

Land North of A507, West of A10 Buntingford

784-B077665

Proof of Evidence of Peter Blair on Sustainability and Accessibility from a Highways and Transportation Perspective

In Respect of 'Outline planning application for development of up to 600 dwellings (C3), up to 60 units of elderly accommodation (C3), Mixed Use Local Centre (including flexible use E, F and Sui Generis), First School, informal and formal open space, associated works and infrastructure including a new access from the A507 and pedestrian bridges over the A10, with all matters reserved except for access.'

At Land North of A507, West of A10 in Buntingford

Date: 24/08/2026 | Tetra Tech Ref: 784-B077665

PINS Ref: 6008238 | LPA Ref: 3/24/0966/OUT

Final

On behalf of Hallam Land Management Ltd

Volume 2: Appendices



TETRA TECH

Tetra Tech Manchester, 2nd Floor, 11 York Street, Manchester, United Kingdom, M2 2AW
Tetra Tech Environment Planning Transport Limited. Registered in England number: 03050297
Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

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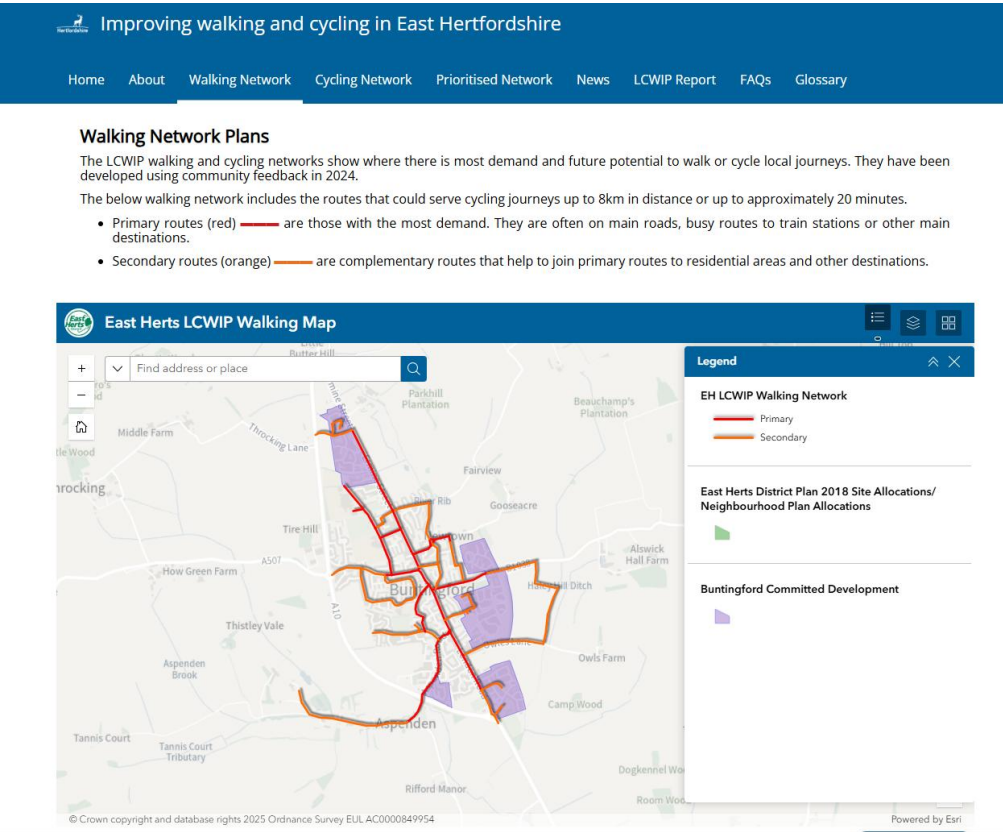
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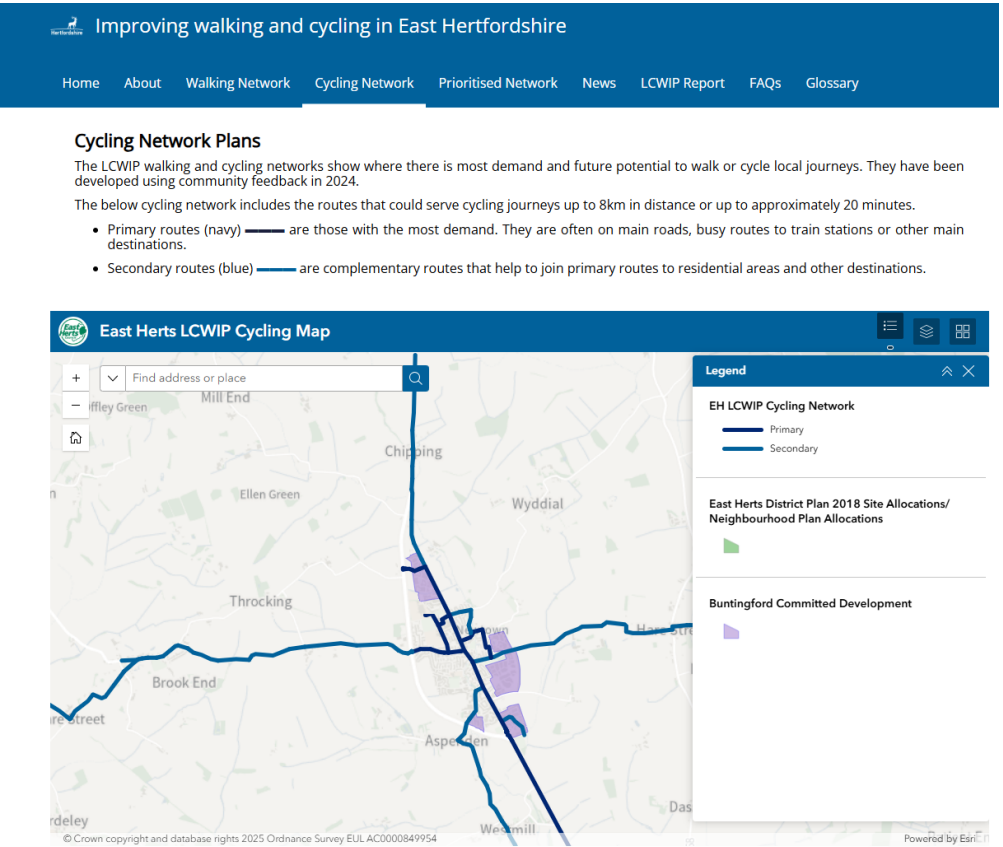
PoE Appendix A: Extracts from the LCWIP and ROWIP

PoE Appendix A: Extracts from the East Herts LCWIP and Hertfordshire’s RoWIP Website and Webmap

Extract 1: Screenshot of LCWIP Walking Map

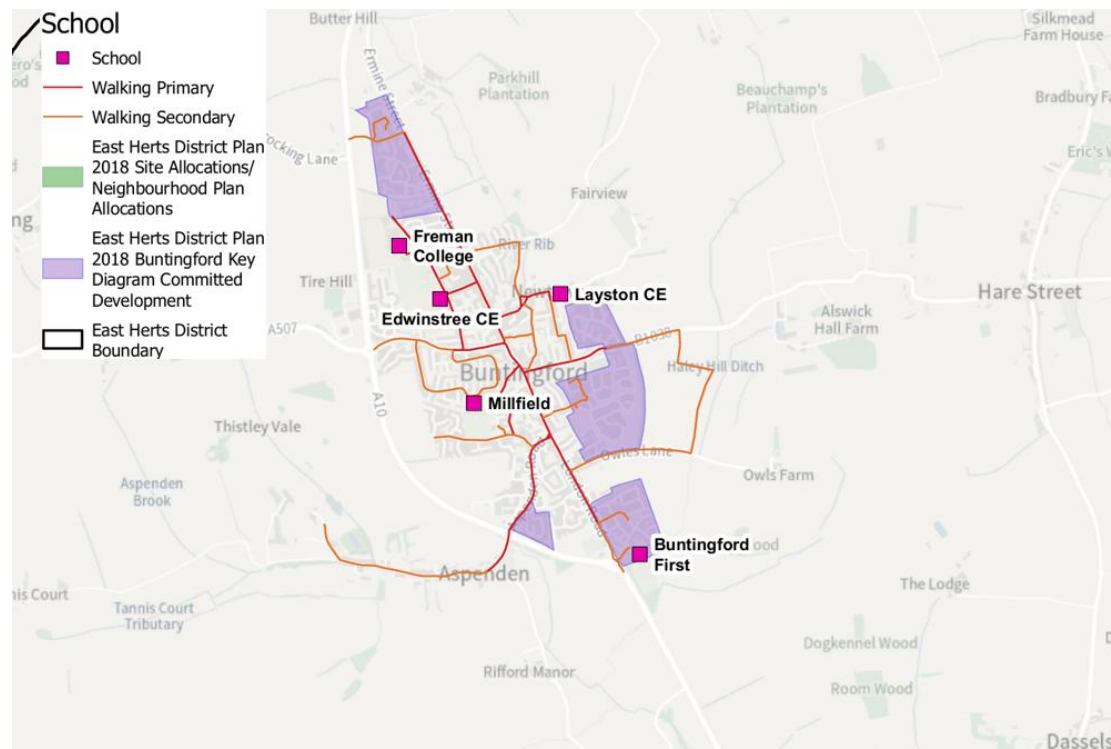


Extract 2: Screenshot of LCWIP Cycling Map

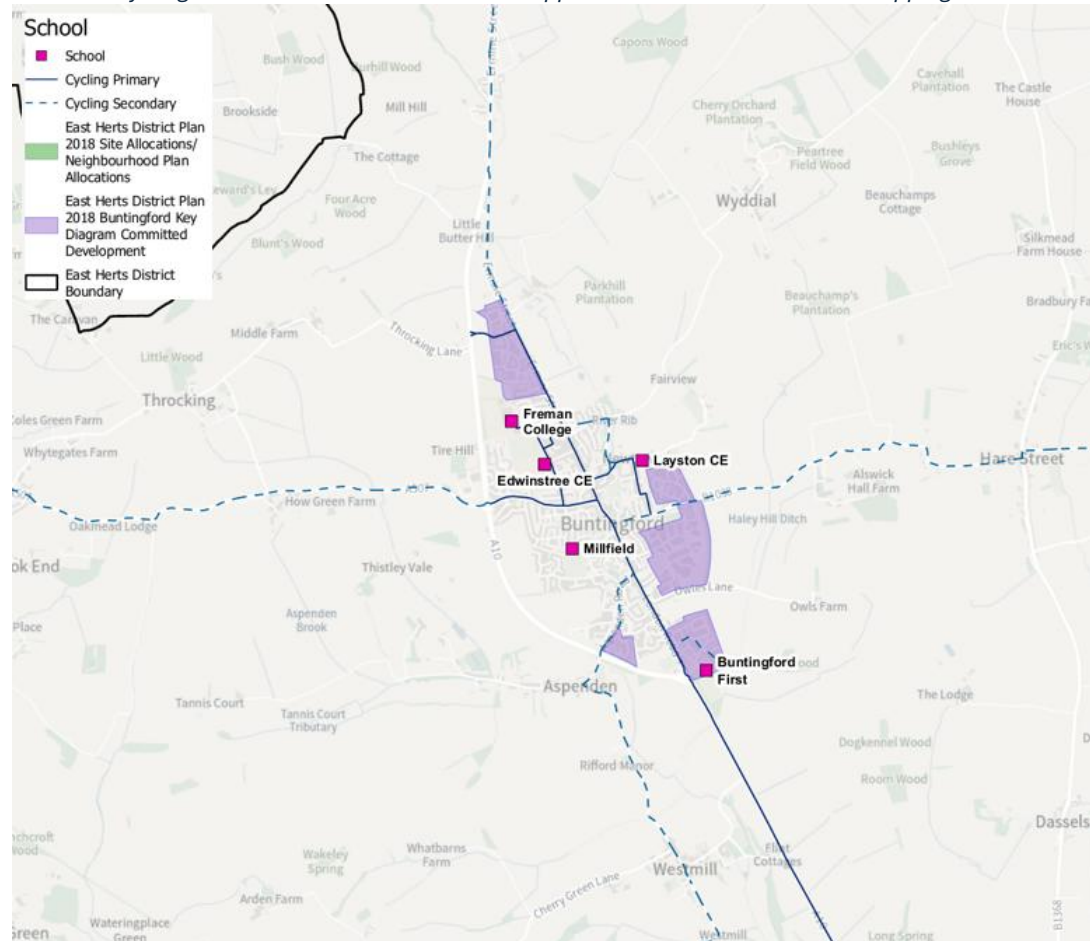


PoE Appendix A: Extracts from the East Herts LCWIP and Hertfordshire's RoWIP Website and Webmap

Extract 3: Pedestrian Network Extract from the LCWIP Appendix F: Combined Network Mapping



Extract 4: Cycling Network Extract from the LCWIP Appendix F: Combined Network Mapping



PoE Appendix B: National Average Trip Rates – TRICS Outputs

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 04/07/2000 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 350 3900

Days of the week selected:

Monday	11
Tuesday	18
Wednesday	14
Thursday	16
Friday	5

Main Location Types selected:

Edge of Town	64
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Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	50
Servicing Vehicles Included	14

Population <1 Mile ranges selected:

1,001 to 5,000	4
5,001 to 10,000	17
10,001 to 15,000	21
15,001 to 20,000	15
20,001 to 25,000	7

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Population <5 Mile ranges selected:

5,001 to 25,000	5
25,001 to 50,000	12
50,001 to 75,000	5
75,001 to 100,000	9
100,001 to 125,000	4
125,001 to 250,000	24
250,001 to 500,000	3
500,001 or More	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	20
1.1 to 1.5	39
1.6 to 2.0	5

PTAL Rating:

No PTAL Present	64
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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE 1 day
	ES	EAST SUSSEX 4 days
	EX	ESSEX 1 day
	HC	HAMPSHIRE 4 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 5 days
	MW	MEDWAY 2 days
	SC	SURREY 3 days
	TK	THURROCK 1 day
	WB	WEST BERKSHIRE 1 day
	WS	WEST SUSSEX 4 days
03	SOUTH WEST	
	DC	DORSET 2 days
	SM	SOMERSET 1 day
	WL	WILTSHIRE 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
	NF	NORFOLK 8 days
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	DY	DERBY 1 day
	LE	LEICESTERSHIRE 1 day
	LN	LINCOLNSHIRE 1 day
	NT	NOTTINGHAMSHIRE 2 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 day
	TE	TELFORD & WREKIN 1 day
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
08	NORTH WEST	
	BB	BLACKBURN WITH DARWEN 1 day
	EC	CHESHIRE EAST 2 days
	GM	GREATER MANCHESTER 2 days
09	NORTH	
	CU	CUMBERLAND 1 day
	DH	DURHAM 1 day
	TW	TYNE & WEAR 1 day
10	WALES	
	CF	CARDIFF 1 day
	VG	VALE OF GLAMORGAN 1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 24/03/26

