—	
§ Oakley, opp Queens Close	—	0643	—	—	
§ Oakley, adj Bedford Arms	—	0644	—	—	
§ Oakley, adj Dewlands	—	0645	—	—	
§ Oakley, adj Parsonage Close	—	0646	—	—	
§ Oakley, opp Lovell Memorial Homes West	—	0647	—	—	
§ Oakley, opp Lovell Memorial Homes East	—	0648	—	—	
§ Clapham, opp Hunters Close	—	0650	—	—	
§ Clapham, Fox and Hounds (SE-bound)	—	0650	—	—	
§ Clapham, adj Mount Pleasant	—	0651	—	—	
<b>Clapham, adj Highbury Grove</b>	—	<b>0653</b>	—	—	
§ Clapham, opp The Swan	—	0654	—	—	
§ Bedford, opp The Anglers Rest	—	0658	—	—	
§ Bedford, opp Sainsburys Clapham	—	0700	—	—	
§ Bedford, opp Rushmoor School	—	0701	—	—	
<b>Bedford, Bedford Railway Station (Stop R3)</b>	—	<b>0705</b>	—	—	
§ Bedford, adj Alexandra Road	—	0707	—	—	
<b>Bedford, Bus Station (Bay E)</b>	—	<b>0710</b>	—	—	▶▶▶

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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

Table with columns for Service Restrictions, Notes, and time slots (2, 2, 1, 1). Rows list various stops from Kettering to Bedford, including times for each direction.

Service Restrictions: 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2. 2 - only 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

Notes: NOSD - Operates on Northamptonshire Schooldays only NOSH - Operates during Northamptonshire School Holidays 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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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**

Table with columns: Service Restrictions, Notes, and time slots 1, 2, 1, 2, 2. Rows include destinations like Kettering, Barton Seagrave, Burton Latimer, Irthlingborough, Higham Ferrers, Rushden, Sharnbrook, Felmersham, Radwell, Milton Ernest, Clapham, and Bedford.

Service Restrictions: 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.
2 - only 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

Notes: NOSD - Operates on Northamptonshire Schooldays only
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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service Restrictions	2	2	
Notes	NOSH	NOSH	
<b>Kettering, Newland Centre (Stop 6)</b>	0523	—	0555
§ Kettering, opp School Lane	0524	—	0556
<b>Kettering, Bus Interchange (Stop 13)</b>	arr 0526	—	0558
<b>Kettering, Bus Interchange (Stop 13)</b>	dep 0526	—	0558
§ Kettering, opp Police Station	0526	—	0558
§ Kettering, o/s St Mary's Hospital	0527	—	0559
§ Kettering, opp Roundhill Road	0529	—	0601
§ Kettering, o/s Woodcroft Scout Centre	0530	—	0602
<b>Kettering, opp Wicksteed Park</b>	0532	—	0604
§ Barton Seagrave, adj Castle Way	0534	—	0606
§ Barton Seagrave, nr St Botolph's Road	0534	—	0606
§ Barton Seagrave, o/s 77 Polwell Lane	0535	—	0607
<b>Barton Seagrave, adj Grosvenor Road</b>	0536	—	0608
§ Burton Latimer, opp Southfield Drive	0536	—	0608
§ Burton Latimer, Polwell Lane (S-bound)	0537	—	0609
<b>Burton Latimer, adj Station Road</b>	0538	—	0610
§ Burton Latimer, nr Shannon Way	0538	—	0610
§ Burton Latimer, opp Finedon Street	0539	—	0611
§ Burton Latimer, adj Orbit Mews	0539	—	0611
<b>Burton Latimer, opp Newman Street</b>	0540	—	0612
§ Burton Latimer, adj Brooks Close	0540	—	0612
§ Finedon, opp High Street	0542	—	0614
<b>Finedon, nr Dolben Arms</b>	0543	—	0615
§ Finedon, adj The Tower	0543	—	0615
§ Irthingborough, opp Huxlow School	0546	—	0618
§ Irthingborough, adj Holbush Way	0547	—	0619
<b>Irthingborough, adj New Street</b>	0548	—	0620
§ Irthingborough, opp Ford Garage	0548	—	0620
§ Higham Ferrers, A45 Roundabout (S-bound)	0551	—	
§ Higham Ferrers, adj Simpson Avenue	0552	—	
§ Higham Ferrers, o/s 12 North End	0553	—	
§ Higham Ferrers, opp Cemetery Lane	0553	—	
<b>Higham Ferrers, o/s The Green Dragon Hotel</b>	0554	—	
<b>Rushden, Rushden Lakes (Stop 1)</b>	0600	—	0625
§ Rushden, o/s Tectors Factory	0600	—	
<b>Rushden, opp Waitrose</b>	0601	—	
§ Rushden, adj Waitrose		—	0626
§ Rushden, o/s White Arches Caravans	0602	—	0628
§ Rushden, adj Saxonlea Close	0603	—	0628
§ Rushden, o/s Oakley Arms	0605	—	0630
§ Rushden, opp Adnitt Road	0605	—	0631
§ Rushden, Barwick House (Stop os)	0606	—	0631
§ Rushden, adj Station Road	0607	—	0632
<b>Rushden, opp George Street</b>	0609	0610	0634
§ Rushden, opp BP Garage	—	0610	—
§ Rushden, nr Wymington Road	—	0611	—
§ Rushden, adj Manning Street	—	0611	—
§ Rushden, opp Jubilee Park	—	0611	—
§ Rushden, o/s Rugby Football Ground	—	0612	—
§ Rushden, Golf Course (Stop os)	—	0613	—
§ Rushden, nr Avenue Road	—	0615	—
§ Sharnbrook, The Fordham Arms (Stop P)	—	0623	—
<b>Sharnbrook, The Swan with Two Nicks (Stop N)</b>	—	0625	—
§ Sharnbrook, Sharnbrook House (Stop L)	—	0625	—
§ Sharnbrook, Loring Road East (Stop J)	—	0626	—
§ Sharnbrook, Loring Road West (Stop H)	—	0627	—
§ Sharnbrook, Village Hall (Stop F)	—	0627	—
§ Sharnbrook, Pinchmill Close (Stop D)	—	0628	—
§ Sharnbrook, Upper School (Stop B)	—	0628	—
<b>Felmersham, The Church (S-bound)</b>	—	0632	—
<b>Radwell, adj The Swan</b>	—	0635	—
§ Milton Ernest, adj Huntsmans Way	—	0637	—
<b>Milton Ernest, opp The Queen's Head</b>	—	0638	—
<b>Oakley, adj The Memorial</b>	—	0643	—
§ Oakley, opp Queens Close	—	0643	—
§ Oakley, adj Bedford Arms	—	0644	—
§ Oakley, adj Dewlands	—	0645	—
§ Oakley, adj Parsonage Close	—	0646	—
§ Oakley, opp Lovell Memorial Homes West	—	0647	—
§ Oakley, opp Lovell Memorial Homes East	—	0648	—
§ Clapham, opp Hunters Close	—	0650	—
§ Clapham, Fox and Hounds (SE-bound)	—	0650	—
§ Clapham, adj Mount Pleasant	—	0651	—
<b>Clapham, adj Highbury Grove</b>	—	0653	—
§ Clapham, opp The Swan	—	0654	—
§ Bedford, opp The Anglers Rest	—	0658	—
§ Bedford, opp Sainsburys Clapham	—	0700	—
§ Bedford, opp Rushmoor School	—	0701	—
<b>Bedford, Bedford Railway Station (Stop R3)</b>	—	0705	—
§ Bedford, adj Alexandra Road	—	0707	—
<b>Bedford, Bus Station (Bay E)</b>	—	0710	—

Service Restrictions: 2 - only 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