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	11 days
Tuesday	18 days
Wednesday	14 days
Thursday	16 days
Friday	5 days

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

Selected survey types:	
Manual count	64
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	64 days

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

Selected Location Sub Categories:	
Residential Zone	64 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	6 days
Servicing vehicles Included	14 days
Servicing vehicles Unknown	44 days

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Secondary Filtering Selection:

Use Class:

C3	64 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

214 - 4850

Population within 1 mile:

1,001 to 5,000	4 surveys
5,001 to 10,000	17 surveys
10,001 to 15,000	21 surveys
15,001 to 20,000	15 surveys
20,001 to 25,000	7 surveys

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

Population within 5 miles:

5,001 to 25,000	5 surveys
25,001 to 50,000	12 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	9 surveys
100,001 to 125,000	4 surveys
125,001 to 250,000	24 surveys
250,001 to 500,000	3 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	20 surveys
1.1 to 1.5	39 surveys
1.6 to 2.0	5 surveys

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

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Petrol filling station:

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

Travel Plan:

No	34 surveys
No	2 surveys
No	1 surveys
Yes	27 surveys

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

PTAL Rating:

No PTAL Present	64 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

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LIST OF SITES relevant to selection parameters:

Site 1:	BB-03-A-03	Number of dwellings:	185.00 DWELLS
Development Name:	DETACHED/SEMI D.	Survey Date:	10/06/2004
Location:	BLACKBURN	Survey Day:	Thursday
Postcode:	BB1 8NW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	CA-03-A-01	Number of dwellings:	124.00 DWELLS
Development Name:	SEMI D./TERRACED	Survey Date:	06/02/2001
Location:	CAMBRIDGE	Survey Day:	Tuesday
Postcode:	CB4 1PD		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	CF-03-A-02	Number of dwellings:	196.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	05/10/2007
Location:	CARDIFF	Survey Day:	Friday
Postcode:	CF5 4UQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	CT-03-A-03	Number of dwellings:	73.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/06/2023
Location:	STOTFOLD	Survey Day:	Tuesday
Postcode:	SG5 4TB		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	CU-03-A-02	Number of dwellings:	40.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	20/11/2008
Location:	WORKINGTON	Survey Day:	Thursday
Postcode:	CA14 3HR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	DC-03-A-10	Number of dwellings:	26.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	09/11/2022
Location:	GILLINGHAM	Survey Day:	Wednesday
Postcode:	SP8 4JS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	DC-03-A-13	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	10/06/2025
Location:	GILLINGHAM	Survey Day:	Tuesday
Postcode:	SP8 4JS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	DH-03-A-03	Number of dwellings:	57.00 DWELLS
Development Name:	SEMI-DETACHED & TERRACED	Survey Date:	19/10/2018
Location:	DURHAM	Survey Day:	Friday
Postcode:	DH1 1HD		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 9:	DY-03-A-01	Number of dwellings:	371.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	10/07/2018
Location:	DERBY	Survey Day:	Tuesday
Postcode:	DE22 4HH		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	EC-03-A-04	Number of dwellings:	17.00 DWELLS
Development Name:	DETACHED	Survey Date:	14/10/2008
Location:	CREWE	Survey Day:	Tuesday
Postcode:	CW1 5FR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	EC-03-A-06	Number of dwellings:	24.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	24/11/2014
Location:	MACCLESFIELD	Survey Day:	Monday
Postcode:	SK10 2NS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	ES-03-A-01	Number of dwellings:	491.00 DWELLS
Development Name:	MIXED HOUSES/FLATS	Survey Date:	29/03/2001
Location:	LEWES	Survey Day:	Thursday
Postcode:	BN7 2EF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	ES-03-A-13	Number of dwellings:	36.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	18/03/2024
Location:	HEATHFIELD	Survey Day:	Monday
Postcode:	TN21 0UW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	ES-03-A-20	Number of dwellings:	13.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	06/11/2024
Location:	HAILSHAM	Survey Day:	Wednesday
Postcode:	BN27 4EW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	ES-03-A-22	Number of dwellings:	85.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/04/2025
Location:	NEWHAVEN	Survey Day:	Tuesday
Postcode:	BN9 9FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 16:	EX-03-A-03	Number of dwellings:	123.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2021
Location:	RAYLEIGH	Survey Day:	Monday
Postcode:	SS6 9TU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 17:	GM-03-A-08	Number of dwellings:	247.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	12/10/2001
Location:	STOCKPORT	Survey Day:	Friday
Postcode:	SK6 2EF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 18:	GM-03-A-10	Number of dwellings:	29.00 DWELLS
Development Name:	DETACHED/SEMI	Survey Date:	12/10/2011
Location:	MANCHESTER	Survey Day:	Wednesday
Postcode:	M25 9PL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 19:	HC-03-A-21	Number of dwellings:	39.00 DWELLS
Development Name:	TERRACED & SEMI-DETACHED	Survey Date:	13/11/2018
Location:	BASINGSTOKE	Survey Day:	Tuesday
Postcode:	RG24 9AF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 20:	HC-03-A-22	Number of dwellings:	40.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	31/10/2018
Location:	NEAR EASTLEIGH	Survey Day:	Wednesday
Postcode:	SO50 6JL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 21:	HC-03-A-27	Number of dwellings:	73.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	16/11/2021
Location:	ANDOVER	Survey Day:	Tuesday
Postcode:	SP11 6ZQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 22:	HC-03-A-37	Number of dwellings:	50.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/03/2024
Location:	FLEET	Survey Day:	Wednesday
Postcode:	GU52 0AF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 23:	HF-03-A-03	Number of dwellings:	160.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	08/07/2019
Location:	BUNTINGFORD	Survey Day:	Monday
Postcode:	SG9 9FX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 24:	HF-03-A-09	Number of dwellings:	8.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	12/11/2025
Location:	WATFORD	Survey Day:	Wednesday
Postcode:	WD19 7QY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 25:	KC-03-A-04	Number of dwellings:	110.00 DWELLS
Development Name:	SEMI-DETACHED & TERRACED	Survey Date:	22/09/2017
Location:	AYLESFORD	Survey Day:	Friday
Postcode:	ME20 6FN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 26:	KC-03-A-07	Number of dwellings:	288.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2017
Location:	HERNE BAY	Survey Day:	Wednesday
Postcode:	CT6 6HZ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 27:	KC-03-A-10	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	09/05/2023
Location:	STAPLEHURST	Survey Day:	Tuesday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 28:	KC-03-A-14	Number of dwellings:	167.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/05/2025
Location:	STAPLEHURST	Survey Day:	Thursday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 29:	KC-03-A-16	Number of dwellings:	61.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	15/10/2025
Location:	ASHFORD	Survey Day:	Wednesday
Postcode:	TN25 4PP		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 30:	LE-03-A-01	Number of dwellings:	11.00 DWELLS
Development Name:	DETACHED	Survey Date:	03/05/2005
Location:	MELTON MOWBRAY	Survey Day:	Tuesday
Postcode:	LE13 1UW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 31:	LN-03-A-01	Number of dwellings:	150.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	15/05/2007
Location:	LINCOLN	Survey Day:	Tuesday
Postcode:	LN5 8SW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 32:	MW-03-A-02	Number of dwellings:	19.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	06/06/2022
Location:	RAINHAM	Survey Day:	Monday
Postcode:	ME8 8XU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 33:	MW-03-A-03	Number of dwellings:	295.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	30/06/2025
Location:	RAINHAM	Survey Day:	Monday
Postcode:	ME8 8XU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 34:	NF-03-A-03	Number of dwellings:	10.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	16/09/2015
Location:	THETFORD	Survey Day:	Wednesday
Postcode:	IP24 1EY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 35:	NF-03-A-05	Number of dwellings:	40.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	19/09/2019
Location:	HOLT	Survey Day:	Thursday
Postcode:	NR25 6GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 36:	NF-03-A-06	Number of dwellings:	275.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	23/09/2019
Location:	GREAT YARMOUTH	Survey Day:	Monday
Postcode:	NR31 9FT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 37:	NF-03-A-30	Number of dwellings:	266.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	23/09/2021
Location:	SWAFFHAM	Survey Day:	Thursday
Postcode:	PE37 8JE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 38:	NF-03-A-33	Number of dwellings:	143.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	29/09/2022
Location:	ATTLEBOROUGH	Survey Day:	Thursday
Postcode:	NR17 1FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 39:	NF-03-A-37	Number of dwellings:	44.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	DEREHAM	Survey Day:	Tuesday
Postcode:	NR20 3TY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 40:	NF-03-A-38	Number of dwellings:	537.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	20/09/2022
Location:	GREAT YARMOUTH	Survey Day:	Tuesday
Postcode:	NR31 9FT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 41:	NF-03-A-39	Number of dwellings:	212.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	HOLT	Survey Day:	Tuesday
Postcode:	NR25 6GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 42:	NT-03-A-03	Number of dwellings:	166.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	28/06/2006
Location:	KIRKBY-IN-ASHFIELD	Survey Day:	Wednesday
Postcode:	NG17 8HA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 43:	NT-03-A-08	Number of dwellings:	36.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	18/10/2021
Location:	HUCKNALL	Survey Day:	Monday
Postcode:	NG15 8JN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 44:	NY-03-A-15	Number of dwellings:	145.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	19/09/2024
Location:	BOROUGHBRIDGE	Survey Day:	Thursday
Postcode:	YO51 9GG		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 45:	SC-03-A-04	Number of dwellings:	71.00 DWELLS
Development Name:	DETACHED & TERRACED	Survey Date:	23/01/2014
Location:	BYFLEET	Survey Day:	Thursday
Postcode:	KT14 7BY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 46:	SC-03-A-11	Number of dwellings:	96.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	14/05/2024
Location:	FARNHAM	Survey Day:	Tuesday
Postcode:	GU9 0AX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 47:	SC-03-A-15	Number of dwellings:	1177.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	24/04/2025
Location:	HORLEY	Survey Day:	Thursday
Postcode:	RH6 8NT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 48:	SF-03-A-02	Number of dwellings:	230.00 DWELLS
Development Name:	SEMI DET./TERRACED	Survey Date:	24/05/2007
Location:	IPSWICH	Survey Day:	Thursday
Postcode:	IP2 9DP		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 49:	SF-03-A-05	Number of dwellings:	18.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	09/09/2015
Location:	BURY ST EDMUNDS	Survey Day:	Wednesday
Postcode:	IP33 2SN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 50:	SF-03-A-10	Number of dwellings:	149.00 DWELLS
Development Name:	TERRACED & SEMI-DETACHED	Survey Date:	22/06/2021
Location:	IPSWICH	Survey Day:	Tuesday
Postcode:	IP1 5PN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 51:	SM-03-A-01	Number of dwellings:	33.00 DWELLS
Development Name:	DETACHED & SEMI	Survey Date:	24/09/2015
Location:	BRIDGWATER	Survey Day:	Thursday
Postcode:	TA6 7PL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 52:	ST-03-A-07	Number of dwellings:	248.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	22/11/2017
Location:	STAFFORD	Survey Day:	Wednesday
Postcode:	ST16 1GZ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 53:	TE-03-A-03	Number of dwellings:	54.00 DWELLS
Development Name:	SEMI-DETACHED/TERRACED	Survey Date:	24/10/2013
Location:	TELFORD	Survey Day:	Thursday
Postcode:	TF7 4JE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 54:	TK-03-A-01	Number of dwellings:	237.00 DWELLS
Development Name:	SEMI-DET.	Survey Date:	13/05/2008
Location:	STANFORD-LE-HOPE	Survey Day:	Tuesday
Postcode:	SS17 8JU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 55:	TW-03-A-01	Number of dwellings:	81.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	18/09/2002
Location:	SUNDERLAND	Survey Day:	Wednesday
Postcode:	SR2 9DH		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 56:	VG-03-A-01	Number of dwellings:	12.00 DWELLS
Development Name:	SEMI-DETACHED & TERRACED	Survey Date:	08/05/2017
Location:	BARRY	Survey Day:	Monday
Postcode:	CF63 2RE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 57:	WB-03-A-04	Number of dwellings:	199.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	12/09/2024
Location:	READING	Survey Day:	Thursday
Postcode:	RG31 7ET		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 58:	WK-03-A-04	Number of dwellings:	49.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	27/09/2019
Location:	KENILWORTH	Survey Day:	Friday
Postcode:	CV8 2TN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 59:	WL-03-A-01	Number of dwellings:	99.00 DWELLS
Development Name:	SEMI D./TERRACED W. BASSETT	Survey Date:	02/10/2006
Location:	WOOTTON BASSETT	Survey Day:	Monday
Postcode:	SN4 7JA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 60:	WM-03-A-03	Number of dwellings:	84.00 DWELLS
Development Name:	MIXED HOUSING	Survey Date:	24/09/2007
Location:	COVENTRY	Survey Day:	Monday
Postcode:	CV6 6QA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 61:	WS-03-A-04	Number of dwellings:	151.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	11/12/2014
Location:	HORSHAM	Survey Day:	Thursday
Postcode:	RH12 1EP		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 62:	WS-03-A-08	Number of dwellings:	180.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	19/04/2018
Location:	ANGMERING	Survey Day:	Thursday
Postcode:	BN16 4PQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 63:	WS-03-A-11	Number of dwellings:	918.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	02/04/2019
Location:	WEST HORSHAM	Survey Day:	Tuesday
Postcode:	RH12 3LN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 64:	WS-03-A-14	Number of dwellings:	117.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	20/10/2021
Location:	LITTLEHAMPTON	Survey Day:	Wednesday
Postcode:	BN17 7PL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Site Ref	Survey Date	Reason for Deselection
AN-03-A-02	14-11-2002	London, Isle of Man, Scotland and Ireland
AN-03-A-03	14-11-2002	London, Isle of Man, Scotland and Ireland
AR-03-A-01	15-06-2010	London, Isle of Man, Scotland and Ireland
AS-03-A-02	20-04-2022	London, Isle of Man, Scotland and Ireland
BC-03-A-02	24-03-2014	Contains Flats and Bungalows
CA-03-A-09	28-11-2024	Contains Flats and Bungalows
CT-03-A-01	22-06-2022	Removed: Site re-surveyed by CT-03-A-03
CU-03-A-01	20-06-2005	Removed: Site re-surveyed by CU-03-A-02
CV-03-A-04	26-11-2025	London, Isle of Man, Scotland and Ireland
DE-03-A-04	19-05-2022	London, Isle of Man, Scotland and Ireland
DL-03-A-06	30-04-2010	London, Isle of Man, Scotland and Ireland
DL-03-A-10	20-06-2018	London, Isle of Man, Scotland and Ireland
DN-03-A-02	05-09-2013	Removed: Site re-surveyed by DN-03-A-06
DN-03-A-03	01-09-2014	London, Isle of Man, Scotland and Ireland
DN-03-A-04	26-09-2014	London, Isle of Man, Scotland and Ireland
DN-03-A-06	10-10-2018	London, Isle of Man, Scotland and Ireland
DO-03-A-03	23-10-2013	London, Isle of Man, Scotland and Ireland
EA-03-A-01	05-06-2008	London, Isle of Man, Scotland and Ireland
EN-03-A-01	24-11-2021	London, Isle of Man, Scotland and Ireland
EN-03-A-02	14-09-2022	London, Isle of Man, Scotland and Ireland
ES-03-A-02	18-11-2011	Contains Flats and Bungalows
ES-03-A-03	11-07-2016	Contains Flats and Bungalows
ES-03-A-05	05-06-2019	Removed: Site re-surveyed by ES-03-A-14
ES-03-A-07	07-11-2019	Contains Flats and Bungalows
ES-03-A-08	12-10-2022	Removed: Site re-surveyed by ES-03-A-19
ES-03-A-09	13-03-2023	Removed: Site re-surveyed by ES-03-A-22
ES-03-A-10	28-09-2023	Contains Flats and Bungalows
ES-03-A-14	30-04-2024	Contains Flats and Bungalows
ES-03-A-19	09-10-2024	Removed: Site re-surveyed by ES-03-A-25
ES-03-A-21	26-03-2025	Contains Flats and Bungalows
ES-03-A-25	24-03-2026	Contains Flats and Bungalows
FI-03-A-03	30-04-2007	London, Isle of Man, Scotland and Ireland
HC-03-A-24	10-11-2021	Removed: Site re-surveyed by HC-03-A-34
HC-03-A-28	08-11-2021	Contains Flats and Bungalows
HC-03-A-29	30-06-2022	Removed: Site re-surveyed by HC-03-A-33
HC-03-A-31	07-10-2022	Removed: Site re-surveyed by HC-03-A-39
HC-03-A-33	04-07-2023	Removed: Site re-surveyed by HC-03-A-38
HC-03-A-34	14-11-2023	Contains Flats and Bungalows
HC-03-A-35	31-10-2023	Removed: Site re-surveyed by HC-03-A-46
HC-03-A-36	12-09-2023	Contains Flats and Bungalows
HC-03-A-38	26-06-2024	Removed: Site re-surveyed by HC-03-A-41
HC-03-A-39	14-11-2024	Contains Flats and Bungalows
HC-03-A-41	30-06-2025	Contains Flats and Bungalows
HC-03-A-45	10-11-2025	Contains Flats and Bungalows
HC-03-A-46	26-11-2025	Contains Flats and Bungalows

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Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
HF-03-A-05	05-06-2023	Removed: Site re-surveyed by HF-03-A-09
HF-03-A-06	28-11-2023	Contains Flats and Bungalows
HI-03-A-11	05-06-2006	London, Isle of Man, Scotland and Ireland
HI-03-A-13	21-05-2009	London, Isle of Man, Scotland and Ireland
IM-03-A-05	21-05-2024	London, Isle of Man, Scotland and Ireland
IM-03-A-06	23-05-2024	London, Isle of Man, Scotland and Ireland
KC-03-A-09	09-06-2021	Removed: Site re-surveyed by KC-03-A-12
KC-03-A-12	19-09-2023	Removed: Site re-surveyed by KC-03-A-17
KC-03-A-17	30-09-2025	Contains Flats and Bungalows
KK-03-A-03	26-11-2008	London, Isle of Man, Scotland and Ireland
LC-03-A-22	18-10-2005	Contains Flats and Bungalows
MA-03-A-03	03-10-2025	London, Isle of Man, Scotland and Ireland
ME-03-A-01	30-10-2024	London, Isle of Man, Scotland and Ireland
NF-03-A-09	24-09-2019	Contains Flats and Bungalows
NF-03-A-25	21-09-2021	Contains Flats and Bungalows
NF-03-A-28	22-09-2022	Contains Flats and Bungalows
NF-03-A-35	28-09-2022	Contains Flats and Bungalows
NF-03-A-46	14-09-2021	Contains Flats and Bungalows
NY-03-A-11	18-09-2013	Contains Flats and Bungalows
NY-03-A-14	18-05-2022	Contains Flats and Bungalows
SC-03-A-05	01-04-2019	Removed: Site re-surveyed by SC-03-A-08
SC-03-A-07	11-05-2022	Removed: Site re-surveyed by SC-03-A-11
SC-03-A-08	04-05-2022	Removed: Site re-surveyed by SC-03-A-15
SC-03-A-12	12-06-2024	Contains Flats and Bungalows
SC-03-A-14	22-10-2024	Contains Flats and Bungalows
SF-03-A-11	06-11-2024	Contains Flats and Bungalows
SH-03-A-06	22-05-2014	Contains Flats and Bungalows
WA-03-A-02	17-11-2008	Removed: Site re-surveyed by WA-03-A-04
WA-03-A-04	24-06-2014	London, Isle of Man, Scotland and Ireland
WB-03-A-03	09-09-2022	Removed: Site re-surveyed by WB-03-A-04
WM-03-A-06	17-10-2013	Contains Flats and Bungalows
WS-03-A-06	02-03-2017	Removed: Site re-surveyed by WS-03-A-11
WS-03-A-09	05-07-2018	Removed: Site re-surveyed by WS-03-A-13
WS-03-A-10	07-11-2018	Removed: Site re-surveyed by WS-03-A-14
WS-03-A-13	23-06-2021	Contains Flats and Bungalows
WS-03-A-17	01-03-2023	Removed: Site re-surveyed by WS-03-A-22
WS-03-A-19	15-05-2023	Removed: Site re-surveyed by WS-03-A-23
WS-03-A-22	19-03-2024	Removed: Site re-surveyed by WS-03-A-34
WS-03-A-23	14-05-2024	Contains Flats and Bungalows
WS-03-A-26	24-09-2024	Contains Flats and Bungalows
WS-03-A-27	20-09-2024	Contains Flats and Bungalows
WS-03-A-28	18-06-2025	Contains Flats and Bungalows
WS-03-A-29	18-09-2025	Contains Flats and Bungalows
WS-03-A-34	04-03-2026	Contains Flats and Bungalows

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.140	0.390	0.530
17:00-18:00	0.361	0.175	0.536

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.076	0.301	0.377
08:00-09:00	64	155	0.140	0.390	0.530
09:00-10:00	64	155	0.139	0.176	0.315
10:00-11:00	64	155	0.117	0.146	0.263
11:00-12:00	64	155	0.142	0.142	0.284
12:00-13:00	64	155	0.155	0.141	0.296
13:00-14:00	64	155	0.151	0.144	0.295
14:00-15:00	64	155	0.152	0.170	0.322
15:00-16:00	64	155	0.266	0.172	0.438
16:00-17:00	64	155	0.275	0.162	0.437
17:00-18:00	64	155	0.361	0.175	0.536
18:00-19:00	64	155	0.284	0.165	0.449
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.258	2.284	4.542

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

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

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 12/11/2025
Number of weekdays (Monday-Friday):	64
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.216	0.834	1.050
17:00-18:00	0.599	0.300	0.899

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.115	0.496	0.611
08:00-09:00	64	155	0.216	0.834	1.050
09:00-10:00	64	155	0.211	0.286	0.497
10:00-11:00	64	155	0.176	0.231	0.407
11:00-12:00	64	155	0.223	0.230	0.453
12:00-13:00	64	155	0.246	0.222	0.468
13:00-14:00	64	155	0.237	0.222	0.459
14:00-15:00	64	155	0.252	0.268	0.520
15:00-16:00	64	155	0.622	0.302	0.924
16:00-17:00	64	155	0.511	0.284	0.795
17:00-18:00	64	155	0.599	0.300	0.899
18:00-19:00	64	155	0.485	0.296	0.781
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.893	3.971	7.864

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

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

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 12/11/2025
Number of weekdays (Monday-Friday):	64
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.005	0.009	0.014
08:00-09:00	64	155	0.006	0.016	0.022
09:00-10:00	64	155	0.003	0.004	0.007
10:00-11:00	64	155	0.003	0.003	0.006
11:00-12:00	64	155	0.003	0.004	0.007
12:00-13:00	64	155	0.005	0.002	0.007
13:00-14:00	64	155	0.003	0.002	0.005
14:00-15:00	64	155	0.005	0.002	0.007
15:00-16:00	64	155	0.013	0.007	0.020
16:00-17:00	64	155	0.011	0.007	0.018
17:00-18:00	64	155	0.013	0.009	0.022
18:00-19:00	64	155	0.009	0.008	0.017
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.079	0.073	0.152

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 30/06/2025
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.001	0.001	0.002
08:00-09:00	64	155	0.002	0.002	0.004
09:00-10:00	64	155	0.001	0.001	0.002
10:00-11:00	64	155	0.001	0.001	0.002
11:00-12:00	64	155	0.001	0.001	0.002
12:00-13:00	64	155	0.001	0.001	0.002
13:00-14:00	64	155	0.001	0.001	0.002
14:00-15:00	64	155	0.001	0.001	0.002
15:00-16:00	64	155	0.002	0.002	0.004
16:00-17:00	64	155	0.001	0.001	0.002
17:00-18:00	64	155	0.001	0.001	0.002
18:00-19:00	64	155	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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.

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	29/03/2001 - 22/05/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.002	0.001	0.003
08:00-09:00	64	155	0.002	0.001	0.003
09:00-10:00	64	155	0.003	0.002	0.005
10:00-11:00	64	155	0.002	0.002	0.004
11:00-12:00	64	155	0.001	0.002	0.003
12:00-13:00	64	155	0.002	0.002	0.004
13:00-14:00	64	155	0.003	0.002	0.005
14:00-15:00	64	155	0.001	0.002	0.003
15:00-16:00	64	155	0.001	0.002	0.003
16:00-17:00	64	155	0.001	0.001	0.002
17:00-18:00	64	155	0.001	0.001	0.002
18:00-19:00	64	155	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.019	0.039

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

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

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 15/10/2025
Number of weekdays (Monday-Friday):	47
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.090	0.411	0.501
08:00-09:00	64	155	0.170	0.638	0.808
09:00-10:00	64	155	0.169	0.238	0.407
10:00-11:00	64	155	0.146	0.194	0.340
11:00-12:00	64	155	0.183	0.187	0.370
12:00-13:00	64	155	0.203	0.186	0.389
13:00-14:00	64	155	0.202	0.186	0.388
14:00-15:00	64	155	0.203	0.222	0.425
15:00-16:00	64	155	0.448	0.237	0.685
16:00-17:00	64	155	0.415	0.231	0.646
17:00-18:00	64	155	0.510	0.243	0.753
18:00-19:00	64	155	0.404	0.239	0.643
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.143	3.212	6.355

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.

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 12/11/2025
Number of weekdays (Monday-Friday):	64
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.019	0.048	0.067
08:00-09:00	64	155	0.038	0.143	0.181
09:00-10:00	64	155	0.036	0.035	0.071
10:00-11:00	64	155	0.024	0.027	0.051
11:00-12:00	64	155	0.031	0.032	0.063
12:00-13:00	64	155	0.033	0.028	0.061
13:00-14:00	64	155	0.026	0.030	0.056
14:00-15:00	64	155	0.037	0.040	0.077
15:00-16:00	64	155	0.133	0.053	0.186
16:00-17:00	64	155	0.066	0.042	0.108
17:00-18:00	64	155	0.058	0.045	0.103
18:00-19:00	64	155	0.055	0.046	0.101
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.556	0.569	1.125

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.

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 15/10/2025
Number of weekdays (Monday-Friday):	63
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	64	155	0.001	0.027	0.028
08:00-09:00	64	155	0.002	0.034	0.036
09:00-10:00	64	155	0.003	0.009	0.012
10:00-11:00	64	155	0.004	0.006	0.010
11:00-12:00	64	155	0.005	0.007	0.012
12:00-13:00	64	155	0.005	0.005	0.010
13:00-14:00	64	155	0.005	0.004	0.009
14:00-15:00	64	155	0.006	0.004	0.010
15:00-16:00	64	155	0.028	0.005	0.033
16:00-17:00	64	155	0.018	0.003	0.021
17:00-18:00	64	155	0.018	0.003	0.021
18:00-19:00	64	155	0.017	0.003	0.020
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.112	0.110	0.222

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.