Notes: NOSH - Operates during Northamptonshire School Holidays only

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

### Mondays to Fridays

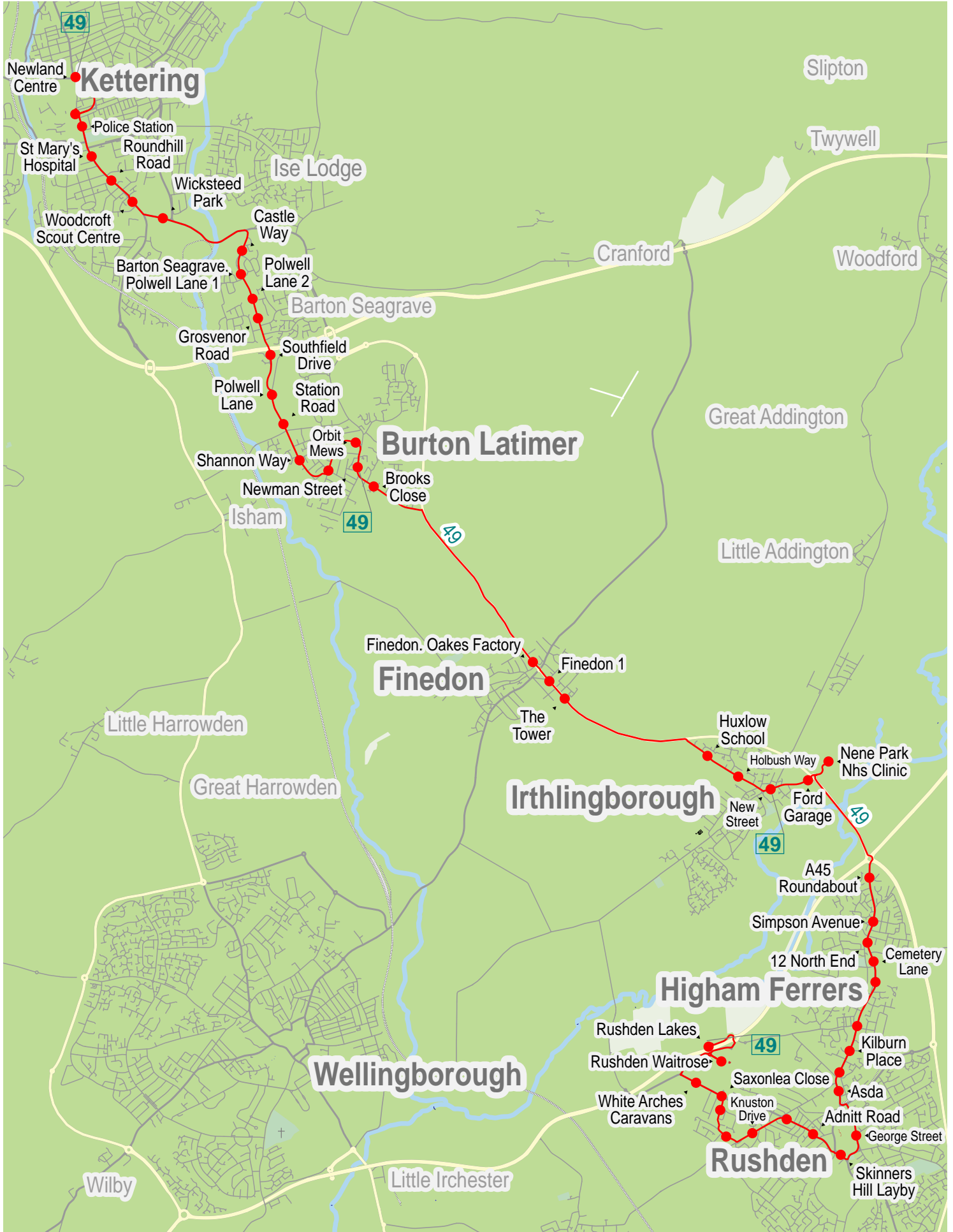
Service Restrictions	1	1	
Notes	NOSD	NOSD	
<b>Kettering, Newland Centre (Stop 6)</b>	0458	—	▶▶
§ Kettering, opp School Lane	0459	—	
<b>Kettering, Bus Interchange (Stop 13)</b>	arr 0501	—	
<b>Kettering, Bus Interchange (Stop 13)</b>	dep 0501	—	
§ Kettering, opp Police Station	0501	—	
§ Kettering, o/s St Mary's Hospital	0502	—	
§ Kettering, opp Roundhill Road	0504	—	
§ Kettering, o/s Woodcroft Scout Centre	0505	—	
<b>Kettering, opp Wicksteed Park</b>	0507	—	
§ Barton Seagrave, adj Castle Way	0509	—	
§ Barton Seagrave, nr St Botolph's Road	0509	—	
§ Barton Seagrave, o/s 77 Polwell Lane	0510	—	
<b>Barton Seagrave, adj Grosvenor Road</b>	0511	—	
§ Burton Latimer, opp Southfield Drive	0511	—	
§ Burton Latimer, Polwell Lane (S-bound)	0512	—	
<b>Burton Latimer, adj Station Road</b>	0513	—	
§ Burton Latimer, nr Shannon Way	0513	—	
§ Burton Latimer, opp Finedon Street	0514	—	
§ Burton Latimer, adj Orbit Mews	0514	—	
<b>Burton Latimer, opp Newman Street</b>	0515	—	
§ Burton Latimer, adj Brooks Close	0515	—	
§ Finedon, opp High Street	0517	—	
<b>Finedon, nr Dolben Arms</b>	0518	—	
§ Finedon, adj The Tower	0518	—	
§ Irthingborough, opp Huxlow School	0521	—	
§ Irthingborough, adj Holbush Way	0522	—	
<b>Irthingborough, adj New Street</b>	0523	—	
§ Irthingborough, opp Ford Garage	0523	—	
§ Higham Ferrers, A45 Roundabout (S-bound)	0526	—	
§ Higham Ferrers, adj Simpson Avenue	0527	—	
§ Higham Ferrers, o/s 12 North End	0528	—	
§ Higham Ferrers, opp Cemetery Lane	0528	—	
<b>Higham Ferrers, o/s The Green Dragon Hotel</b>	0529	—	
<b>Rushden, Rushden Lakes (Stop 1)</b>	0535	—	
§ Rushden, o/s Totectors Factory	0535	—	
<b>Rushden, opp Waitrose</b>	0536	—	
§ Rushden, o/s White Arches Caravans	0537	—	
§ Rushden, adj Saxonlea Close	0538	—	
§ Rushden, o/s Oakley Arms	0540	—	
§ Rushden, opp Adnitt Road	0540	—	
§ Rushden, Barwick House (Stop os)	0541	—	
§ Rushden, adj Station Road	0542	—	
<b>Rushden, opp George Street</b>	0544	0545	
§ Rushden, opp BP Garage	—	0545	more
§ Rushden, nr Wymington Road	—	0546	trips
§ Rushden, adj Manning Street	—	0546	below
§ Rushden, opp Jubilee Park	—	0546	
§ Rushden, o/s Rugby Football Ground	—	0547	
§ Rushden, Golf Course (Stop os)	—	0548	
§ Rushden, nr Avenue Road	—	0550	
§ Sharnbrook, The Fordham Arms (Stop P)	—	0558	
<b>Sharnbrook, The Swan with Two Nicks (Stop N)</b>	—	0600	
§ Sharnbrook, Sharnbrook House (Stop L)	—	0600	
§ Sharnbrook, Loring Road East (Stop J)	—	0601	
§ Sharnbrook, Loring Road West (Stop H)	—	0602	
§ Sharnbrook, Village Hall (Stop F)	—	0602	
§ Sharnbrook, Pinchmill Close (Stop D)	—	0603	
§ Sharnbrook, Upper School (Stop B)	—	0603	
<b>Felmersham, The Church (S-bound)</b>	—	0607	
<b>Radwell, adj The Swan</b>	—	0610	
§ Milton Ernest, adj Huntsmans Way	—	0612	
<b>Milton Ernest, opp The Queen's Head</b>	—	0613	
<b>Oakley, adj The Memorial</b>	—	0618	
§ Oakley, opp Queens Close	—	0618	
§ Oakley, adj Bedford Arms	—	0619	
§ Oakley, adj Dewlands	—	0620	
§ Oakley, adj Parsonage Close	—	0621	
§ Oakley, opp Lovell Memorial Homes West	—	0622	
§ Oakley, opp Lovell Memorial Homes East	—	0623	
§ Clapham, opp Hunters Close	—	0625	
§ Clapham, Fox and Hounds (SE-bound)	—	0625	
§ Clapham, adj Mount Pleasant	—	0626	
<b>Clapham, adj Highbury Grove</b>	—	0628	
§ Clapham, opp The Swan	—	0629	
§ Bedford, opp The Anglers Rest	—	0633	
§ Bedford, opp Sainsburys Clapham	—	0635	
§ Bedford, opp Rushmoor School	—	0636	
<b>Bedford, Bedford Railway Station (Stop R3)</b>	—	0640	
§ Bedford, adj Alexandra Road	—	0642	
<b>Bedford, Bus Station (Bay E)</b>	—	0645	▶▶

Service Restrictions: 1 - not 23.10.17 to 27.10., 21.12.17 to 2.1.18, 12.2. to 16.2.

Notes: NOSD - Operates on Northamptonshire Schooldays only

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

# Route map for Stagecoach Northamptonshire service 49 (inbound)



# Route map for Stagecoach Northamptonshire service 49 (outbound)







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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

### Saturdays

Kettering, Newland Centre (Stop 6)	0717	0817	0916	16	1416	1546	1650	1755	1905	2005	
Kettering, Bus Interchange (Stop 13)	arr 0720	0821	0919	19	1419	1549	1654	1758	1908	2008	
Kettering, Bus Interchange (Stop 13)	dep 0720	0821	0921	21	1421	1551	1654	1759	1909	2009	
§ Kettering, opp Police Station	0720	0821	0921	21	1421	1551	1654	1759	1909	2009	
§ Kettering, o/s St Mary's Hospital	0721	0822	0922	22	1422	1552	1655	1800	1910	2010	
§ Kettering, opp Roundhill Road	0723	0824	0924	24	1424	1554	1657	1802	1912	2012	
§ Kettering, o/s Woodcroft Scout Centre	0724	0825	0925	25	1425	1555	1658	1803	1913	2013	
Kettering, opp Wicksteed Park	0726	0827	0927	27	1427	1557	1700	1805	1915	2015	
§ Barton Seagrave, adj Castle Way	0729	0830	0930	30	1430	1600	1703	1807	1917	2017	
§ Barton Seagrave, nr St Botolph's Road	0730	0830	0930	30	1430	1600	1703	1807	1917	2017	
§ Barton Seagrave, o/s 77 Polwell Lane	0731	0831	0931	31	1431	1601	1704	1808	1918	2018	
Barton Seagrave, adj Grosvenor Road	0732	0832	0932	32	1432	1602	1705	1809	1919	2019	
§ Burton Latimer, opp Southfield Drive	0732	0832	0932	32	1432	1602	1705	1809	1919	2019	
§ Burton Latimer, Polwell Lane (S-bound)	0733	0833	0933	33	1433	1603	1706	1810	1920	2020	
Burton Latimer, adj Station Road	0734	0834	0934	34	1434	1604	1707	1811	1921	2021	
§ Burton Latimer, nr Shannon Way	0734	0835	0935	35	1435	1605	1708	1812	1922	2022	
§ Burton Latimer, opp Finedon Street	0735	0836	0936	36	1436	1606	1709	1813	1923	2023	
§ Burton Latimer, adj Orbit Mews	0736	0837	0937	37	1437	1607	1710	1814	1924	2024	
Burton Latimer, opp Newman Street	0737	0838	0938	38	1438	1608	1711	1815	1925	2025	
§ Burton Latimer, adj Brooks Close	0737	0838	0938	38	1438	1608	1711	1815	1925	—	
§ Finedon, opp High Street	0741	0843	0943	43	1443	1613	1716	1817	1927	—	
Finedon, nr Dolben Arms	0742	0844	0944	44	1444	1614	1717	1818	1928	—	
§ Finedon, adj The Tower	0742	0844	0944	44	1444	1614	1717	1818	1928	—	
§ Irthlingborough, opp Huxlow School	0745	0847	0947	47	1447	1617	1720	1821	1931	—	
§ Irthlingborough, adj Holbush Way	0746	0848	0948	48	1448	1618	1721	1822	1932	—	
Irthlingborough, adj New Street	0747	0849	0949	49	1449	1619	1722	1823	1933	—	
§ Irthlingborough, opp Ford Garage	0748	0850	0950	50	1450	1620	1723	1824	1934	—	
Irthlingborough, o/s Nene Park NHS Clinic	0751	0852	0952	52	1452	1621	1725	1825	1935	—	
§ Higham Ferrers, A45 Roundabout (S-bound)	0755	0856	0956	56	1456	1625	1729	1829	1938	—	
§ Higham Ferrers, adj Simpson Avenue	0757	0858	0958	58	1458	1627	1731	1830	1939	—	
§ Higham Ferrers, o/s 12 North End	0757	0858	0958	58	1458	1627	1731	1830	1940	—	
§ Higham Ferrers, opp Cemetery Lane	0758	0859	0959	59	1459	1628	1732	1831	1940	—	
Higham Ferrers, o/s The Green Dragon Hotel	0759	0900	1000	00	1500	1629	1733	1832	1941	—	
§ Higham Ferrers, opp Northampton Road	0801	0902	1002	02	1502	1631	1735	1834	1943	—	
§ Rushden, opp Kilburn Place	0803	0903	1003	03	1503	1632	1736	1835	1944	—	
§ Rushden, nr Hayway	0804	0905	1005	05	1505	1634	1738	1837	1945	—	
§ Rushden, opp ASDA	0805	0906	1006	06	1506	1635	1739	1838	1946	—	
Rushden, opp George Street	0809	0909	1009	09	1509	1638	1742	1841	1949	—	
§ Rushden, Skinners Hill Layby (Bay 1)	0810	0910	1010	10	1510	1639	1743	1842	1950	—	
§ Rushden, adj Adnitt Road	0812	0912	1012	12	1512	1641	1745	1843	1951	—	
§ Rushden, opp Oakley Arms	0814	0914	1014	14	1514	1643	1747	1844	1952	—	
Rushden, opp Knuston Drive	0816	0916	1016	16	1516	1645	1749	1846	1954	—	
§ Rushden, adj Foxwood Close	0817	0917	1017	17	1517	1646	1750	1847	1955	—	
Rushden, opp Keats Way	0820	0920	1020	20	1520	1649	1753	1850	1958	—	
§ Rushden, opp Saxonlea Close	0820	0920	1020	20	1520	1649	1753	1850	1958	—	
§ Rushden, opp White Arches Caravans	0821	0921	1021	21	1521	1650	1754	1851	1959	—	
Rushden, o/s Waitrose	0824	0924	1024	24	1524	1653	1757	1854	2002	—	
Rushden, Rushden Lakes (Stop 2)	0827	0927	1027	27	1527	1656	1800	1857	2005	—	

then  
at  
these  
mins  
past  
each  
hour

until

### Sundays

no service

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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

Kettering, Newland Centre (Stop 6)	0717	0817	0916	16	1416	1546	1650	1755	1905	2005	
Kettering, Bus Interchange (Stop 13)	arr 0720	0821	0919	19	1419	1549	1654	1758	1908	2008	
Kettering, Bus Interchange (Stop 13)	dep 0720	0821	0921	21	1421	1551	1654	1759	1909	2009	
§ Kettering, opp Police Station	0720	0821	0921	21	1421	1551	1654	1759	1909	2009	
§ Kettering, o/s St Mary's Hospital	0721	0822	0922	22	1422	1552	1655	1800	1910	2010	
§ Kettering, opp Roundhill Road	0723	0824	0924	24	1424	1554	1657	1802	1912	2012	
§ Kettering, o/s Woodcroft Scout Centre	0724	0825	0925	25	1425	1555	1658	1803	1913	2013	
Kettering, opp Wicksteed Park	0726	0827	0927	27	1427	1557	1700	1805	1915	2015	
§ Barton Seagrave, adj Castle Way	0729	0830	0930	30	1430	1600	1703	1807	1917	2017	
§ Barton Seagrave, nr St Botolph's Road	0730	0830	0930	30	1430	1600	1703	1807	1917	2017	
§ Barton Seagrave, o/s 77 Polwell Lane	0731	0831	0931	31	1431	1601	1704	1808	1918	2018	
Barton Seagrave, adj Grosvenor Road	0732	0832	0932	32	1432	1602	1705	1809	1919	2019	
§ Burton Latimer, opp Southfield Drive	0732	0832	0932	32	1432	1602	1705	1809	1919	2019	
§ Burton Latimer, Polwell Lane (S-bound)	0733	0833	0933	33	1433	1603	1706	1810	1920	2020	
Burton Latimer, adj Station Road	0734	0834	0934	34	1434	1604	1707	1811	1921	2021	
§ Burton Latimer, nr Shannon Way	0734	0835	0935	35	1435	1605	1708	1812	1922	2022	
§ Burton Latimer, opp Finedon Street	0735	0836	0936	36	1436	1606	1709	1813	1923	2023	
§ Burton Latimer, adj Orbit Mews	0736	0837	0937	37	1437	1607	1710	1814	1924	2024	
Burton Latimer, opp Newman Street	0737	0838	0938	38	1438	1608	1711	1815	1925	2025	
§ Burton Latimer, adj Brooks Close	0737	0838	0938	38	1438	1608	1711	1815	1925	2025	
§ Finedon, opp High Street	0741	0843	0943	43	1443	1613	1716	1817	1927	2027	
Finedon, nr Dolben Arms	0742	0844	0944	44	1444	1614	1717	1818	1928	2028	
§ Finedon, adj The Tower	0742	0844	0944	44	1444	1614	1717	1818	1928	2028	
§ Irthlingborough, opp Huxlow School	0745	0847	0947	47	1447	1617	1720	1821	1931	2031	
§ Irthlingborough, adj Holbush Way	0746	0848	0948	48	1448	1618	1721	1822	1932	2032	
Irthlingborough, adj New Street	0747	0849	0949	49	1449	1619	1722	1823	1933	2033	
§ Irthlingborough, opp Ford Garage	0748	0850	0950	50	1450	1620	1723	1824	1934	—	
Irthlingborough, o/s Nene Park NHS Clinic	0751	0852	0952	52	1452	1621	1725	1825	1935	—	
§ Higham Ferrers, A45 Roundabout (S-bound)	0755	0856	0956	56	1456	1625	1729	1829	1938	—	
§ Higham Ferrers, adj Simpson Avenue	0757	0858	0958	58	1458	1627	1731	1830	1939	—	
§ Higham Ferrers, o/s 12 North End	0757	0858	0958	58	1458	1627	1731	1830	1940	—	
§ Higham Ferrers, opp Cemetery Lane	0758	0859	0959	59	1459	1628	1732	1831	1940	—	
Higham Ferrers, o/s The Green Dragon Hotel	0759	0900	1000	00	1500	1629	1733	1832	1941	—	
§ Higham Ferrers, opp Northampton Road	0801	0902	1002	02	1502	1631	1735	1834	1943	—	
§ Rushden, opp Kilburn Place	0803	0903	1003	03	1503	1632	1736	1835	1944	—	
§ Rushden, nr Hayway	0804	0905	1005	05	1505	1634	1738	1837	1945	—	
§ Rushden, opp ASDA	0805	0906	1006	06	1506	1635	1739	1838	1946	—	
Rushden, opp George Street	0809	0909	1009	09	1509	1638	1742	1841	1949	—	
§ Rushden, Skinners Hill Layby (Bay 1)	0810	0910	1010	10	1510	1639	1743	1842	1950	—	
§ Rushden, adj Adnitt Road	0812	0912	1012	12	1512	1641	1745	1843	1951	—	
§ Rushden, opp Oakley Arms	0814	0914	1014	14	1514	1643	1747	1844	1952	—	
Rushden, opp Knuston Drive	0816	0916	1016	16	1516	1645	1749	1846	1954	—	
§ Rushden, adj Foxwood Close	0817	0917	1017	17	1517	1646	1750	1847	1955	—	
Rushden, opp Keats Way	0820	0920	1020	20	1520	1649	1753	1850	1958	—	
§ Rushden, opp Saxonlea Close	0820	0920	1020	20	1520	1649	1753	1850	1958	—	
§ Rushden, opp White Arches Caravans	0821	0921	1021	21	1521	1650	1754	1851	1959	—	
Rushden, o/s Waitrose	0824	0924	1024	24	1524	1653	1757	1854	2002	—	
Rushden, Rushden Lakes (Stop 2)	0827	0927	1027	27	1527	1656	1800	1857	2005	—	

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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

### Saturdays

<b>Rushden, Rushden Lakes (Stop 2)</b>	—	—	<b>0831</b>	<b>31</b>	<b>1431</b>	<b>1539</b>	<b>1705</b>	<b>1805</b>	<b>1905</b>	<b>2008</b>	
§ Rushden, o/s Totelectors Factory	—	—	0833	33	1433	1541	1707	1807	1907	2010	
<b>Rushden, o/s Waitrose</b>	—	—	<b>0834</b>	<b>34</b>	<b>1434</b>	<b>1542</b>	<b>1708</b>	<b>1808</b>	<b>1908</b>	<b>2011</b>	
§ Rushden, o/s White Arches Caravans	—	—	0836	36	1436	1544	1710	1810	1910	2013	
§ Rushden, adj Saxonlea Close	—	—	0837	37	1437	1545	1711	1811	1911	2014	
§ Rushden, adj Keats Way	—	—	0837	37	1437	1545	1711	1811	1911	2014	
<b>Rushden, Masefield Drive Hail &amp; Ride (SW-bound)</b>	—	—	<b>0838</b>	<b>38</b>	<b>1438</b>	<b>1546</b>	<b>1712</b>	<b>1812</b>	<b>1912</b>	<b>2015</b>	
§ Rushden, opp Foxwood Close	—	—	0839	39	1439	1547	1713	1813	1913	2016	
§ Rushden, opp Welcome Inn Hail & Ride	—	—	0839	39	1439	1547	1713	1813	1913	2016	
<b>Rushden, adj Knuston Drive</b>	—	—	<b>0841</b>	<b>41</b>	<b>1441</b>	<b>1549</b>	<b>1715</b>	<b>1815</b>	<b>1915</b>	<b>2018</b>	
§ Rushden, o/s Oakley Arms	—	—	0843	43	1443	1551	1717	1817	1917	2019	
§ Rushden, opp Adnitt Road	—	—	0845	45	1445	1552	1718	1818	1918	2021	
§ Rushden, o/s Salvation Army Citadel	—	—	0848	48	1448	1554	1720	1820	1920	2022	
<b>Rushden, Skinners Hill Layby (Bay 1)</b>	—	—	<b>0850</b>	<b>50</b>	<b>1450</b>	<b>1556</b>	<b>1722</b>	<b>1822</b>	<b>1922</b>	<b>2024</b>	
§ Rushden, Barwick House (Stop os)	—	—	0850	50	1450	1556	1722	1822	1922	2024	
§ Rushden, adj Station Road	—	—	0852	52	1452	1558	1724	1824	1923	2025	
§ Rushden, o/s ASDA	—	—	0852	52	1452	1558	1724	1824	1924	2026	
§ Rushden, adj Hayway	—	—	0853	53	1453	1559	1725	1825	1924	2026	
§ Rushden, adj Kilburn Place	—	—	0854	54	1454	1600	1726	1826	1926	2027	
§ Higham Ferrers, adj Northampton Road	—	—	0855	55	1455	1601	1727	1827	1927	2028	
<b>Higham Ferrers, nr The Green Dragon Hotel</b>	—	—	<b>0857</b>	<b>57</b>	<b>1457</b>	<b>1603</b>	<b>1729</b>	<b>1829</b>	<b>1928</b>	<b>2029</b>	
§ Higham Ferrers, adj Cemetery Lane	—	—	0857	57	1457	1604	1730	1829	1928	2029	
§ Higham Ferrers, opp Simpson Avenue	—	—	0858	58	1458	1605	1731	1831	1929	2030	
§ Higham Ferrers, A45 Roundabout (N-bound)	—	—	0859	59	1459	1606	1732	1832	1929	2030	
<b>Irthlingborough, o/s Nene Park NHS Clinic</b>	—	<b>0731</b>	<b>0903</b>	<b>03</b>	<b>1503</b>	<b>1611</b>	<b>1737</b>	<b>1836</b>	<b>1932</b>	<b>2033</b>	
§ Irthlingborough, o/s Ford Garage	—	0732	0904	04	1504	1611	1737	1836	1932	2033	
§ Irthlingborough, adj Manor Drive	—	0732	0905	05	1505	1612	1738	1837	1933	2034	
<b>Irthlingborough, adj Church Street</b>	—	<b>0734</b>	<b>0907</b>	<b>07</b>	<b>1507</b>	<b>1613</b>	<b>1739</b>	<b>1838</b>	<b>1934</b>	<b>2035</b>	
§ Irthlingborough, opp Holbush Way	—	0734	0907	07	1507	1613	1739	1838	1934	2035	
§ Irthlingborough, o/s Huxlow School	—	0735	0908	08	1508	1614	1740	1839	1935	2035	
§ Finedon, opp Dolben Arms	—	0738	0911	11	1511	1617	1743	1842	1938	2038	
<b>Finedon, adj High Street</b>	—	<b>0739</b>	<b>0912</b>	<b>12</b>	<b>1512</b>	<b>1618</b>	<b>1744</b>	<b>1843</b>	<b>1939</b>	<b>2039</b>	
§ Burton Latimer, opp Brooks Close	—	0743	0916	16	1516	1622	1748	1847	1943	2043	
<b>Burton Latimer, adj Newman Street</b>	<b>0649</b>	<b>0744</b>	<b>0917</b>	<b>17</b>	<b>1517</b>	<b>1623</b>	<b>1749</b>	<b>1848</b>	<b>1944</b>	<b>2044</b>	
§ Burton Latimer, opp Orbit Mews	0649	0744	0917	17	1517	1623	1749	1848	1944	2044	
§ Burton Latimer, opp Langley Court	0650	0745	0918	18	1518	1624	1750	1848	1944	2044	
§ Burton Latimer, adj Finedon Street	0650	0745	0919	19	1519	1624	1750	1849	1945	2045	
§ Burton Latimer, opp Shannon Way	0651	0746	0920	20	1520	1625	1751	1849	1945	2045	
§ Burton Latimer, Glebe General Store (Stop os)	0652	0747	0921	21	1521	1626	1752	1850	1946	2046	
§ Burton Latimer, Polwell Lane (N-bound)	0654	0749	0923	23	1523	1627	1753	1851	1947	2047	
<b>Barton Seagrave, opp Grosvenor Road</b>	<b>0656</b>	<b>0751</b>	<b>0925</b>	<b>25</b>	<b>1525</b>	<b>1629</b>	<b>1755</b>	<b>1853</b>	<b>1949</b>	<b>2049</b>	
§ Barton Seagrave, o/s 62 Polwell Lane	0656	0752	0925	25	1525	1629	1755	1853	1949	2049	
§ Barton Seagrave, adj St Botolph's Road	0657	0753	0926	26	1526	1630	1756	1854	1950	2050	
§ Barton Seagrave, opp Castle Way	0657	0753	0927	27	1527	1631	1757	1855	1951	2051	
§ Barton Seagrave, opp Barton Seagrave Hall	0658	0754	0928	28	1528	1632	1758	1856	1952	2052	
<b>Kettering, o/s Wicksteed Park</b>	<b>0701</b>	<b>0758</b>	<b>0931</b>	<b>31</b>	<b>1531</b>	<b>1635</b>	<b>1801</b>	<b>1859</b>	<b>1955</b>	<b>2055</b>	
§ Kettering, adj Netherfield Road	0702	0759	0932	32	1532	1636	1802	1900	1956	2056	
§ Kettering, opp Woodcroft Scout Centre	0702	0800	0932	32	1532	1636	1802	1900	1956	2056	
§ Kettering, adj Roundhill Road	0704	0802	0934	34	1534	1637	1804	1902	1957	2057	
§ Kettering, opp St Mary's Hospital	0706	0805	0936	36	1536	1639	1806	1904	1959	2059	
§ Kettering, o/s Police Station	0707	0807	0937	37	1537	1640	1807	1905	2000	2100	
<b>Kettering, Bus Interchange (Stop 11)</b>	arr	<b>0709</b>	<b>0809</b>	<b>0939</b>	<b>39</b>	<b>1539</b>	<b>1643</b>	<b>1809</b>	<b>1907</b>	<b>2003</b>	<b>2103</b>
<b>Kettering, Bus Interchange (Stop 11)</b>	dep	<b>0711</b>	<b>0811</b>	<b>0941</b>	<b>41</b>	<b>1541</b>	<b>1645</b>	<b>1811</b>	<b>1907</b>	<b>2003</b>	<b>2103</b>
<b>Kettering, Newland Centre (Stop 3)</b>		<b>0713</b>	<b>0813</b>	<b>0943</b>	<b>43</b>	<b>1543</b>	<b>1647</b>	<b>1813</b>	<b>1909</b>	<b>2005</b>	<b>2105</b>