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Audit Code: 2822aaff-2e1b-41c8-b28b-474affae69bf

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/02/2001 - 12/11/2025
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	90
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 04/07/2000 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 297 7600

Days of the week selected:

Monday	8
Tuesday	10
Wednesday	6
Thursday	5
Friday	5

Main Location Types selected:

Suburban Area	34
---------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	34
----------------------------	----

Population <1 Mile ranges selected:

1,001 to 5,000	2
5,001 to 10,000	6
10,001 to 15,000	6
15,001 to 20,000	8
20,001 to 25,000	2
25,001 to 50,000	10

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Population <5 Mile ranges selected:

5,001 to 25,000	2
25,001 to 50,000	3
50,001 to 75,000	3
75,001 to 100,000	5
100,001 to 125,000	2
125,001 to 250,000	11
250,001 to 500,000	7
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	13
1.1 to 1.5	20

PTAL Rating:

No PTAL Present	34
-----------------	----

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	ON	LUTON 2 days
03	SC	SURREY 1 day
	SOUTH WEST	
04	CW	CORNWALL 2 days
	DC	DORSET 1 day
	DV	DEVON 1 day
	GS	GLOUCESTERSHIRE 1 day
	SD	SWINDON 1 day
	TB	TORBAY 1 day
05	EAST ANGLIA	
	NF	NORFOLK 2 days
	PB	PETERBOROUGH 2 days
06	SF	SUFFOLK 1 day
	EAST MIDLANDS	
07	LN	LINCOLNSHIRE 2 days
	WEST MIDLANDS	
	OT	STOKE ON TRENT 1 day
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 2 days
08	WO	WORCESTERSHIRE 2 days
	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER 1 day
	NY	NORTH YORKSHIRE 2 days
09	YO	YORK 1 day
	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
10	GM	GREATER MANCHESTER 1 day
	MS	MERSEYSIDE 1 day
11	NORTH	
	DH	DURHAM 1 day
	TW	TYNE & WEAR 1 day
12	WALES	
	CF	CARDIFF 1 day
	PS	POWYS 1 day

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

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 24/03/26

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	10 days
Wednesday	6 days
Thursday	5 days
Friday	5 days

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

Selected survey types:	
Manual count	34
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	34 days

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

Selected Location Sub Categories:	
Residential Zone	34 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Unknown	32 days

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Secondary Filtering Selection:

Use Class:

C3	34 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

226 - 15312

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	6 surveys
10,001 to 15,000	6 surveys
15,001 to 20,000	8 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	10 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	5 surveys
100,001 to 125,000	2 surveys
125,001 to 250,000	11 surveys
250,001 to 500,000	7 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	13 surveys
1.1 to 1.5	20 surveys

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

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Petrol filling station:

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

Travel Plan:

No	33 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	34 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-02	Number of dwellings:	11.00 DWELLS
Development Name:	DETACHED	Survey Date:	22/05/2012
Location:	CHESTER	Survey Day:	Tuesday
Postcode:	CH3 5JZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	CF-03-A-03	Number of dwellings:	29.00 DWELLS
Development Name:	DETACHED	Survey Date:	08/10/2007
Location:	CARDIFF	Survey Day:	Monday
Postcode:	CF5 2PN		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	CW-03-A-01	Number of dwellings:	13.00 DWELLS
Development Name:	TERRACED	Survey Date:	30/06/2005
Location:	PENZANCE	Survey Day:	Thursday
Postcode:	TR18 4SX		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	CW-03-A-02	Number of dwellings:	73.00 DWELLS
Development Name:	SEMI D./DETACHED	Survey Date:	18/09/2007
Location:	TRURO	Survey Day:	Tuesday
Postcode:	TR1 3NQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	DC-03-A-12	Number of dwellings:	17.00 DWELLS
Development Name:	PRIVATELY OWNED HOUSES	Survey Date:	06/05/2025
Location:	WEYMOUTH	Survey Day:	Tuesday
Postcode:	DT4 9GJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	DH-03-A-01	Number of dwellings:	50.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	28/03/2017
Location:	BISHOP AUCKLAND	Survey Day:	Tuesday
Postcode:	DL14 6RH		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	DR-03-A-01	Number of dwellings:	54.00 DWELLS
Development Name:	SEMI DETACHED HOUSES	Survey Date:	18/09/2013
Location:	DONCASTER	Survey Day:	Wednesday
Postcode:	DN5 9TD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	DV-03-A-03	Number of dwellings:	70.00 DWELLS
Development Name:	TERRACED & SEMI DETACHED	Survey Date:	28/09/2015
Location:	HONITON	Survey Day:	Monday
Postcode:	EX14 2DF		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 9:	GM-03-A-07	Number of dwellings:	138.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	09/11/2001
Location:	MANCHESTER	Survey Day:	Friday
Postcode:	M19 2RZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	GS-03-A-03	Number of dwellings:	24.00 DWELLS
Development Name:	PRIVATLEY OWNED HOUSES	Survey Date:	10/10/2024
Location:	TEWKESBURY	Survey Day:	Thursday
Postcode:	GL20 8SG		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	LN-03-A-02	Number of dwellings:	186.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	14/05/2007
Location:	LINCOLN	Survey Day:	Monday
Postcode:	LN6 8BT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	LN-03-A-03	Number of dwellings:	22.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	18/09/2012
Location:	LINCOLN	Survey Day:	Tuesday
Postcode:	LN6 7PL		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	MS-03-A-03	Number of dwellings:	15.00 DWELLS
Development Name:	DETACHED	Survey Date:	21/06/2013
Location:	LIVERPOOL	Survey Day:	Friday
Postcode:	L17 5BT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	NF-03-A-51	Number of dwellings:	34.00 DWELLS
Development Name:	SEMI-DETACHED	Survey Date:	13/09/2022
Location:	NORWICH	Survey Day:	Tuesday
Postcode:	NR1 2HJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	NF-03-A-52	Number of dwellings:	130.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	07/11/2023
Location:	KING'S LYNN	Survey Day:	Tuesday
Postcode:	PE30 3FD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 16:	NY-03-A-09	Number of dwellings:	52.00 DWELLS
Development Name:	MIXED HOUSING	Survey Date:	16/09/2013
Location:	NORTHALLERTON	Survey Day:	Monday
Postcode:	DL6 1BQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 17:	NY-03-A-13	Number of dwellings:	10.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	10/05/2017
Location:	CATTERICK GARRISON	Survey Day:	Wednesday
Postcode:	DL9 4SB		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 18:	ON-03-A-01	Number of dwellings:	131.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	08/07/2004
Location:	LUTON	Survey Day:	Thursday
Postcode:	LU3 1NG		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 19:	ON-03-A-02	Number of dwellings:	82.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	06/07/2004
Location:	LUTON	Survey Day:	Tuesday
Postcode:	LU3 2AT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 20:	OT-03-A-01	Number of dwellings:	14.00 DWELLS
Development Name:	TERRACED & DETACHED	Survey Date:	26/11/2008
Location:	STOKE-ON-TRENT	Survey Day:	Wednesday
Postcode:	SP1 5GD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 21:	PB-03-A-03	Number of dwellings:	9.00 DWELLS
Development Name:	DETACHED	Survey Date:	18/10/2011
Location:	PETERBOROUGH	Survey Day:	Tuesday
Postcode:	PE3 6LQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 22:	PB-03-A-04	Number of dwellings:	28.00 DWELLS
Development Name:	DETACHED HOUSES	Survey Date:	17/10/2016
Location:	PETERBOROUGH	Survey Day:	Monday
Postcode:	PE1 4AW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 23:	PS-03-A-02	Number of dwellings:	28.00 DWELLS
Development Name:	DETACHED/SEMI-DETACHED	Survey Date:	11/05/2015
Location:	WELSHPOOL	Survey Day:	Monday
Postcode:	SY21 7HX		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 24:	SC-03-A-03	Number of dwellings:	54.00 DWELLS
Development Name:	DETACHED	Survey Date:	12/11/2002
Location:	EAST MOLESEY	Survey Day:	Tuesday
Postcode:	KT8 9AZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 25:	SD-03-A-01	Number of dwellings:	27.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	22/09/2016
Location:	SWINDON	Survey Day:	Thursday
Postcode:	SN2 7HT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 26:	SF-03-A-01	Number of dwellings:	77.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	23/05/2007
Location:	IPSWICH	Survey Day:	Wednesday
Postcode:	IP3 9BY		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 27:	TB-03-A-01	Number of dwellings:	37.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	30/09/2015
Location:	TORQUAY	Survey Day:	Wednesday
Postcode:	TQ1 3HR		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 28:	TW-03-A-02	Number of dwellings:	16.00 DWELLS
Development Name:	SEMI-DETACHED	Survey Date:	07/10/2013
Location:	GATESHEAD	Survey Day:	Monday
Postcode:	NE8 4SQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 29:	WK-03-A-01	Number of dwellings:	6.00 DWELLS
Development Name:	TERRACED/SEMI/DET.	Survey Date:	21/10/2011
Location:	LEAMINGTON SPA	Survey Day:	Friday
Postcode:	CV32 5XJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 30:	WM-03-A-01	Number of dwellings:	79.00 DWELLS
Development Name:	TERRACED	Survey Date:	03/02/2006
Location:	COVENTRY	Survey Day:	Friday
Postcode:	CV1 4JE		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 31:	WM-03-A-02	Number of dwellings:	12.00 DWELLS
Development Name:	DETACHED & SEMI DET.	Survey Date:	26/04/2006
Location:	STOURBRIDGE	Survey Day:	Wednesday
Postcode:	DY8 1SD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 32:	WO-03-A-01	Number of dwellings:	10.00 DWELLS
Development Name:	DETACHED	Survey Date:	23/06/2005
Location:	BROMSGROVE	Survey Day:	Thursday
Postcode:	B60 2PB		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 33:	WO-03-A-03	Number of dwellings:	138.00 DWELLS
Development Name:	DETACHED	Survey Date:	05/05/2006
Location:	KIDDERMINSTER	Survey Day:	Friday
Postcode:	DY11 6BA		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 34:	YO-03-A-01	Number of dwellings:	21.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	16/09/2013
Location:	YORK	Survey Day:	Monday
Postcode:	YO10 3EJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-04	06-06-2019	Contains Flats, Town Houses and Bungalows
AG-03-A-01	22-05-2012	London, Isle of Man, Scotland and Ireland
AN-03-A-07	20-12-2011	London, Isle of Man, Scotland and Ireland
AN-03-A-08	29-10-2013	London, Isle of Man, Scotland and Ireland
AN-03-A-10	07-06-2024	London, Isle of Man, Scotland and Ireland
BN-03-A-01	20-10-2005	London, Isle of Man, Scotland and Ireland
BT-03-A-01	20-11-2007	London, Isle of Man, Scotland and Ireland
CL-03-A-02	25-10-2024	London, Isle of Man, Scotland and Ireland
CR-03-A-01	08-12-2005	London, Isle of Man, Scotland and Ireland
DE-03-A-03	02-10-2003	London, Isle of Man, Scotland and Ireland
DL-03-A-01	22-11-2002	London, Isle of Man, Scotland and Ireland
DL-03-A-02	25-06-2007	London, Isle of Man, Scotland and Ireland
DL-03-A-08	26-09-2011	London, Isle of Man, Scotland and Ireland
DL-03-A-11	19-05-2021	London, Isle of Man, Scotland and Ireland
DL-03-A-12	29-05-2025	London, Isle of Man, Scotland and Ireland
DN-03-A-05	03-09-2014	London, Isle of Man, Scotland and Ireland
DV-03-A-02	25-09-2015	Contains Flats, Town Houses and Bungalows
FA-03-A-01	30-05-2013	London, Isle of Man, Scotland and Ireland
FA-03-A-02	29-05-2013	London, Isle of Man, Scotland and Ireland
FI-03-A-02	16-05-2005	London, Isle of Man, Scotland and Ireland
GA-03-A-02	19-09-2006	London, Isle of Man, Scotland and Ireland
GA-03-A-03	20-09-2006	London, Isle of Man, Scotland and Ireland
HC-03-A-17	12-11-2015	Removed: Site re-surveyed by HC-03-A-18
HC-03-A-18	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19	27-11-2017	Removed: Site re-surveyed by HC-03-A-20
HC-03-A-20	20-11-2018	Removed: Site re-surveyed by HC-03-A-23
HC-03-A-23	19-11-2019	Contains Flats, Town Houses and Bungalows
HF-03-A-07	25-03-2024	Contains Flats, Town Houses and Bungalows
HI-03-A-14	23-03-2016	London, Isle of Man, Scotland and Ireland
IM-03-A-04	20-05-2024	London, Isle of Man, Scotland and Ireland
KC-03-A-03	14-07-2016	Contains Flats, Town Houses and Bungalows
KC-03-A-06	27-09-2017	Contains Flats, Town Houses and Bungalows
KD-03-A-02	12-05-2009	London, Isle of Man, Scotland and Ireland

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Site Ref	Survey Date	Reason for Deselection
KI-03-A-01	24-06-2010	London, Isle of Man, Scotland and Ireland
KI-03-A-02	24-06-2010	London, Isle of Man, Scotland and Ireland
KN-03-A-01	26-01-2007	London, Isle of Man, Scotland and Ireland
LT-03-A-01	24-04-2015	London, Isle of Man, Scotland and Ireland
MA-03-A-01	15-07-2011	London, Isle of Man, Scotland and Ireland
MG-03-A-01	12-10-2021	London, Isle of Man, Scotland and Ireland
NF-03-A-01	16-10-2012	Contains Flats, Town Houses and Bungalows
NF-03-A-02	22-10-2012	Contains Flats, Town Houses and Bungalows
NY-03-A-01	25-09-2007	Removed: Site re-surveyed by NY-03-A-09
NY-03-A-06	14-10-2011	Contains Flats, Town Houses and Bungalows
PK-03-A-01	11-05-2011	Contains Flats, Town Houses and Bungalows
RO-03-A-02	14-07-2011	London, Isle of Man, Scotland and Ireland
RO-03-A-04	26-09-2014	London, Isle of Man, Scotland and Ireland
SF-03-A-04	23-10-2012	Contains Flats, Town Houses and Bungalows
SF-03-A-07	09-05-2019	Removed: Site re-surveyed by SF-03-A-09
SF-03-A-09	24-06-2021	Contains Flats, Town Houses and Bungalows
SK-03-A-01	23-10-2008	London, Isle of Man, Scotland and Ireland
SR-03-A-01	23-04-2007	London, Isle of Man, Scotland and Ireland
WA-03-A-01	18-11-2008	London, Isle of Man, Scotland and Ireland
WE-03-A-01	15-10-2009	London, Isle of Man, Scotland and Ireland
WS-03-A-05	18-04-2012	Contains Flats, Town Houses and Bungalows
YO-03-A-02	18-09-2024	Contains Flats, Town Houses and Bungalows

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.164	0.437	0.601
17:00-18:00	0.365	0.209	0.574

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.075	0.288	0.363
08:00-09:00	34	50	0.164	0.437	0.601
09:00-10:00	34	50	0.179	0.226	0.405
10:00-11:00	34	50	0.158	0.175	0.333
11:00-12:00	34	50	0.165	0.160	0.325
12:00-13:00	34	50	0.203	0.185	0.388
13:00-14:00	34	50	0.183	0.182	0.365
14:00-15:00	34	50	0.192	0.220	0.412
15:00-16:00	34	50	0.302	0.235	0.537
16:00-17:00	34	50	0.340	0.199	0.539
17:00-18:00	34	50	0.365	0.209	0.574
18:00-19:00	34	50	0.289	0.213	0.502
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.615	2.729	5.344

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.294	0.955	1.249
17:00-18:00	0.645	0.353	0.998

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.122	0.478	0.600
08:00-09:00	34	50	0.294	0.955	1.249
09:00-10:00	34	50	0.293	0.382	0.675
10:00-11:00	34	50	0.249	0.313	0.562
11:00-12:00	34	50	0.278	0.257	0.535
12:00-13:00	34	50	0.331	0.305	0.636
13:00-14:00	34	50	0.303	0.302	0.605
14:00-15:00	34	50	0.308	0.362	0.670
15:00-16:00	34	50	0.679	0.433	1.112
16:00-17:00	34	50	0.653	0.378	1.031
17:00-18:00	34	50	0.645	0.353	0.998
18:00-19:00	34	50	0.472	0.368	0.840
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.627	4.886	9.513

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

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

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.010	0.025	0.035
08:00-09:00	34	50	0.010	0.039	0.049
09:00-10:00	34	50	0.006	0.007	0.013
10:00-11:00	34	50	0.004	0.005	0.009
11:00-12:00	34	50	0.004	0.004	0.008
12:00-13:00	34	50	0.008	0.006	0.014
13:00-14:00	34	50	0.008	0.003	0.011
14:00-15:00	34	50	0.006	0.010	0.016
15:00-16:00	34	50	0.028	0.011	0.039
16:00-17:00	34	50	0.028	0.016	0.044
17:00-18:00	34	50	0.022	0.015	0.037
18:00-19:00	34	50	0.013	0.008	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.147	0.149	0.296

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.