then  
at  
these  
mins  
past  
each  
hour

until

### Sundays

no service

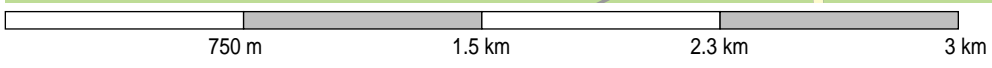
Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



# Route map for Stagecoach Northamptonshire service 48 (inbound)



# Route map for Stagecoach Northamptonshire service 48 (outbound)





The information on this timetable is expected to be valid until at least 15th November 2017. 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

<b>Kettering, Newland Centre (Stop 6)</b>	<b>0524</b>	<b>2124</b>
§ Kettering, opp School Lane	0525	2125
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>0528</b>	<b>2128</b>
§ Kettering, opp Police Station	0528	2128
§ Kettering, o/s St Mary's Hospital	0529	2129
§ Kettering, opp Roundhill Road	0530	2130
§ Kettering, o/s Woodcroft Scout Centre	0530	2130
<b>Kettering, opp Wicksteed Park</b>	<b>0532</b>	<b>2132</b>
<b>Barton Seagrave, adj Castle Way</b>	<b>0536</b>	<b>2136</b>
§ Barton Seagrave, nr St Botolph's Road	0536	2136
§ Barton Seagrave, o/s 77 Polwell Lane	0537	2137
§ Barton Seagrave, adj Grosvenor Road	0537	2137
§ Burton Latimer, opp Southfield Drive	0538	2138
§ Burton Latimer, Polwell Lane (S-bound)	0539	2139
<b>Burton Latimer, adj Station Road</b>	<b>0540</b>	<b>2140</b>
§ Burton Latimer, nr Shannon Way	0541	2141
§ Burton Latimer, opp Finedon Street	0542	2142
§ Burton Latimer, adj Orbit Mews	0544	2144
§ Burton Latimer, opp Wagon & Horses	0544	2144
<b>Burton Latimer, adj Altendiez Way</b>	<b>0547</b>	<b>2147</b>

### Saturdays

<b>Kettering, Newland Centre (Stop 6)</b>	<b>0524</b>	<b>2124</b>
§ Kettering, opp School Lane	0525	2125
<b>Kettering, Bus Interchange (Stop 13)</b>	<b>0528</b>	<b>2128</b>
§ Kettering, opp Police Station	0528	2128
§ Kettering, o/s St Mary's Hospital	0529	2129
§ Kettering, opp Roundhill Road	0530	2130
§ Kettering, o/s Woodcroft Scout Centre	0530	2130
<b>Kettering, opp Wicksteed Park</b>	<b>0532</b>	<b>2132</b>
<b>Barton Seagrave, adj Castle Way</b>	<b>0536</b>	<b>2136</b>
§ Barton Seagrave, nr St Botolph's Road	0536	2136
§ Barton Seagrave, o/s 77 Polwell Lane	0537	2137
§ Barton Seagrave, adj Grosvenor Road	0537	2137
§ Burton Latimer, opp Southfield Drive	0538	2138
§ Burton Latimer, Polwell Lane (S-bound)	0539	2139
<b>Burton Latimer, adj Station Road</b>	<b>0540</b>	<b>2140</b>
§ Burton Latimer, nr Shannon Way	0541	2141
§ Burton Latimer, opp Finedon Street	0542	2142
§ Burton Latimer, adj Orbit Mews	0544	2144
§ Burton Latimer, opp Wagon & Horses	0544	2144
<b>Burton Latimer, adj Altendiez Way</b>	<b>0547</b>	<b>2147</b>

### Sundays

no service

Notes: § - 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 15th November 2017. 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

<b>Burton Latimer, opp Altendiez Way</b>	<b>0615</b>	<b>2215</b>
§ Burton Latimer, o/s Wagon & Horses	0616	2216
§ Burton Latimer, opp Churchill Way	0617	2217
§ Burton Latimer, opp Orbit Mews	0617	2217
§ Burton Latimer, opp Langley Court	0618	2218
§ Burton Latimer, adj Finedon Street	0618	2218
§ Burton Latimer, opp Shannon Way	0619	2219
§ Burton Latimer, Glebe General Store (Stop os)	0621	2221
§ Burton Latimer, Polwell Lane (N-bound)	0623	2223
<b>Barton Seagrave, opp Grosvenor Road</b>	<b>0625</b>	<b>2225</b>
§ Barton Seagrave, o/s 62 Polwell Lane	0625	2225
§ Barton Seagrave, adj St Botolph's Road	0626	2226
<b>Barton Seagrave, opp Castle Way</b>	<b>0627</b>	<b>2227</b>
§ Barton Seagrave, opp Barton Seagrave Hall	0627	2227
<b>Kettering, o/s Wicksteed Park</b>	<b>0631</b>	<b>2231</b>
§ Kettering, adj Netherfield Road	0631	2231
§ Kettering, opp Woodcroft Scout Centre	0632	2232
§ Kettering, adj Roundhill Road	0633	2233
§ Kettering, opp St Mary's Hospital	0634	2234
§ Kettering, opp Northampton House	0636	2236
<b>Kettering, adj Railway Station</b>	<b>0637</b>	<b>2237</b>
§ Kettering, o/s Police Station	0639	2239
<b>Kettering, Bus Interchange (Stop 9)</b>	<b>0640</b>	<b>2240</b>
<b>Kettering, Newland Centre (Stop 3)</b>	<b>0644</b>	<b>2244</b>

### Saturdays

<b>Burton Latimer, opp Altendiez Way</b>	<b>0615</b>	<b>2215</b>
§ Burton Latimer, o/s Wagon & Horses	0616	2216
§ Burton Latimer, opp Churchill Way	0617	2217
§ Burton Latimer, opp Orbit Mews	0617	2217
§ Burton Latimer, opp Langley Court	0618	2218
§ Burton Latimer, adj Finedon Street	0618	2218
§ Burton Latimer, opp Shannon Way	0619	2219
§ Burton Latimer, Glebe General Store (Stop os)	0621	2221
§ Burton Latimer, Polwell Lane (N-bound)	0623	2223
<b>Barton Seagrave, opp Grosvenor Road</b>	<b>0625</b>	<b>2225</b>
§ Barton Seagrave, o/s 62 Polwell Lane	0625	2225
§ Barton Seagrave, adj St Botolph's Road	0626	2226
<b>Barton Seagrave, opp Castle Way</b>	<b>0627</b>	<b>2227</b>
§ Barton Seagrave, opp Barton Seagrave Hall	0627	2227
<b>Kettering, o/s Wicksteed Park</b>	<b>0631</b>	<b>2231</b>
§ Kettering, adj Netherfield Road	0631	2231
§ Kettering, opp Woodcroft Scout Centre	0632	2232
§ Kettering, adj Roundhill Road	0633	2233
§ Kettering, opp St Mary's Hospital	0634	2234
§ Kettering, opp Northampton House	0636	2236
<b>Kettering, adj Railway Station</b>	<b>0637</b>	<b>2237</b>
§ Kettering, o/s Police Station	0639	2239
<b>Kettering, Bus Interchange (Stop 9)</b>	<b>0640</b>	<b>2240</b>
<b>Kettering, Newland Centre (Stop 3)</b>	<b>0644</b>	<b>2244</b>