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.000	0.000	0.000
08:00-09:00	34	50	0.001	0.002	0.003
09:00-10:00	34	50	0.002	0.002	0.004
10:00-11:00	34	50	0.001	0.001	0.002
11:00-12:00	34	50	0.001	0.001	0.002
12:00-13:00	34	50	0.002	0.002	0.004
13:00-14:00	34	50	0.002	0.001	0.003
14:00-15:00	34	50	0.001	0.002	0.003
15:00-16:00	34	50	0.002	0.002	0.004
16:00-17:00	34	50	0.001	0.001	0.002
17:00-18:00	34	50	0.001	0.001	0.002
18:00-19:00	34	50	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.016	0.031

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

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

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 07/11/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.001	0.001	0.002
08:00-09:00	34	50	0.004	0.004	0.008
09:00-10:00	34	50	0.004	0.005	0.009
10:00-11:00	34	50	0.001	0.001	0.002
11:00-12:00	34	50	0.004	0.001	0.005
12:00-13:00	34	50	0.002	0.003	0.005
13:00-14:00	34	50	0.004	0.003	0.007
14:00-15:00	34	50	0.002	0.002	0.004
15:00-16:00	34	50	0.002	0.003	0.005
16:00-17:00	34	50	0.000	0.000	0.000
17:00-18:00	34	50	0.000	0.000	0.000
18:00-19:00	34	50	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.025	0.024	0.049

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

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

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.088	0.358	0.446
08:00-09:00	34	50	0.204	0.648	0.852
09:00-10:00	34	50	0.213	0.292	0.505
10:00-11:00	34	50	0.194	0.227	0.421
11:00-12:00	34	50	0.202	0.197	0.399
12:00-13:00	34	50	0.252	0.236	0.488
13:00-14:00	34	50	0.235	0.229	0.464
14:00-15:00	34	50	0.236	0.278	0.514
15:00-16:00	34	50	0.444	0.309	0.753
16:00-17:00	34	50	0.478	0.278	0.756
17:00-18:00	34	50	0.504	0.285	0.789
18:00-19:00	34	50	0.384	0.313	0.697
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.434	3.650	7.084

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.

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.021	0.075	0.096
08:00-09:00	34	50	0.068	0.225	0.293
09:00-10:00	34	50	0.067	0.071	0.138
10:00-11:00	34	50	0.045	0.074	0.119
11:00-12:00	34	50	0.061	0.047	0.108
12:00-13:00	34	50	0.058	0.049	0.107
13:00-14:00	34	50	0.051	0.065	0.116
14:00-15:00	34	50	0.058	0.062	0.120
15:00-16:00	34	50	0.183	0.098	0.281
16:00-17:00	34	50	0.130	0.074	0.204
17:00-18:00	34	50	0.097	0.047	0.144
18:00-19:00	34	50	0.056	0.043	0.099
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.895	0.930	1.825

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

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

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 06/05/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	34	50	0.004	0.020	0.024
08:00-09:00	34	50	0.012	0.040	0.052
09:00-10:00	34	50	0.006	0.013	0.019
10:00-11:00	34	50	0.006	0.008	0.014
11:00-12:00	34	50	0.011	0.009	0.020
12:00-13:00	34	50	0.013	0.014	0.027
13:00-14:00	34	50	0.008	0.005	0.013
14:00-15:00	34	50	0.008	0.012	0.020
15:00-16:00	34	50	0.021	0.015	0.036
16:00-17:00	34	50	0.016	0.009	0.025
17:00-18:00	34	50	0.021	0.007	0.028
18:00-19:00	34	50	0.019	0.004	0.023
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.145	0.156	0.301

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 352071b0-4647-4742-91ee-a61c4c6ca2cb

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	09/11/2001 - 10/10/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	55
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 04/07/2000 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 763 4300

Days of the week selected:

Monday	4
Tuesday	3
Thursday	1
Friday	3

Main Location Types selected:

Edge of Town Centre	11
---------------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	10
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	2
5,001 to 10,000	2
10,001 to 15,000	2
15,001 to 20,000	1
20,001 to 25,000	2
25,001 to 50,000	2

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Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	2
1.1 to 1.5	7
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	11
-----------------	----

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	HC	HAMPSHIRE 1 day
	HF	HERTFORDSHIRE 1 day
04	EAST ANGLIA	
	PB	PETERBOROUGH 1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE	NORTH EAST LINCOLNSHIRE 1 day
	NY	NORTH YORKSHIRE 2 days
08	NORTH WEST	
	BP	BLACKPOOL 1 day
09	NORTH	
	FU	WESTMORLAND & FURNESS 1 day
10	WALES	
	PS	POWYS 1 day

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

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 24/03/26

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

Selected survey days:	
Monday	4 days
Tuesday	3 days
Thursday	1 days
Friday	3 days

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	11 days

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

Selected Location Sub Categories:	
Residential Zone	11 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	10 days

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Secondary Filtering Selection:

Use Class:

C3	11 surveys
----	------------

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

Population within 500m Range:

570 - 10800

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Petrol filling station:

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

Travel Plan:

No	10 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

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

COVID-19 Restrictions:

No

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

LIST OF SITES relevant to selection parameters:

Site 1:	BP-03-A-01	Number of dwellings:	24.00 DWELLS
Development Name:	SEMI-DETACHED	Survey Date:	14/06/2013
Location:	BLACKPOOL	Survey Day:	Friday
Postcode:	FY4 2DF		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	FU-03-A-02	Number of dwellings:	50.00 DWELLS
Development Name:	DETACHED/TERRACED	Survey Date:	21/06/2016
Location:	HOUSING	Survey Day:	Tuesday
Postcode:	PENRITH		
Main Location Type:	CA11 9HS		
Sub Location Type:	Edge of Town Centre		
PTAL:	Residential Zone		
	n/a		
Site 3:	HC-03-A-30	Number of dwellings:	31.00 DWELLS
Development Name:	TERRACED HOUSES	Survey Date:	14/10/2022
Location:	FARNBOROUGH	Survey Day:	Friday
Postcode:	GU14 7HP		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	HF-03-A-01	Number of dwellings:	53.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	06/09/2002
Location:	WELWYN GARDEN CITY	Survey Day:	Friday
Postcode:	AL8 6JR		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	LN-03-A-04	Number of dwellings:	30.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	29/06/2015
Location:	LINCOLN	Survey Day:	Monday
Postcode:	LN2 4PJ		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	NE-03-A-03	Number of dwellings:	180.00 DWELLS
Development Name:	PRIVATE HOUSES	Survey Date:	20/05/2014
Location:	SCUNTHORPE	Survey Day:	Tuesday
Postcode:	DN15 6BW		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	NY-03-A-03	Number of dwellings:	14.00 DWELLS
Development Name:	PRIVATE HOUSING	Survey Date:	15/09/2008
Location:	BOROUGHBRIDGE	Survey Day:	Monday
Postcode:	YO51 9NU		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 8:	NY-03-A-12	Number of dwellings:	47.00 DWELLS
Development Name:	TOWN HOUSES	Survey Date:	27/09/2016
Location:	NORTHALLERTON	Survey Day:	Tuesday
Postcode:	DL7 8EY		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 9:	PB-03-A-01	Number of dwellings:	363.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	13/05/2004
Location:	PETERBOROUGH	Survey Day:	Thursday
Postcode:	PE3 6BX		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	PS-03-A-01	Number of dwellings:	16.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	11/05/2015
Location:	WELSHPOOL	Survey Day:	Monday
Postcode:	SY21 7DT		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	WM-03-A-05	Number of dwellings:	89.00 DWELLS
Development Name:	TERRACED & DETACHED	Survey Date:	21/11/2016
Location:	COVENTRY	Survey Day:	Monday
Postcode:	CV1 4PY		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-07	26-09-2011	London, Isle of Man, Scotland and Ireland
DN-03-A-09	09-03-2026	London, Isle of Man, Scotland and Ireland
GA-03-A-04	09-10-2012	London, Isle of Man, Scotland and Ireland
HO-03-A-02	29-06-2015	London, Isle of Man, Scotland and Ireland
KK-03-A-01	24-11-2008	London, Isle of Man, Scotland and Ireland
MG-03-A-02	12-10-2021	London, Isle of Man, Scotland and Ireland
SU-03-A-01	13-06-2024	London, Isle of Man, Scotland and Ireland
WC-03-A-02	28-05-2018	London, Isle of Man, Scotland and Ireland
WF-03-A-01	30-01-2007	London, Isle of Man, Scotland and Ireland
WF-03-A-02	06-06-2019	London, Isle of Man, Scotland and Ireland

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.165	0.311	0.476
17:00-18:00	0.227	0.181	0.408

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.054	0.151	0.205
08:00-09:00	11	82	0.165	0.311	0.476
09:00-10:00	11	82	0.155	0.128	0.283
10:00-11:00	11	82	0.117	0.139	0.256
11:00-12:00	11	82	0.137	0.108	0.245
12:00-13:00	11	82	0.157	0.147	0.304
13:00-14:00	11	82	0.134	0.137	0.271
14:00-15:00	11	82	0.138	0.171	0.309
15:00-16:00	11	82	0.174	0.157	0.331
16:00-17:00	11	82	0.208	0.153	0.361
17:00-18:00	11	82	0.227	0.181	0.408
18:00-19:00	11	82	0.188	0.165	0.353
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.854	1.948	3.802

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

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

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.224	0.688	0.912
17:00-18:00	0.479	0.326	0.805

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.078	0.291	0.369
08:00-09:00	11	82	0.224	0.688	0.912
09:00-10:00	11	82	0.244	0.251	0.495
10:00-11:00	11	82	0.215	0.270	0.485
11:00-12:00	11	82	0.233	0.229	0.462
12:00-13:00	11	82	0.260	0.247	0.507
13:00-14:00	11	82	0.236	0.262	0.498
14:00-15:00	11	82	0.272	0.321	0.593
15:00-16:00	11	82	0.378	0.274	0.652
16:00-17:00	11	82	0.456	0.292	0.748
17:00-18:00	11	82	0.479	0.326	0.805
18:00-19:00	11	82	0.324	0.279	0.603
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.399	3.730	7.129

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.

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.003	0.020	0.023
08:00-09:00	11	82	0.004	0.016	0.020
09:00-10:00	11	82	0.003	0.006	0.009
10:00-11:00	11	82	0.004	0.002	0.006
11:00-12:00	11	82	0.004	0.003	0.007
12:00-13:00	11	82	0.003	0.002	0.005
13:00-14:00	11	82	0.001	0.004	0.005
14:00-15:00	11	82	0.009	0.009	0.018
15:00-16:00	11	82	0.016	0.004	0.020
16:00-17:00	11	82	0.009	0.007	0.016
17:00-18:00	11	82	0.014	0.007	0.021
18:00-19:00	11	82	0.008	0.006	0.014
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.078	0.086	0.164

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

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

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.000	0.000	0.000
08:00-09:00	11	82	0.000	0.000	0.000
09:00-10:00	11	82	0.000	0.000	0.000
10:00-11:00	11	82	0.000	0.000	0.000
11:00-12:00	11	82	0.000	0.000	0.000
12:00-13:00	11	82	0.000	0.000	0.000
13:00-14:00	11	82	0.000	0.000	0.000
14:00-15:00	11	82	0.000	0.000	0.000
15:00-16:00	11	82	0.000	0.000	0.000
16:00-17:00	11	82	0.001	0.001	0.002
17:00-18:00	11	82	0.000	0.000	0.000
18:00-19:00	11	82	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.001	0.001	0.002

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

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

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	21/11/2016 - 21/11/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.002	0.002	0.004
08:00-09:00	11	82	0.003	0.003	0.006
09:00-10:00	11	82	0.006	0.003	0.009
10:00-11:00	11	82	0.003	0.004	0.007
11:00-12:00	11	82	0.004	0.004	0.008
12:00-13:00	11	82	0.003	0.003	0.006
13:00-14:00	11	82	0.007	0.004	0.011
14:00-15:00	11	82	0.002	0.003	0.005
15:00-16:00	11	82	0.003	0.004	0.007
16:00-17:00	11	82	0.002	0.003	0.005
17:00-18:00	11	82	0.000	0.000	0.000
18:00-19:00	11	82	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.035	0.033	0.068

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.

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 21/11/2016
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.058	0.193	0.251
08:00-09:00	11	82	0.190	0.470	0.660
09:00-10:00	11	82	0.186	0.162	0.348
10:00-11:00	11	82	0.156	0.184	0.340
11:00-12:00	11	82	0.166	0.142	0.308
12:00-13:00	11	82	0.191	0.188	0.379
13:00-14:00	11	82	0.166	0.176	0.342
14:00-15:00	11	82	0.191	0.225	0.416
15:00-16:00	11	82	0.252	0.185	0.437
16:00-17:00	11	82	0.308	0.207	0.515
17:00-18:00	11	82	0.308	0.251	0.559
18:00-19:00	11	82	0.241	0.234	0.475
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.413	2.617	5.030

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.

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Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.017	0.060	0.077
08:00-09:00	11	82	0.029	0.184	0.213
09:00-10:00	11	82	0.051	0.076	0.127
10:00-11:00	11	82	0.043	0.070	0.113
11:00-12:00	11	82	0.055	0.070	0.125
12:00-13:00	11	82	0.059	0.052	0.111
13:00-14:00	11	82	0.060	0.072	0.132
14:00-15:00	11	82	0.067	0.080	0.147
15:00-16:00	11	82	0.099	0.078	0.177
16:00-17:00	11	82	0.128	0.069	0.197
17:00-18:00	11	82	0.136	0.059	0.195
18:00-19:00	11	82	0.064	0.036	0.100
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.808	0.906	1.714

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.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4624df77-297c-4be5-9ce1-2fcf7ba6b601

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	82	0.000	0.018	0.018
08:00-09:00	11	82	0.001	0.018	0.019
09:00-10:00	11	82	0.003	0.008	0.011
10:00-11:00	11	82	0.011	0.013	0.024
11:00-12:00	11	82	0.008	0.013	0.021
12:00-13:00	11	82	0.007	0.004	0.011
13:00-14:00	11	82	0.009	0.009	0.018
14:00-15:00	11	82	0.006	0.007	0.013
15:00-16:00	11	82	0.011	0.007	0.018
16:00-17:00	11	82	0.011	0.009	0.020
17:00-18:00	11	82	0.021	0.009	0.030
18:00-19:00	11	82	0.012	0.003	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.100	0.118	0.218

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.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	06/09/2002 - 14/10/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

PoE Appendix C: 2011 Census Journey to Work Statistics

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 18 May 2026]

population

All usual residents aged 16 to 74

units

Persons

date

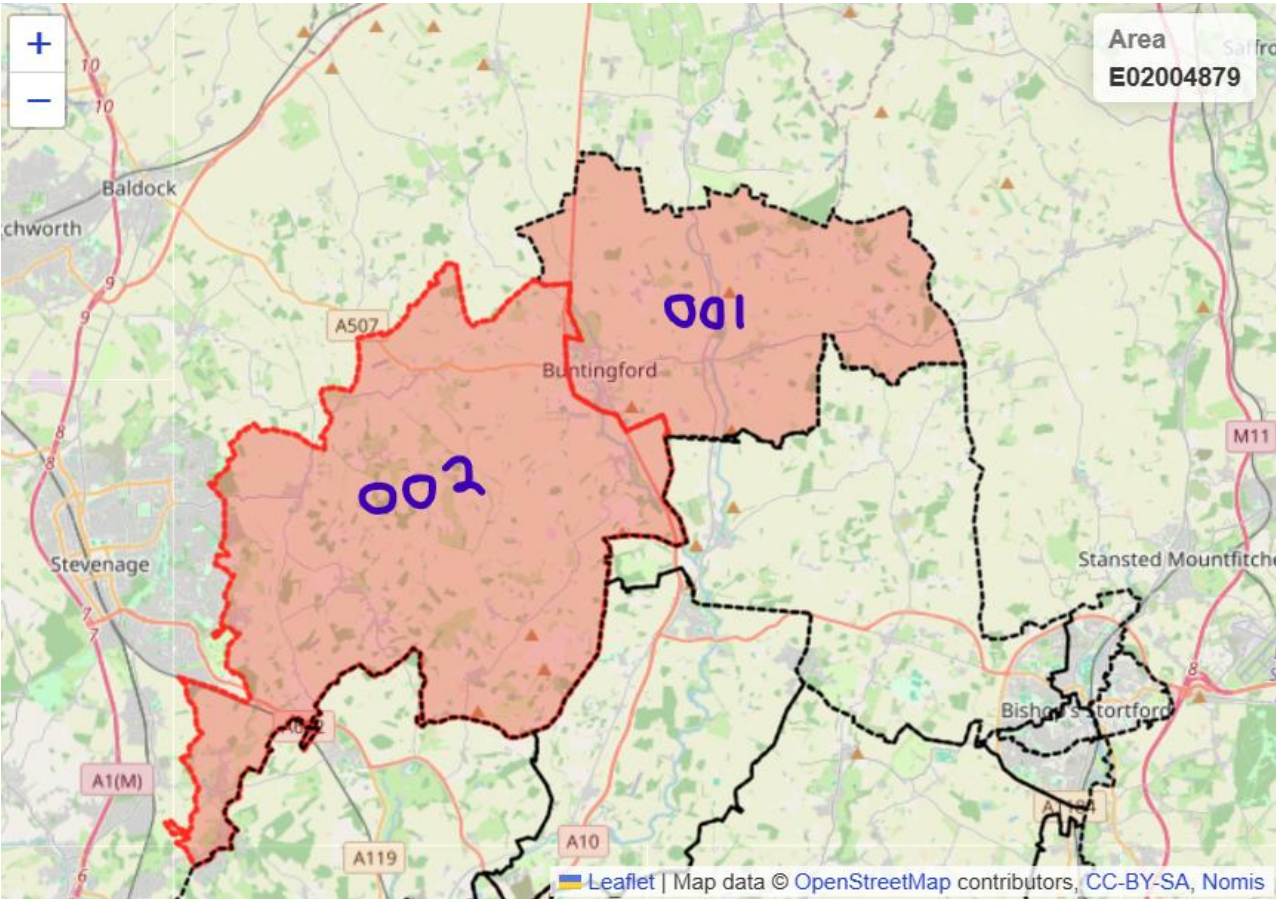
2011

rural urban

Total

Method of Travel to Work	E02004878 : East Hertfordshire 001	E02004879 : East Hertfordshire 002	Herts -001 %	Herts -002 %	Tot
All categories: Method of travel	4,840	5,645			
Work mainly at or from home	302	398	9%	10%	9.6%
Underground, metro, light rail, tr	13	26	0%	1%	0.5%
Train	161	341	5%	9%	6.9%
Bus, minibus or coach	27	34	1%	1%	0.8%
Taxi	5	8	0%	0%	0.2%
Motorcycle, scooter or moped	26	20	1%	1%	0.6%
Driving a car or van	2,401	2,654	70%	69%	69.1%
Passenger in a car or van	133	151	4%	4%	3.9%
Bicycle	27	25	1%	1%	0.7%
On foot	328	183	10%	5%	7.0%
Other method of travel to work	22	26	1%	1%	0.7%
	3,445	3,866			

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 7 July 2026]

population

units

date

rural urban

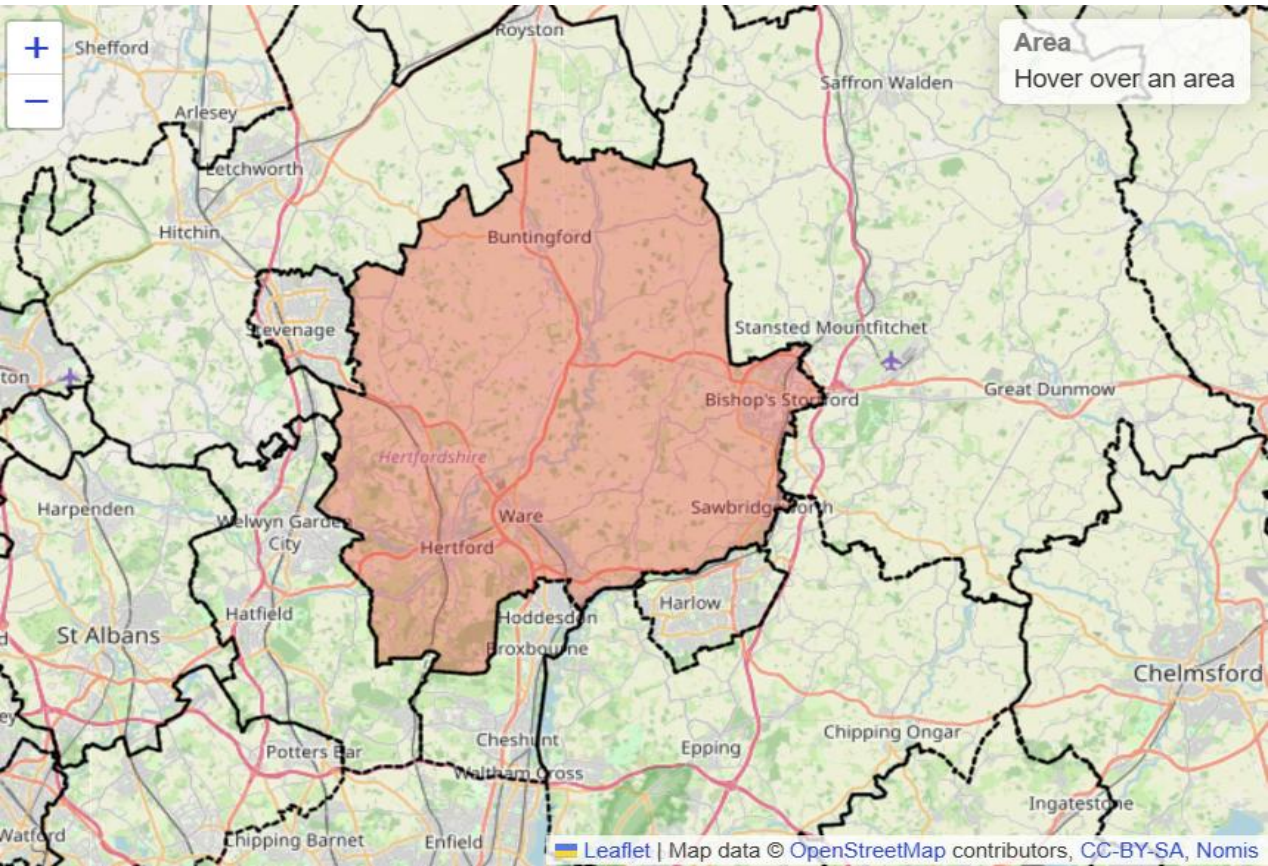
All usual residents aged 16 to 74

Persons

2011

Total

Method of Travel to Work	ualad09:East Hertfordshire	JTW %
All categories: Method of travel to work	100,093	
Work mainly at or from home	5,007	7%
Underground, metro, light rail, tram	593	1%
Train	9,617	13%
Bus, minibus or coach	1,346	2%
Taxi	274	0%
Motorcycle, scooter or moped	421	1%
Driving a car or van	44,450	62%
Passenger in a car or van	2,580	4%
Bicycle	919	1%
On foot	6,676	9%
Other method of travel to work	342	0%
Not in employment	27,868	



PoE Appendix D: DfT's Connectivity Tool

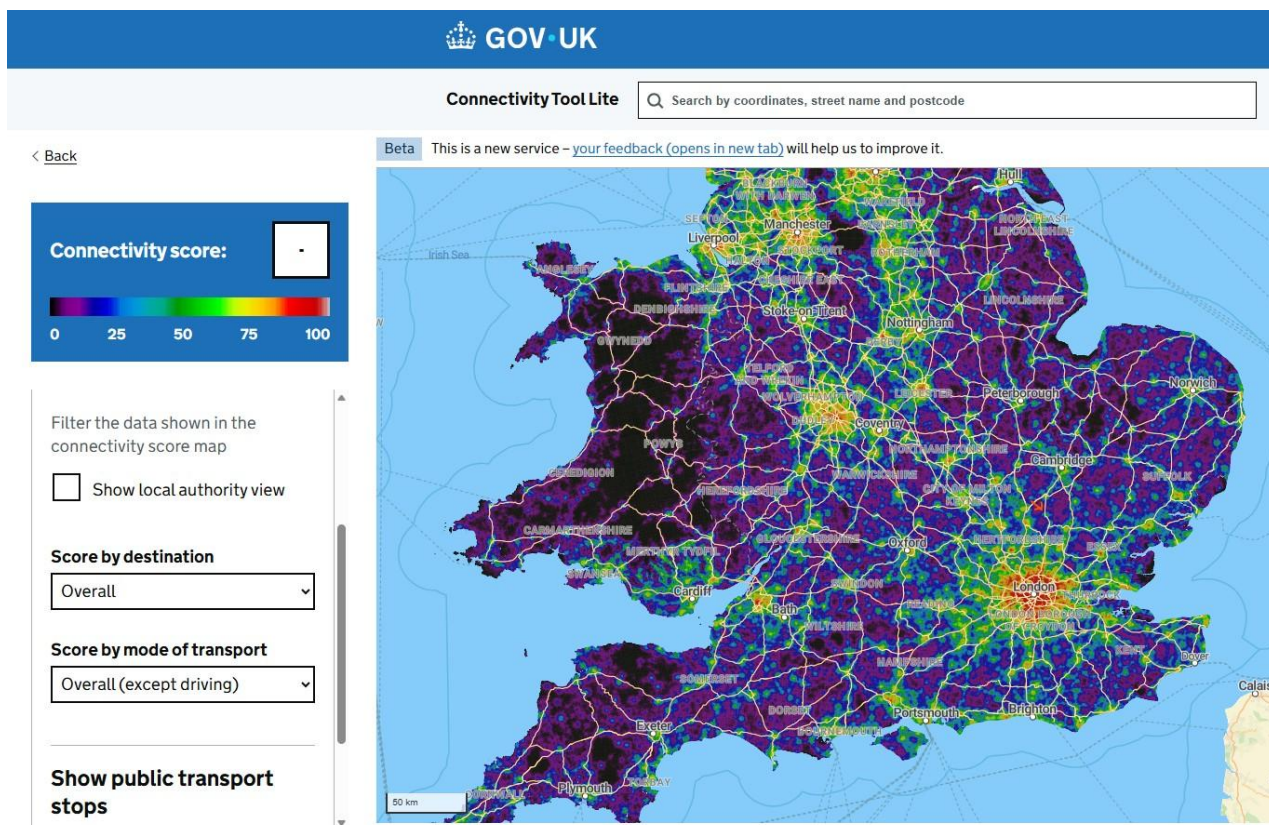
1.0 Introduction

- 1.1 My Proof of Evidence focuses on the sustainability and accessibility aspects of the appeal site. As part of this, I have reviewed the DfT's Connectivity Tool, to gain an understanding of the baseline conditions, in terms of connectivity, of the existing site location.
- 1.2 The Draft NPPF consultation advises use of the Connectivity Tool, which itself has not been released in final form, but is available to use. A recent article in the Transportation Professional magazine (Chartered Institution of Highways and Transportation) said "*The tool provides a single reproducible national baseline, giving all parties at the planning table a shared starting point*".
- 1.3 This Technical Note sets out my review of the DfT's Connectivity Tool for the appeal site in its current form.