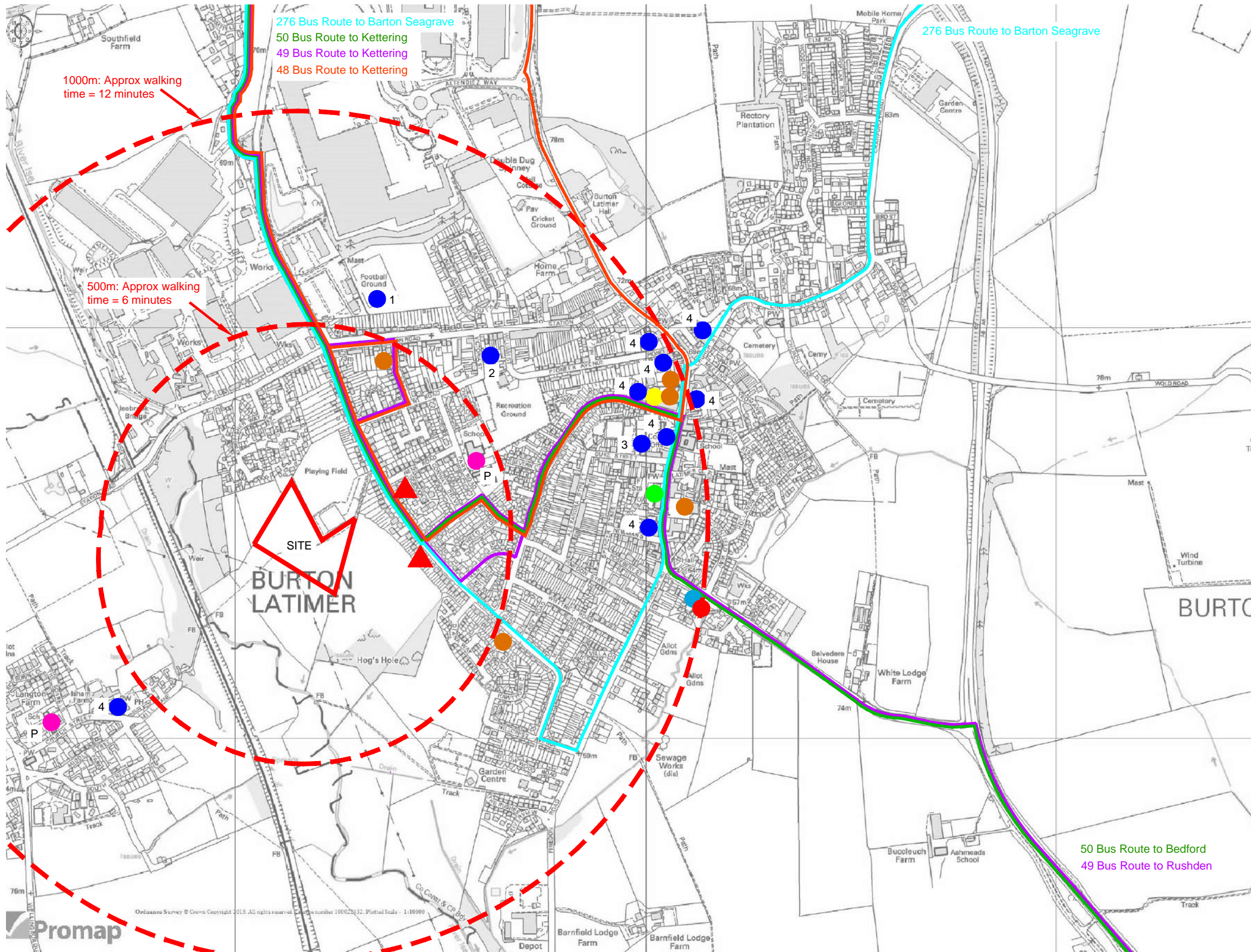
### Sundays

no service

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



**Appendix D  
Bus Maps and Timetables**



**NOTES**

Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'

Nearest of each facility / service shown only.



**KEY**

- Site Boundary
- 276 Bus Route
- 50 Bus Route
- 49 Bus Route
- 48 Bus Route
- School/College  
P = Primary
- Convenience Store / Supermarket
- Leisure Facilities
  1. Kettering Town Football Club
  2. Burton Latimer Tennis Club
  3. Brittonia Working Mens Club
  4. Various pubs, restaurants and takeaways
- ▲ Bus stops
- Post Office
- Pharmacy
- Doctors Surgery
- Library



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Rev A Minor Amendments. JP Date 25.10.2017

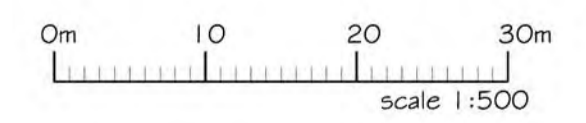
 Civil & Structural Engineers  Cedar Barn, White Lodge, Welgrave, Northampton NN6 8PY  T: (01604) 781811 E: mail@jppuk.net F: (01604) 781899 W: www.jppuk.net	Client	RDC			
	Project	Residential Development Land off Gardner Road Burton Latimer			
	Title	Facilities Plan			
Scale at A3	1:1000	Drawn by MN	Checked by KER	Date	4th July 2016
Status	Project ref	S7193PM	Drawing no.	Revision	TA03 A

**Appendix C**  
**Local Facilities Plan**  
**JPP drawing no. S7193PM-TA03-A**

Masterplan 1:500@A1



- ● ● ● Existing UA4 Footpath
- ● ● ● Diverted UA4 Footpath
- Easement
- \* Affordable Unit

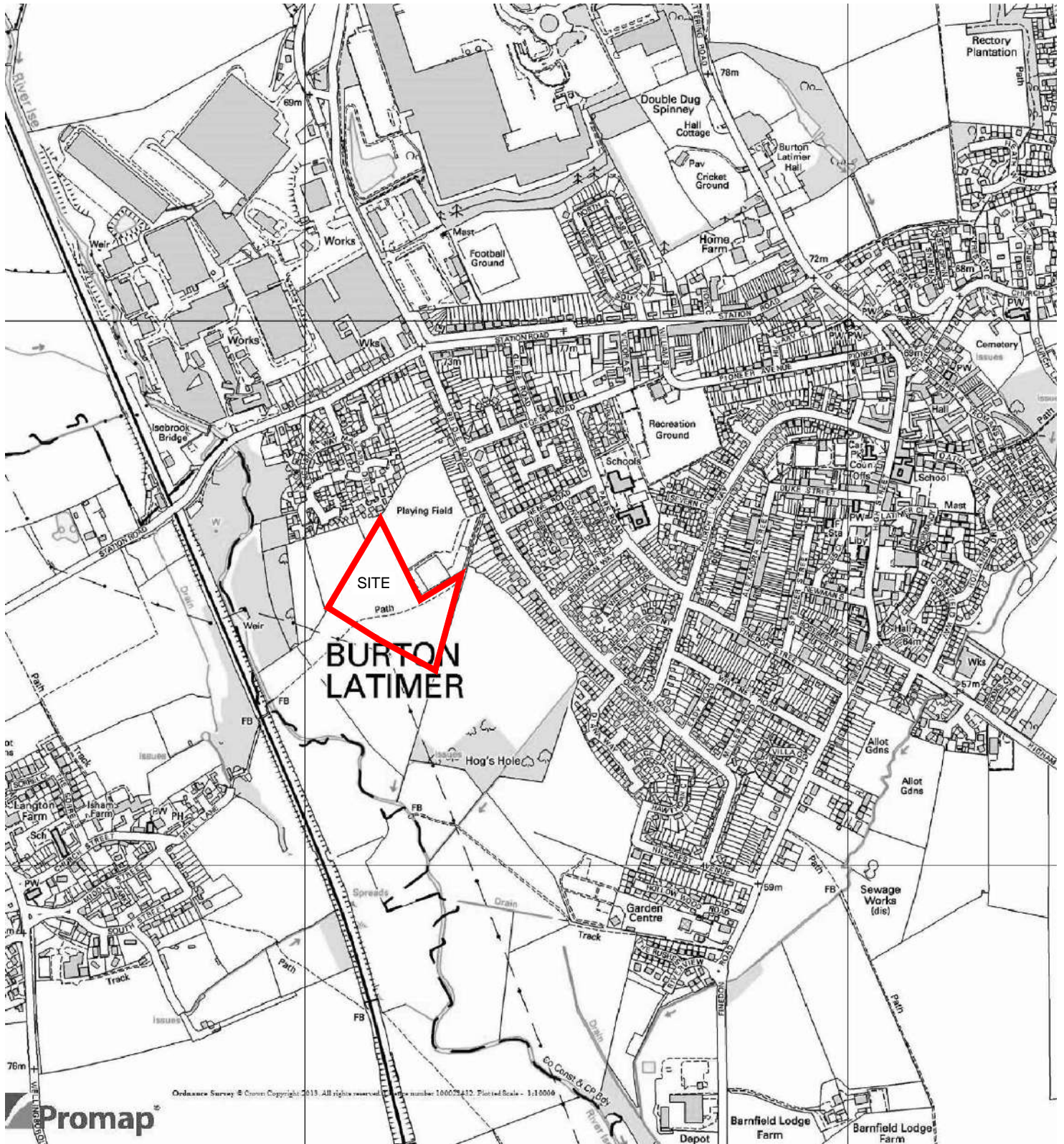


**Appendix B  
Master Plan  
RDC Development Consultants**

Client	RDC		Date	12.08.2016
Project	RESIDENTIAL DEVELOPMENT LAND OFF GARDNER RD, BURTON LATIMER		Drawn by	KER
Title	SITE LOCATION PLAN		Checked by	MJA
Project ref	S7193PM	Drawing no.	TA01	Revision
			Scale at A4	1:10000

**jpp**  
**consulting**  
Civil & Structural Engineers

T: (01604) 781811 E: mail@jppuk.net  
F: (01604) 781999 W: www.jppuk.net



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**Appendix A**  
**Site Location Plan**  
**JPP drawing no. S7193PM-TA01**

## **10.0 Conclusions**

- 10.1 The proposed residential development is located at land off Gardner Road, Burton Latimer. The site is bound by dwellings and grassland to the north, agricultural land to the east and south and dwellings to the west. At present the site is utilised as grassland and we are not aware of any previous development on the site.
- 10.2 The proposed development will comprise 84 residential units located with associated highway infrastructure and public open space.
- 10.3 The proposed development is shown to be well served and accessible to more sustainable modes of transport. The proposed development has good accessibility to education, health, employment, retail and leisure facilities.
- 10.4 The proposed development will be accessed off Bridle Road via a simple priority junction.
- 10.5 A junction assessment of the surrounding highway network has shown that the proposed development will not have an adverse impact on the surrounding highway network.
- 10.6 At junction 6 during 2031 it is shown that the development will have a small adverse impact on the highway network. To offset this impact a financial contribution of £15,000 is proposed in lieu of actual works.
- 10.7 From the reported accident data there does not appear to be a significant accident problem on the surrounding highway infrastructure. We therefore do not consider that the proposed development will result in conditions detrimental to highway safety.
- 10.8 A Framework Travel Plan has been produced for the development. This Travel Plan, which will be secured under a S106 agreement, will target a reduction in single occupancy vehicle trips.
- 10.9 There are therefore no reasons on highway grounds why planning permission for the development should not be granted.