2.0 Review of the DfT's Connectivity Tool

- 2.1 The Appeal site is being treated as within a rural area. Within Paragraph 110 of the National Planning Policy Framework (NPPF), it is recognised that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and that this should be taken into account in both plan-making and decision-making.
- 2.2 Within Extract 1 below, I present an overview of the Connectivity Tool for a large part of the north England and the entirety of the south of England and Wales.

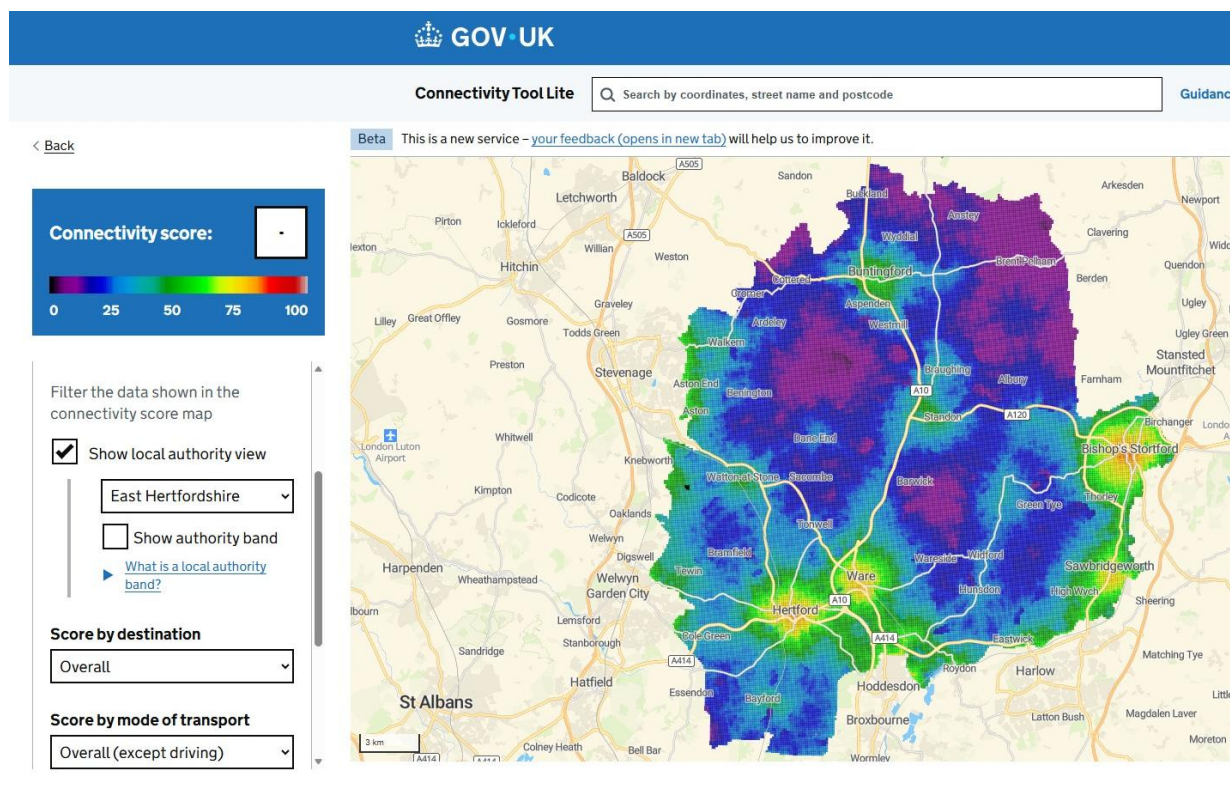
Extract 1 – Connectivity Tool Output for England and Wales



PoE Appendix D: DfT's Connectivity Tool

- 2.3 It is clear from Extract 1 that a significant majority of the area outlined above falls within the lower quarter of connectivity, as outlined within the black, dark purple and blue colours. These colours demonstrate areas with Connectivity scores of less than 25/100.
- 2.4 Extract 2 below presents a more focused review of the Connectivity Tool within East Hertfordshire.

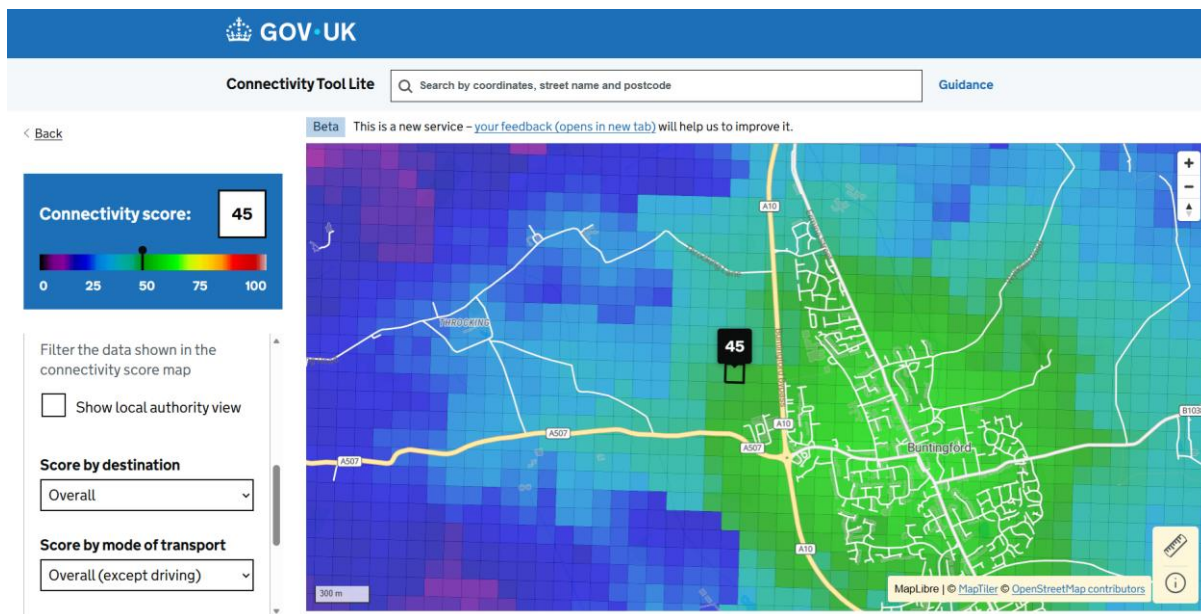
Extract 2 – Connectivity Tool Output for East Hertfordshire



- 2.5 The area presented within Extract 2 shows the Connectivity of towns and villages within East Hertfordshire, i.e. the area in which the Council are required to deliver homes.
- 2.6 There are a few towns and villages which generally benefit from Connectivity scores of c. 50+/100, which are demonstrated within the green/yellow colours. These include Buntingford, Bishop's Stortford, Hertford, Ware and Sawbridgeworth.
- 2.7 Within Extracts 3 below, I present Connectivity for the appeal site.

PoE Appendix D: DfT's Connectivity Tool

Extract 3 – Connectivity Tool Output for the Appeal Site (North) – Overall Score (Except Driving)



2.8 The output shown in Extract 3 demonstrates that the site's score is **45**.

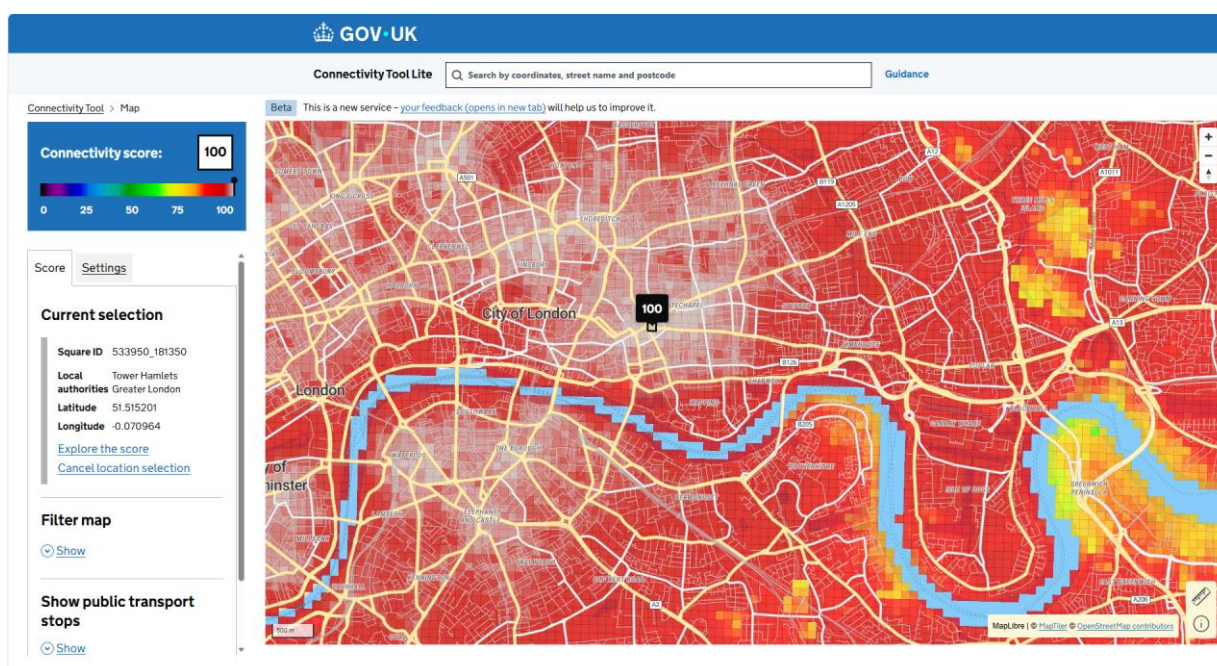
2.9 Using these values, the site can be considered to have an average connectivity of 45. So, what does that score actually mean?

2.10 Referring to the Gov.UK website, in particular the “*Interpreting Connectivity Scores*” the following quote is relevant.

*“Each location has a connectivity score from 0 to 100. **A location's Connectivity score is calculated as a percentage of the highest score in England and Wales, which is always 100.**” (PB bolding)*

2.11 The Connectivity Tool shows that that Tower Hamlets, London is the best-connected area in England and Wales, as shown below in Extract 4.

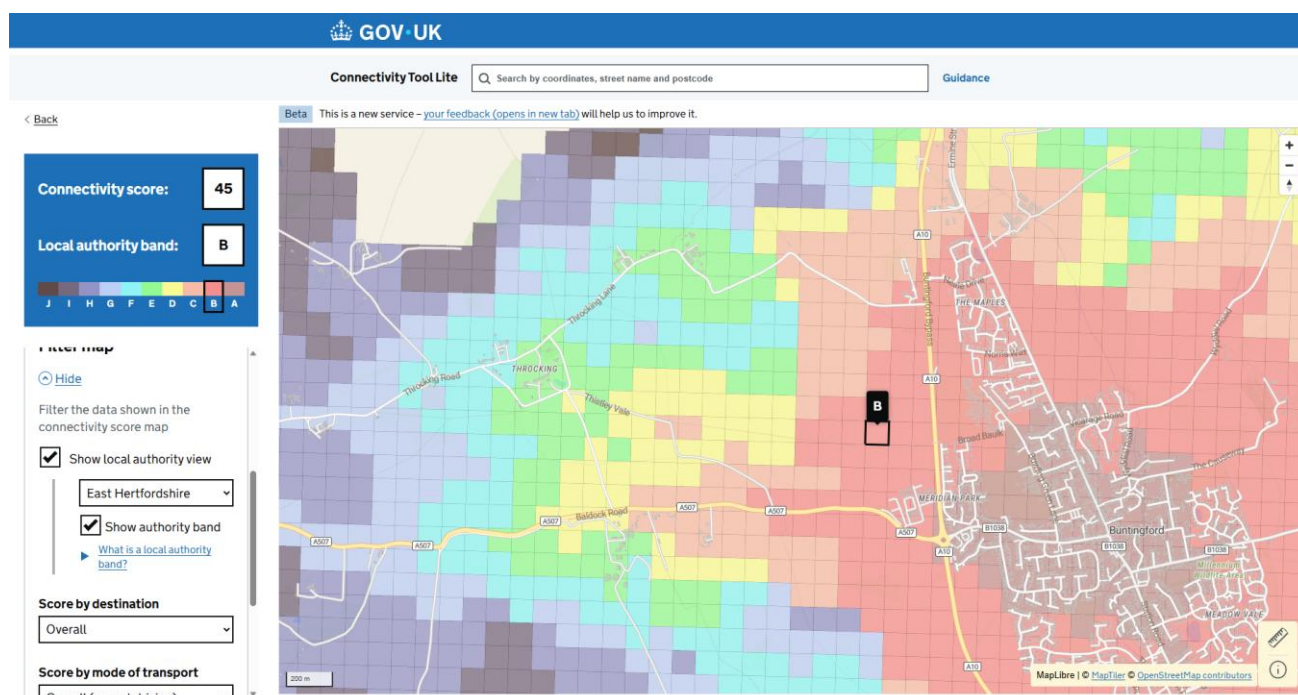
Extract 4 – Tower Hamlets, London (Connectivity score of 100)