**Proposed Residential Development  
Land off Gardner Road, Burton Latimer  
Transport Assessment**

**J6: Changes to Geometry (Arm D Polwell Lane)**

Scenario	Width				
	0m	5m	10m	15m	20m
Existing	9.5m	6.03m	4.31m	3.73m	3.51m
Proposed	9.64m	6.2m	4.7m	3.73m	3.51m
<b>Change</b>	<b>+0.14m</b>	<b>+0.17m</b>	<b>+0.39m</b>	<b>0m</b>	<b>0m</b>

**Table 9.21**

9.5.1.1 The results of the nil detriment analysis are summarised in Table 9.22 and Table 9.23, with full results enclosed in Appendix Q.

**J6: Station Road / Bridle Road / Polwell Lane – AM Peak 0800-0900 – 2031 – Nil Detriment**

	2031 Background + Committed Existing Geometry		2031 Background + Committed + Development Nil Detriment Geometry		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
	B-ACD	0	0	0	0	0
A-BCD	0.73	3	0.78	4	0.05	1
D-AB	0.89	5	0.97	8	0.12	3
D-BC	0.90	6	0.97	8	0.07	2
C-ABD	0.11	0	0.13	0	0.02	0

**Table 9.22**

**J6: Station Road / Bridle Road / Polwell Lane – PM Peak 1700-1800 – 2031 – Nil Detriment**

	2031 Background + Committed Existing Geometry		2031 Background + Committed + Development Nil Detriment Geometry		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
	B-ACD	0	0	0	0	0
A-BCD	0.59	2	0.61	2	0.02	0
D-AB	0.57	1	0.63	1	0.06	1
D-BC	0.54	1	0.58	1	0.04	0
C-ABD	0.24	0	0.28	1	0.04	1

**Table 9.23**

9.5.6 As the works required to improve the junction are minor it is proposed that a financial contribution of £15,000 is made in lieu of actual works.

J6: Station Road / Bridle Road / Polwell Lane – AM Peak 0800-0900 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-ACD	0	0	0	0	0	0
A-BCD	0.73	3	0.78	4	0.05	1
D-AB	0.89	5	0.97	8	0.12	3
D-BC	0.90	6	0.97	8	0.07	2
C-ABD	0.11	0	0.13	0	0.02	0

Table 9.19

J6: Station Road / Bridle Road / Polwell Lane – PM Peak 1700-1800 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-ACD	0	0	0	0	0	0
A-BCD	0.59	2	0.61	2	0.02	0
D-AB	0.57	1	0.63	2	0.06	1
D-BC	0.54	1	0.58	1	0.04	0
C-ABD	0.24	0	0.28	1	0.04	1

Table 9.20

- 9.5.3 It can be seen that the Station Road / Bridle Road / Polwell Lane crossroads junction operates within capacity in 2018, 2020.
- 9.5.4 During 2031, the majority of arms operate within capacity during both peak periods. However, Arm D Polwell Lane is predicted to operate over capacity in 2031 during the AM peak period.
- 9.5.5 To offset the impact of the proposed development nil detriment improvement are required to Arm D Polwell Lane to mitigate the impact of the proposed development. The geometric changes required to offset the impact of the development are shown in Table 9.21 below. The extent of mitigation works is shown on the drawing enclosed in Appendix R.

<b>J6: Station Road / Bridle Road / Polwell Lane– 2018 Baseline</b>				
	<b>AM Peak 0800-0900</b>		<b>PM Peak 1700-1800</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-ACD	0	0	0	0
A-BCD	0.61	2	0.49	1
D-AB	0.51	1	0.43	1
D-BC	0.62	2	0.41	1
C-ABD	0.09	0	0.20	0

**Table 9.16**

<b>J6: Station Road / Bridle Road / Polwell Lane – AM Peak 0800-0900 - 2020</b>						
	<b>2020 Background + Committed</b>		<b>2020 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-ACD	0	0	0	0	0	0
A-BCD	0.63	2	0.67	3	0.04	1
D-AB	0.55	1	0.60	1	0.05	0
D-BC	0.65	2	0.69	2	0.04	0
C-ABD	0.09	0	0.10	0	0.01	0

**Table 9.17**

<b>J6: Station Road / Bridle Road / Polwell Lane – PM Peak 0800-0900 - 2020</b>						
	<b>2020 Background + Committed</b>		<b>2020 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-ACD	0	0	0	0	0	0
A-BCD	0.51	1	0.30	1	0.21	0
D-AB	0.45	1	0.37	1	0.08	0
D-BC	0.43	1	0.38	1	0.05	0
C-ABD	0.21	0	0.23	0	0.02	0

**Table 9.18**

<b>J5: Glebe Road / Station Road – AM Peak 0800-0900 - 2031</b>						
	<b>2031 Background + Committed</b>		<b>2031 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-C	0.66	2	0.74	3	0.08	1
B-A	0.06	0	0.08	0	0.02	0
C-AB	0.10	0	0.10	0	0	0

**Table 9.14**

<b>Site J5: Glebe Road / Station Road – PM Peak 1700-1800 - 2031</b>						
	<b>2031 Background + Committed</b>		<b>2031 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-C	0.52	1	0.54	1	0.02	0
B-A	0.07	0	0.07	0	0	0
C-AB	0.07	0	0.07	0	0	0

**Table 9.15**

9.4.2 It can be seen that the Glebe Road / Station Road junction operates within capacity in 2018, 2020 and 2031, both without and with the proposed development during both peak periods.

## **9.5 J6: Station Road / Bridle Road / Polwell Lane**

9.5.1 A junction assessment of the Station Road / Bridle Road / Polwell Lane crossroads junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix P.

9.5.2 Within the vicinity of Junction 6, Bridle Road is one-way in a southerly direction. As such, no traffic can approach Junction 6 from Bridle Road.

## 9.4 J5: Glebe Road / Station Road

9.4.1 A junction assessment of the Glebe Road / Station Road priority junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix O.

J5: Glebe Road / Station Road – 2018 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.57	1	0.45	1
B-A	0.05	0	0.06	0
C-AB	0.08	0	0.06	0

Table 9.11

J5: Glebe Road / Station Road – AM Peak 0800-0900 - 2020						
	2020 Background + Committed		2020 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.58	1	0.65	2	0.07	1
B-A	0.05	0	0.05	0	0	0
C-AB	0.09	0	0.09	0	0	0

Table 9.12

Site J5: Glebe Road / Station Road – PM Peak 1700-1800 – 2020						
	2020 Background + Committed		2020 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.46	1	0.48	1	0.02	0
B-A	0.06	0	0.06	0	0	0
C-AB	0.06	0	0.06	0	0	0

Table 9.13

<b>J1: Hillcrest Avenue / Finedon Road – AM Peak 0800-0900 - 2031</b>						
	<b>2031 Background + Committed</b>		<b>2031 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-C	0.08	0	0.11	0	0.03	0
B-A	0.71	2	0.76	3	0.05	1
C-AB	0.04	0	0.04	0	0	0

**Table 9.9**

<b>J1: Hillcrest Avenue / Finedon Road – PM Peak 1700-1800 - 2031</b>						
	<b>2031 Background + Committed</b>		<b>2031 Background + Committed + Development</b>		<b>Difference</b>	
	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>	<b>Max RFC</b>	<b>Max Queue</b>
B-C	0.06	0	0.06	0	0	0
B-A	0.27	0	0.29	0	0.02	0
C-AB	0.10	0	0.11	0	0.01	0

**Table 9.10**

9.3.2 It can be seen that the Hillcrest Avenue / Finedon Road junction operates within capacity in 2018, 2020 and 2031, both without and with the proposed development during both peak periods, also taking into consideration committed developments.

### 9.3 J1: Hillcrest Avenue / Finedon Road

9.3.1 A junction assessment of the Hillcrest Avenue / Finedon Road priority junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix N.

J1: Hillcrest Avenue / Finedon Road – 2018 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.05	0	0.05	0
B-A	0.58	1	0.22	0
C-AB	0.03	0	0.08	0

Table 9.6

J1: Hillcrest Avenue / Finedon Road – AM Peak 0800-0900 - 2020						
	2020 Background + Committed		2020 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.05	0	0.07	0	0.02	0
B-A	0.62	2	0.67	2	0.05	0
C-AB	0.03	0	0.03	0	0	0

Table 9.7

J1: Hillcrest Avenue / Finedon Road – PM Peak 1700-1800 - 2020						
	2020 Background + Committed		2020 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.05	0	0.06	0	0.01	0
B-A	0.23	0	0.36	1	0.13	1
C-AB	0.08	0	0.77	4	0.69	4

Table 9.8

Site Access / Bridle Road – PM Peak 1700-1800 - 2020						
	2020 Background + Committed		2020 Background + Committed Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.02	0	0.04	0	0.02	0
B-A	0.02	0	0.04	0	0.02	0
C-AB	0.03	0	0.10	0	0.07	0

**Table 9.3**

Site Access / Bridle Road – AM Peak 0800-0900 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.04	0	0.11	0	0.07	0
B-A	0.04	0	0.09	0	0.05	0
C-AB	0.02	0	0.04	0	0.02	0

**Table 9.4**

Site Access / Bridle Road – PM Peak 1700-1800 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.02	0	0.04	0	0.02	0
B-A	0.02	0	0.04	0	0.02	0
C-AB	0.04	0	0.11	0	0.07	0

**Table 9.5**

9.2.2 It can be seen that the Site Access / Bridle Road junction operates within capacity in 2018, 2020 and 2031, both without and with the proposed development during both peak periods.



## 9.0 Junction Assessments

9.1.1 The junctions listed in Section 8.1 have been assessed where appropriate utilising TRL software Junctions 8 and Transyt 14. The results of the junction assessments are set out below.

### 9.2 Site Access / Bridle Road

9.2.1 A junction assessment of the Site Access / Bridle Road priority junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix M.

Site Access / Bridle Road – 2018 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.03	0	0.02	0
B-A	0.03	0	0.02	0
C-AB	0.02	0	0.03	0

**Table 9.1**

Site Access / Bridle Road – AM Peak 0800-0900 - 2020						
	2020 Background + Committed		2020 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.03	0	0.10	0	0.07	0
B-A	0.03	0	0.08	0	0.05	0
C-AB	0.02	0	0.04	0	0.02	0

**Table 9.2**

## 8.5 Committed development traffic

8.5.1 The following committed developments have been considered within the assessment:

- 199 residential dwellings at Land off Higham Road, Burton Latimer (Kettering Borough Council reference KET/2013/0714) approved 11.06.2014.
- Residential development of 110 no. dwellings with associated works (Kettering Borough Council reference KET/2015/1019) approved 22.01.2016.

8.5.2 Vehicle trip numbers for these developments have been obtained from the Transport Assessment submitted with each planning application, see Appendix K and Appendix L respectively. Of the four junctions listed above to be assessed, the vehicle flows from the committed developments are predicted to only impact Junction 1 (Hillcrest Avenue / Finedon Road).

## 8.6 Assessment Periods

8.6.1 The impact of the development will be considered on the surrounding highway infrastructure during the morning and evening peak periods of 0800-0900 and 1700-1800.

8.6.2 In line with Northamptonshire Highways Guidance assessments have been completed for 2020 baseline / predicted opening year and a future year of 2031.

8.6.3 To adjust these traffic counts to the future assessment year of 2031 traffic, growth factors have been utilised from NTEM dataset 72 and NTM dataset AF15. Growth factors have been obtained for Kettering 011 (E02005649), using an area type of 'Urban' and a road type of 'Minor'. The growth factors are set out in Table 8.1 below.

Tempo Growth Factors		
	AM Peak	PM Peak
2018-2020	1.0269	1.0260
2018-2031	1.1485	1.1478

Source: Tempo

Table 8.1

## 8.0 Vehicular impact

### 8.1 Introduction

8.1.1 This section will assess the impact of the proposed development on the existing vehicular infrastructure.

### 8.2 Area of assessment

8.2.1 Junction modelling has been completed for the junctions listed below. As detailed in Section 2.3 above, the proposed development will be accessed by extending the existing Gardner Road highway. Gardner Road is part of a cul-de-sac which also comprises Walden Road and Mutlow Drive, where Mutlow Drive connects the cul-de-sac with Bridle Road. As such, this assessment considers the Mutlow Drive / Bridle Road junction to be the access of the proposed development.

- Site Access / Bridle Road;
- J1 Hillcrest Avenue / Finedon Road;
- J5 Glebe Road / Station Road; and
- J6 Station Road / Bridle Road / Polwell Lane.

### 8.3 Background traffic

8.3.1 An Automatic Traffic Count (ATC) was completed on Bridle Road near the junction with Mutlow Drive for a one week period starting Tuesday 6<sup>th</sup> March 2018. The ATC data is enclosed in Appendix I. Classified Turning Counts were completed at Junctions 1, 5 and 6 on 7<sup>th</sup> March 2018. The CTC data is enclosed in Appendix J.

8.3.2 For the purposes of this assessment all traffic counts have been converted to Passenger Car Units (PCU).

### 8.4 Distribution

8.4.1 Vehicle trips generated by the proposed development have been distributed on to the surrounding highway infrastructure using 2011 MSOA level method of travel to work census data. This census data and assignment is enclosed in Appendix J. The proposed assignment of these vehicles is shown on the highway network vehicle trip diagrams enclosed in Appendix K.

## **7.4 Public transport**

- 7.4.1 The proposed development is predicted to generate approximately 2 additional bus journeys in the morning and 2 in the evening peak periods respectively. The number of predicted bus journeys is small and could be accommodated within existing services.

## 7.0 Sustainable modes of transport impact

### 7.1 Introduction

7.1.1 This section of the Transport Assessment will assess the impact of the proposed development on the local sustainable transport infrastructure.

7.1.2 The trip generation for the sustainable modes of transport has been calculated in Section 6. The sustainable trips predicted from the proposed development are summarised in Table 7.1 below.

Proposed More Sustainable Trip Numbers						
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
On Foot	1	6	7	4	2	6
Car Passenger	1	4	5	3	1	4
Train	0	1	1	1	0	1
Bus	1	2	2	1	1	2
Bicycle	0	1	1	1	0	1
Motorbike	0	1	1	0	0	1

*Table 7.1*

### 7.2 Walking

7.2.1 The proposed development is predicted to generate 7 and 6 additional pedestrian trips during the morning and evening peak hours respectively. The proposed development will connect to the existing pedestrian network via footways on Gardner Road.

7.2.2 The new pedestrian trips equates to one journey in any direction every 8 to 10 minutes. This small number of pedestrians can be accommodated on the existing and proposed pedestrian infrastructure.

### 7.3 Cycling

7.3.1 The proposed development is predicted to generate 2 additional bicycle trips during the morning and evening hours respectively. The number of predicted cyclist trips is small and could be accommodated on the existing highway infrastructure.

7.3.2 The proposed development will incorporate cycle parking provision for each dwelling.

- 6.7 Vehicle trips generated by the proposed development have been distributed on to the surrounding highway infrastructure using 2011 MSOA level method of travel to work census data. This census data and assignment is enclosed in Appendix G. The proposed assignment of these vehicles is shown on the highway network vehicle trip diagrams enclosed in Appendix H.
- 6.8 As the proposed development is likely to generate in excess of 60 vehicle trips during a peak period junctions assessments have been completed, full details in section 8.0.
- 6.9 We would consider that the new vehicle trips generated by the development are unlikely to be noticeable above daily fluctuations, however, a junction analysis will be completed at the nearest junctions.

6.4 To predict the number of trips generated by mode of transport, travel to work data has been obtained from the 2011 Census for the Burton Latimer which the proposed development is located within. The journey to work data is shown in Table 6.4 below.

<b>Method of Travel to Work Resident Population: Burton Latimer 2011 Census</b>		
<b>Mode</b>	<b>Percentage</b>	<b>Number</b>
Driving a Car or Van	78%	2750
On Foot	9%	316
Passengers in a Car or Van	6%	209
Bus, Minibus or Coach	3%	108
Bicycle	2%	67
Train	1%	50
Motorcycle, Scooter or Moped	1%	29

**Source: 2011 Census Data**

**Table 6.4**

6.5 Using the above modal split information it is possible to predict the number of trips from the development made using all forms of transport. Whilst the data does not reflect the fact that not all peak period trips are made to work, it offers a good reflection of the actual circumstances. The predicted number of trips by mode from the proposed development is set out in Table 6.5 below.

<b>Proposed Trip Numbers by Mode</b>						
<b>Mode</b>	<b>AM Peak (0800-0900)</b>			<b>PM Peak (1700-1800)</b>		
	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
Car	13	48	61	35	17	52
On Foot	1	6	7	4	2	6
Car Passenger	1	4	5	3	1	4
Train	0	1	1	1	0	1
Bus	1	2	2	1	1	2
Bicycle	0	1	1	1	0	1
Motorbike	0	1	1	0	0	1

**Table 6.5**

6.6 The proposed development is predicted to generate 61 new vehicle trips in the morning peak period and 52 new trips in the evening peak period. This equates to one new vehicle trip every 59seconds and 1minute 9seconds in the morning and evening peak periods respectively.

## 6.0 Trip generation and distribution

- 6.1 The proposed development will comprise 84 residential dwellings. Person trip generation rates have been obtained from the TRICS database version 7.4.1. The TRICS data is enclosed in Appendix F. The parameters selected to obtain the TRICS data is detailed in Table 6.1 below.

TRICS Parameters	
Parameter	Selection
Main Land Use	03 – Residential
Sub Land Use	A – Houses Privately Owned
Locations	Suburban Area Edge of Town
Quantum of Development	Number of Dwellings

**Table 6.1**

- 6.2 Person trip rates are shown in Table 6.2 below.

Proposed Person Trip Generation Rate – Mean						
Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential per dwelling	0.195	0.736	0.931	0.538	0.258	0.796

Source – TRICS database version 7.4.2 – 23<sup>rd</sup> October 2017

**Table 6.2**

- 6.3 From the above person trip rates, the number of person trips for the proposed development can be calculated based on a development size of 84 residential dwellings. The predicted person trips from the proposed development are set out in Table 6.3 below.

Proposed Person Trips						
Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	16	62	78	45	22	67

**Table 6.3**



#### **5.4 Accessibility to retail and leisure**

- 5.4.1 The proposed development site is located within walking and cycling distance of Burton Latimer. The proposed development is also within close proximity of regular bus services which provide connections to retail and leisure opportunities in Bedford, Kettering and Rushden.
- 5.4.2 The proposed development is shown to be located within acceptable walking, cycling and public transport distances of retail and leisure services.

#### **5.5 Accessibility to employment**

- 5.5.1 The proposed development site is located within walking and cycling distance of Burton Latimer. The proposed development is also within close proximity of regular bus services which provide connections to employment opportunities in Bedford, Rushden and Kettering.
- 5.5.2 The proposed development is shown to be located within acceptable walking, cycling and public transport distances of employment opportunities.

## **5.2 Accessibility to education**

- 5.2.1 The proposed development is located within approximately 550m walking distance of the nearest primary school, Meadowside Primary School, which is located on Park Road, Burton Latimer. This is within an acceptable walking distance for school journeys, as set out in Table 5.1 above. The location of the primary school is also within an acceptable cycling distance from the proposed development.
- 5.2.2 The nearest secondary school, Latimer Community Arts College is located in Barton Seagrave, approximately 3.3km (2.1miles) from the proposed development. The secondary school is located within an acceptable cycling distance from the proposed development. In addition, Latimer Community Arts College can be accessed via a multi-modal route utilising the No. 276 bus service.
- 5.2.3 The proposed development is shown to be in acceptable walking and cycling distances of primary education. Secondary education is within an acceptable cycling distance and can also be accessed utilising the No. 276 bus service.

## **5.3 Accessibility to health**

- 5.3.1 The nearest doctors' surgery is Burton Latimer Health Centre located in Burton Latimer, approximately 1.5km (1mile) from the proposed development. The location of the doctor's surgery is within the preferred maximum walking distance and is also within an acceptable cycling distance of the proposed development. The doctor's surgery can also be accessed via a multi-modal route: walking to the bus stop located on Queensway approximately 450m from the site entrance, taking either the 49 or 50 bus service to Higham Road (opposite Brooks Close) and walking approximately 100m.
- 5.3.2 The nearest dentist is Finedon Dental Practice is located within an acceptable cycling distance and in Finedon, approximately 4.8km (3miles) from the proposed development. The dentist can also be accessed via a multi-modal route: walking to the bus stop on Queensway, located approximately 450m from the site entrance, taking either the No 49 or 50 bus service to Finedon and walking approximately 210m.
- 5.3.3 The nearest pharmacy is located in Burton Latimer, approximately 1.5km (1mile) from the proposed development. The location of the pharmacy is within the preferred maximum walking distance and is also within an acceptable cycling distance of the proposed development. The pharmacy can also be accessed via a multi-modal route: walking to the bus stop located approximately 450m from the site entrance, taking the 49 or 50 bus service to Brooks Close and walking approximately 120m.
- 5.3.4 The nearest hospital is Kettering General Hospital, located in Kettering, approximately 7.1km (4.4miles) from the proposed development. The hospital can be accessed via a multimodal route: walking to the bus stop on Queensway located approximately 450m from the site entrance, taking the No. 49 bus service to Kettering centre and walking 600m to the hospital.
- 5.3.5 The proposed development is shown to be located within acceptable walking and cycling distance of health facilities. The health services can also be accessed via a multi-modal route utilising the local bus services.

## 5.0 Accessibility

### 5.1 Introduction

5.1.1 Planning policy highlights the need for sustainable developments to have good accessibility to education, health facilities, employment, leisure and retail. Paragraph 38 of the National Planning Policy Framework (NPPF) states ‘Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties’.

5.1.2 This section therefore considers the accessibility from the development, by modes of sustainable transport, to local facilities including education, health services, employment, leisure and retail. A plan showing the location of key local facilities local to the development site is enclosed in Appendix C.

#### 5.1.3 Walking

5.1.3.1 With reference to the Chartered Institution of Highways and Transportation (CIHT) publication (Guidelines for Providing for Journeys on Foot’ (2000), it is suggested that around 80% of walk journeys and walk stages are less than 1 mile (1610m). This guidance also provides ‘suggested acceptable walking distances’, which are set out in Table 5.1 below.

5.1.3.2 Indicative walking time calculations have been calculated assuming a ‘typical’ walking speed of approximately 1.4m/s or 3mph. These are shown against the suggested walking distances set out in Table 5.1 below.

Walking Distances and Journey Times						
	Town Centre		Commuting/School/Sight Seeing		Elsewhere	
	Distance (m)	Time (mins)	Distance (m)	Time (mins)	Distance (m)	Time (mins)
Desirable	200	2.4	500	6.0	400	4.8
Acceptable	400	4.8	1000	11.9	800	9.5
Preferred Maximum	800	9.5	2000	23.8	1200	14.3

Source: Walking distances from CIHT - 2000

Table 5.1

5.1.3.3 A plan showing the location of key local facilities local to the development site is enclosed in Appendix C. It can be seen that there are minimal facilities within a 1.0km radial distance from the proposed development’s access.

#### 5.1.4 Cycling

5.1.4.1 Section 3.10 of the Local Transport Note 1/04 states that generally a 4km cycle distance is considered acceptable.

5.1.4.2 Assuming a cycle speed of 12kph, the maximum accepted time for a cycling journey is 20 minutes.

#### **4.5 Recorded accident data**

- 4.5.1 Recorded accident data was obtained from Northamptonshire County Council (NCC) for the five year period up to and including 30<sup>th</sup> April 2016. The collision data obtained from (NCC) is enclosed in Appendix E.
- 4.5.2 The accident data identifies four recorded accidents along Bridle Road / Queensway during the most recent five year period, as shown on the plan enclosed in Appendix E. Three of the recorded accidents were of a slight severity, whilst the fourth was categorised as serious.
- 4.5.3 From the reported accident data there does not appear to be a significant accident problem on the surrounding highway infrastructure. We therefore do not consider that the proposed development will result in conditions detrimental to highway safety.

#### **4.6 Summary**

- 4.6.1 The proposed residential development is located at land rear of Bridle Road, off Gardner Road, Burton Latimer. The development will be accessed off Gardner Road.
- 4.6.2 The proposed development has good links to the existing walking and cycling infrastructure.
- 4.6.3 The nearest bus stop to the development is served by hourly bus services Monday to Saturday to Bedford, Rushden and Kettering.
- 4.6.4 The nearest railway station is Kettering Railway Station, located approximately 6.5km (4miles) from the proposed development. The station is located on the line between London St. Pancras and Nottingham via Leicester. The station is served by three, hourly trains to London St. Pancras and one, hourly train to Nottingham.

**Summary of Bus Services**

Services	Route	Frequency	Direction	Times
48 Stagecoach	Northbound: <b>Burton Latimer</b> – Kettering Town Centre	Mon-Fri	Northbound	0621 & 2221
			Southbound	0541 & 2141
		Sat	Northbound	0619 & 2219
			Southbound	0541 & 2141
49 Stagecoach	Northbound: Rushden Lakes - Rushden – Irthlingborough – Finedon - <b>Burton Latimer</b> - Kettering	Mon-Sat	Northbound	0651-2045
		Hourly	Southbound	0734-2022
50 Stagecoach	Northbound: Bedford – Rushden – <b>Burton Latimer</b> - Kettering	Mon-Fri	Northbound	0635, 0710, 0818, 0824, 0949-2142
			Southbound	0513-0856 & 1105-1851
		Sat	Northbound	0635, 0723, 0824, 0949-2142
			Southbound	0538-1851
		Sun	Northbound	1028-2028
			Southbound	0922-1722
276 Stagecoach	Northbound: <b>Burton Latimer</b> – Barton Seagrave – Latimer School	Mon-Fri	Northbound	0756
		School Days Only	Southbound	1526

**Source: Traveline website – 20<sup>th</sup> October 2017**

**Table 4.1**

4.4.1.4 The 49 and 50 bus routes will provide a regular Monday to Saturday bus services to Bedford, Rushden and Kettering. Also, the 50 bus route will provide two hourly Sunday bus services, in addition to many stops on route, therefore providing commuters with a sustainable alternative to the private car for work and leisure journeys.

4.4.1.5 The 276 bus route is a school bus service to Latimer School in Barton Seagrave, and therefore offers residents with a sustainable alternative to the private car for education journeys.

**4.4.2 Rail**

4.4.2.1 The nearest railway station is Kettering Station, located approximately 6.5km (4miles) from the proposed development. The railway station is located on the Midland main line between London St. Pancras and Nottingham via Leicester. The station is served by three, hourly trains to London St. Pancras and one, hourly train to Nottingham.

4.4.2.2 The railway station can be accessed from the proposed development site via a multi-modal route: walking to the bus stop located approximately 800m from the site entrance, taking the X1 bus service to Kettering, adjacent Railway Station and walking approximately 100m to the railway station.

## **4.0 Existing conditions**

### **4.1 Road network**

- 4.1.1 The existing local highway infrastructure is shown on the plan enclosed in Appendix C.
- 4.1.2 The proposed development will be accessed off Gardner Road, which has a width of 5.5m. Gardner Road connects on to Bridle Road, which provides connections to Burton Latimer and Station Road.
- 4.1.3 The speed limit of Gardner Road and Bridle Road / Queensway within the vicinity of the site is 30mph.

### **4.2 Pedestrian facilities**

- 4.2.1 Within the vicinity of the site, Bridle Road / Queensway are bound by footways on either side of the carriageway.
- 4.2.2 Bridle Road and Queensway are street lit within the vicinity of the site and provide dropped kerbs.
- 4.2.3 Walking distances and the proximity of key facilities are shown on the plans enclosed in Appendix C.

### **4.3 Cycle facilities**

- 4.3.1 There are no dedicated cycle facilities within the vicinity of the site. Cyclists will be able to utilise the existing highway infrastructure for bicycle journeys. The Kettering and Surrounding Area 2011 Cycle map produced by Kettering Borough Council considers the suitability of roads for cyclists. Bridle Road / Queensway is deemed as suitable for “well trained school children”. Whilst the majority of roads within Burton Latimer are deemed suitable for the lowest skilled cyclists.

### **4.4 Public transport**

#### **4.4.1 Bus**

- 4.4.1.1 The nearest existing bus stop for the proposed development is located on Queensway, at the junction with Shannon Way approximately 450m from the proposed site access. The location of the existing bus stop is shown on the facilities plan enclosed in Appendix C.
- 4.4.1.2 Flag along with time table is provided at the bus stop.
- 4.4.1.3 General bus frequencies and routes of buses utilising the Shannon Way bus stop are set out in Table 4.1 below. Full timetable and bus route information is enclosed in Appendix D. The information provided in the tables below and the appendices was correct at the time of publication.

### **3.3 National Planning Policy Framework**

- 3.3.1 In March 2012, the National Policy Framework (NPPF) was published by the coalition government with its overarching principle being a ‘presumption in favour of sustainable development.’ The policies contained within the NPPF applied with immediate effect and thereby replaced, amongst other PPS’s and PPG’s, PPG 13 ‘Transport’. Section 4 of the NPPF ‘Promoting sustainable transport’ covers the transport policy, detailed below are the policies that are of relevance.
- 3.3.2 In paragraph 29, the NPPF acknowledges that ‘transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives’ and goes on to say ‘the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel’.
- 3.3.3 Paragraph 36 states that ‘All developments which generates significant amounts of movement should be required to provide a Travel Plan’.
- 3.3.4 Paragraph 38 states ‘Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties’.

## **3.0 Policy review**

### **3.1 Introduction**

3.1.1 The following section of the report provides an examination of current policies relating to transport at national and local level as they relate to the proposed development.

### **3.2 National Policy**

3.2.1 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, The Transport White Paper was published in January 2011 by the Coalition Government. The Document outlines a vision ‘for 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.’ Consequently, reducing carbon emissions derived from transport together with generating economic growth and contributing to economic vitality. The Localism Agenda is another strong theme with the White Paper supporting local solutions that are tailored to specific needs and behaviour patterns to deliver effective local transport.

3.2.2 The priority for local transport, as outlined is to “encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.”

3.2.3 The White Paper Chapter 4 is titled Enabling Sustainable Transport Choices. The chapter states that ‘the Government wants to encourage and enable more sustainable transport choices’. The document goes on to explain the “nudge” concept that taps into human behavioural tendencies to encourage “good” choices. Nudge interventions are described as being easy and not forbidding choice and travel planning is listed as an example of such.



## **2.0 Site description and development proposals**

### **2.1 Location and description of the site**

2.1.1 The proposed development is located at land off Gardner Road, Burton Latimer, as shown in Figure 1.1 above and enclosed in Appendix A. The site is bound by dwellings and public open space to the north, agricultural land to the east and south and dwellings to the west.

### **2.2 Proposed development**

2.2.1 The proposed development will comprise 84 dwellings. The proposed development layout is shown on the plan enclosed in Appendix B.

2.2.2 The main roads within the development will comprise 5.5m with 2m footways.

### **2.3 Vehicular access**

2.3.1 The proposed development will be accessed off Gardner Road by extending the existing highway, as shown on the plan enclosed in Appendix B.

2.3.2 Gardner Road is part of a new residential development located off Bridle Road, which currently comprises a cul-de-sac formed of Gardner Road, Walden Road and Mutlow Drive. Mutlow Drive connects the cul-de-sac with Bridle Road.

### **2.4 Pedestrian and cycle access**

2.4.1 The development will provide a pedestrian and cycle access via Gardener Road.

### **2.5 Parking**

2.5.1 Car and cycle parking for the development will be provided generally in line with the current parking standard adopted by Kettering Borough Council at the time of the detailed planning application.

### **2.6 Planning background**

2.6.1 The proposed development site is currently grassland. The existing site has a pedestrian access off Bridle Road.

## 1.0 Introduction

### 1.1 Background

1.1.1 This report is a Transport Assessment which has been prepared by JPP Consulting Limited on behalf of RDC to support an outline planning application for a proposed residential development. The benefit of this report is to our instructing Client.

1.1.2 The proposed development is located at land off Gardner Road, Burton Latimer, as shown in Figure 1.1 below and enclosed in Appendix A. Burton Latimer is located south of the A14 and south-east of Kettering. The National Grid Reference for the site is E489230 N274560.



Figure 1.1 Site Location

### 1.2 Scope of assessment

1.2.1 The aim of the Transport Assessment is to support an outline planning application for proposed residential development. The proposed development is shown on the drawing in Appendix B.

1.2.2 This report will consider the wider highway network implications of the new development and will also focus on the sustainable credentials of the development.

1.2.3 This report is accompanied by a framework residential travel, JPP reference R-TP-S7193PM-01-A. The Travel Plan and Transport Assessment should be read as sister documents.

**Proposed Residential Development  
Land off Gardner Road, Burton Latimer  
Transport Assessment**



**Appendix N ..... N**

Junction Analysis ..... N

J1: Hillcrest Avenue / Finedon Road..... N

**Appendix O ..... O**

Junction Analysis ..... O

J5: Glebe Road / Station Road ..... O

**Appendix P..... P**

Junction Analysis ..... P

J6: Station Road / Bridle Road / Polwell Lane ..... P

**Appendix Q..... Q**

Junction Analysis – Nil Detriment..... Q

J6: Station Road / Bridle Road / Polwell Lane ..... Q

**Appendix R ..... R**

Nil Detriment Solution: J6 ..... R

JPP drawing no. S7193PM-TA05..... R