PoE Appendix D: DfT's Connectivity Tool

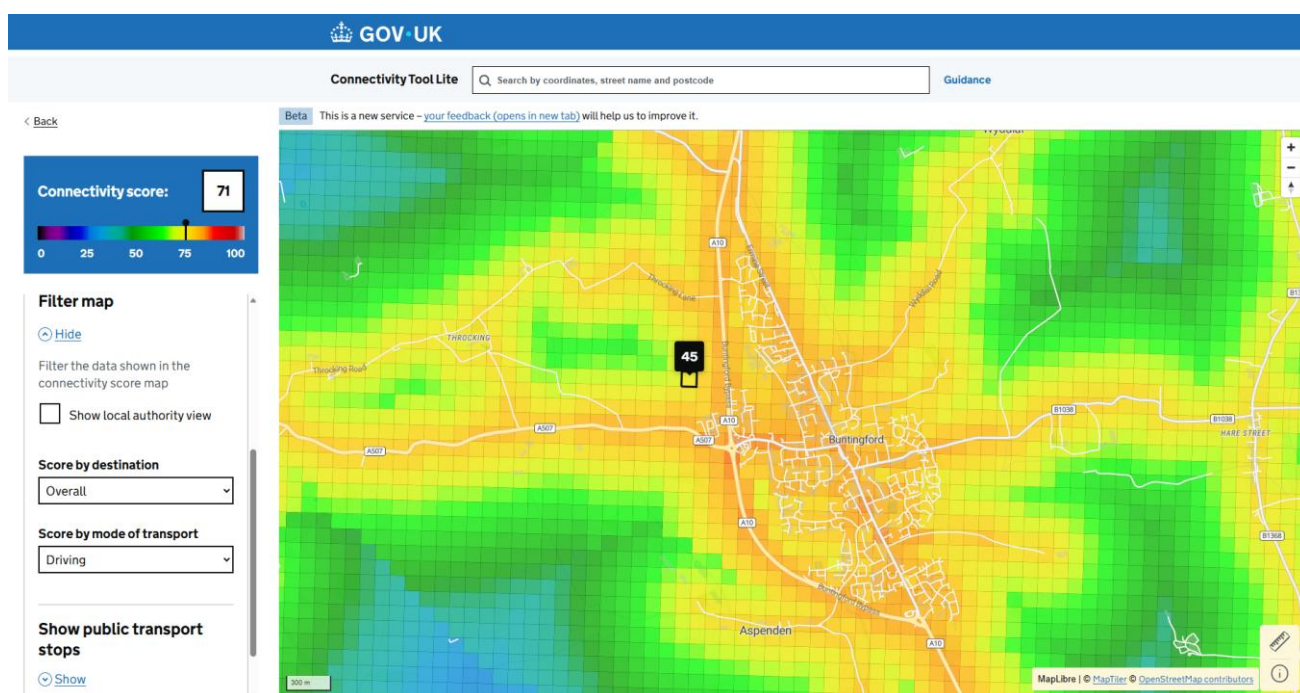
- 2.12 As such, an overall score (except driving) means that the site is 45% as connected as Tower Hamlets in London.
- 2.13 When isolating the Connectivity Tool to the area of East Hertfordshire, each 100m² is 'banded'. The Local Authority Bands within the tool are used to help assess how well connected a location is relative to its local authority area. The bands are categorised from A to J, with Band A being the most connected, and the J the least.
- 2.14 Within Extract 5 below, I present the Connectivity Tool output for the Appeal site, showing the Local Authority Banding.

Extract 5 – Connectivity Tool Local Authority Banding



- 2.15 Extract 5 shows that a significant majority of the site and the land proposed for residential development are situated within Band B, i.e. banded as the second best connected locations within East Hertfordshire.
- 2.16 The connectivity scores thus far have been for modes excluding driving. As an increasing number of private cars are also forms of sustainable travel, it is also relevant to consider the connectivity of the site by road. The site is adjacent to the A507 and the A10, so is clearly accessible by key road routes. Extract 6 below presents the appeal sites connectivity score by driving.

Extract 6 – Connectivity Tool Output for the Appeal Site (North) – Score by Driving



- 2.17 The site benefits from a connectivity score of 71 by driving, as shown in the blue box to the left of Extract 6. This demonstrates that it offers a good level of connectivity for sustainable travel by driving.
- 2.18 I appreciate that the councils have cited negative aspects of the two A-roads, but it is important to also recognise the excellent connectivity by road which the site enjoys. That assists sustainable car journeys, taxis, deliveries, emergency services etc.

3.0 Summary and Conclusion

- 3.1 The DfT's Connectivity Tool presents an overall score (except driving) of 45 for the existing site. When delving further into what that scores, it can be concluded that:
- The site is 45% as connected by all modes except driving as the most connected area within England and Wales;
 - The land proposed for residential development is situated are within Band B, i.e. banded as the second best connected locations within East Hertfordshire.
 - The site boasts a connectivity score by driving of 71, offering a good level of connectivity by road which assists sustainable car journeys, taxis, deliveries, emergency services.
- 3.2 It is fair to conclude that that with the development of the appeal site and its associated sustainable and active travel infrastructure, the connectivity score of the Appeal site would be greatly enhanced.

Appendix D-1: Connectivity Scores at the Appeal Site

Explore the score

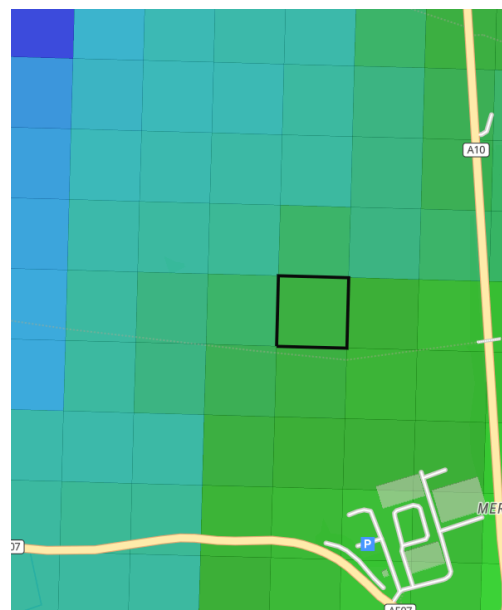
Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 535250_229850

Local authorities East Hertfordshire
Hertfordshire

Latitude 51.950705

Longitude -0.033412



Overall

Type	National score
Overall (except driving)	45
Public transport	43
Walking	46
Cycling	42
Driving	71

Education

Type	National score
Overall (except driving)	52
Public transport	57
Walking	48
Cycling	49

Type	National score
Driving	62

Leisure

Type	National score
Overall (except driving)	42
Public transport	40
Walking	45
Cycling	40
Driving	64

Health

Type	National score
Overall (except driving)	24
Public transport	27
Walking	20
Cycling	21
Driving	55

Shopping

Type	National score
Overall (except driving)	50
Public transport	51
Walking	48
Cycling	46
Driving	70

Residential

Type	National score
Overall (except driving)	45
Public transport	39
Walking	50

Type	National score
Cycling	49
Driving	84

Workplaces

Type	National score
Overall (except driving)	34
Public transport	34
Walking	33
Cycling	38
Driving	75

Appendix D-2: Applying the Connectivity Tool Guidance

[< Back](#)

Applying Connectivity Tool

You may also find the [user manual \(/help/guidance\)](/help/guidance) and guidance on [Interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) or [understanding the data \(/help/understand-the-data\)](/help/understand-the-data) useful.

1. Who this guidance is for

This guidance is for all users of Connectivity Tool.

2. Mission statement

Connectivity Tool combines transport and land use data to generate a national measure of connectivity for any location in England and Wales. This connectivity score measures people's ability to get where they want to go.

The Connectivity Tool has been explicitly designed for professionals working in spatial and transport planning and the wider built environment. It assists plan-makers and decision-takers in locating development in the most sustainable locations and can help with planning for the transport infrastructure required to support it. It also indicates which new sustainable transport schemes could prove most useful in raising people's connectivity to vital jobs and services. To help broaden access and increase awareness, we're introducing Connectivity Tool, a free public accessible, scores-only platform, that allows everyone to access the tool and see the connectivity scores.

3. The architecture of the Tool

Connectivity Tool is designed to help its users understand the connectivity pattern of an area, both overall and by different destinations and modes of transport.

4. Practical application

The tool and the data underpinning it has been rigorously tested and is fit-for-purpose and ready to be applied in real world policy-making and decision-taking.

The tool has been extensively tested with over 40 local authorities as well as key stakeholders to ensure that it is fit-for-purpose and able to be applied in the way set out in the mission statement above. The tool has been launched jointly by the Department for Transport, Active Travel England and the Ministry of Housing, Communities and Local Government. The government is considering how the tool can be reflected in national planning policy and guidance.

The Department for Transport is continuing to develop the Connectivity Tool to make sure it meets its users' needs. To provide feedback, please contact the project team at connectivity@dft.gov.uk.

Updates to this guidance on the practical application of the tool will continue to be developed both on the basis of the feedback we receive, but also the evolution of our thinking on how the tool is best reflected in national planning policy and guidance.

5. Interpreting mode- and destination-specific scores

All connectivity scores (overall, and for each mode of transport and type of destination) are expressed as a percentage of the most connected location in the country. Because of this, scores cannot be compared either between modes or between destination types. In particular, you cannot use the connectivity score to compare how well a location is served by one mode versus another.

For example, a location scoring 60 for connectivity to education and 70 for health is not necessarily better connected to health than to education. Likewise, a site with a score of 60 for walking and 50 for public transport is not necessarily better connected by walking than by public transport.

The overall connectivity score is the primary guide to understanding how connected a particular place or development site is. This takes into account access to all destinations included in the connectivity score by public transport, walking and cycling. Scores for specific modes or destinations can assist in providing context or in specific cases where only access to some kinds of destination is relevant (for example non-residential land uses).

The overall score aims to appraise connectivity by more sustainable modes of transport. It therefore does not account for driving in the overall score and while the Tool is capable of calculating the connectivity of site by driving, this needs to

be specifically selected. Scores by driving should not be used as the basis for making policies and decisions

6. What Connectivity Tool does not do

Connectivity Tool does not currently take into account the quality of walking, cycling or public transport routes. This includes aspects such as footway presence, footway width, surface type, and lighting. The outputs of the score therefore should always be contextually appraised using local knowledge / evidence and having regard to other material considerations.

The score is worked out for people as a whole, not for individual users. It doesn't reflect how one specific person might use the transport network differently from most people (for example, if they can only walk a much shorter distance). It also doesn't take into account the particular mix of ages or other characteristics of people living in the area you're looking at.

Connectivity Tool does not measure the fares or cost of any mode of transport, as this varies between different locations, ages and other characteristics. Nor does it measure reliability and congestion of public transport services. It assumes a manually propelled bicycle so does not currently include or factor in the further distances that electric bikes facilitate by cycling.

7. Working in rural and urban areas

Connectivity Tool is designed to show variation in connectivity scores in places across England and Wales. Connectivity scores are highest in areas with easy access to jobs and facilities – either physically close or easily accessible by public transport. These will often be higher in town centres and around major transport interchanges and frequent public transport routes. The very highest scores are found in inner areas of large cities and the very lowest scores in remote countryside. However, between the extremes, the picture is more mixed: some suburbs of large cities score relatively low, while small towns and major transport nodes in predominantly rural areas often score relatively high.

Filtering the connectivity score by local authority (Figure 1; this can be accessed under the 'Filter map' menu on the map sidebar) can help to differentiate the scores at the local authority or combined authority level.

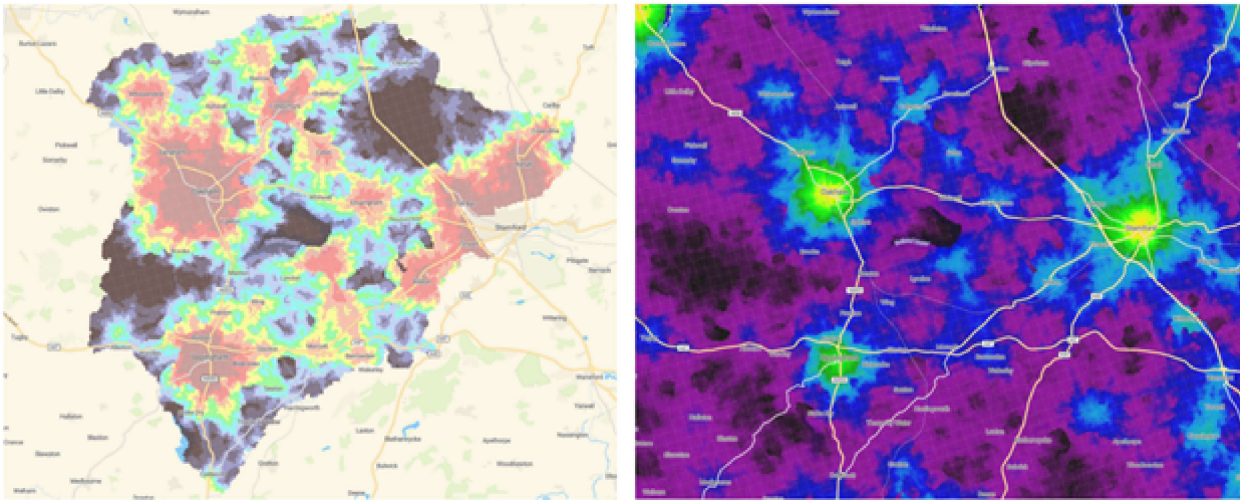


Figure 1: Local authority bands (left) vs the national score (right)

8. Next steps

The data underpinning the tool will be updated on at least a yearly basis. The Department for Transport, working with the Ministry for Housing, Communities and Local Government, Active Travel England and other key stakeholders will coordinate to explore future developments of the tool.

As new functionality or policy is developed for Connectivity Tool, we will update this suite of guidance.

Also See

- [User manual \(/help/guidance\)](/help/guidance)
- [Understanding the data \(/help/understand-the-data\)](/help/understand-the-data)
- [Interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores)

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Interpreting Connectivity Scores

You may also find [user manual \(/help/guidance\)](/help/guidance), guidance on [applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool) or [understanding the data \(/help/understand-the-data\)](/help/understand-the-data) useful.

Explanation

Each location has a connectivity score from 0 to 100. A location's Connectivity score is calculated as a percentage of the highest score in England and Wales, which is always 100.

To assist in interpreting the Connectivity score, the below tables aim to contextualise the numerical scores by comparison to the Connectivity scores of the population across England and Wales. It's critical to consider the wider context of locations when interpreting the scores. For example, though a score of 55 may appear relatively low, that could be high for a relatively rural settlement that is not in close proximity to economic centres. Also, given that scores are calculated based on the purpose of travel and by mode of transport, what constitutes a 'median' score can vary between the overall score and between the type of destination and mode. Importantly, a score of 50 does not represent a median or average score.

The below tables show the median and each 10th percentile for the overall score, and for each type of destination and mode of transport, across the population.

There are six types of destination, each listed in the first table below; education, leisure and community, health, shopping, residential and workplaces. There are four modes of transport, each listed in the second table below; walking, cycling, public transport and driving. Only the first three of those modes of transport are included in the overall Connectivity score. More information on how Connectivity scores are calculated is included in the methodology .

How to interpret the tables

A location which scores at the 10th percentile means that location is more connected than 10% of Output Areas across England and Wales. Given that Output Areas have similar populations to one another, this means that a score at the 10th percentile is (approximately) more connected than 10% of the (residential) population in England and Wales.

To illustrate: If an area has an overall score of 71, the location would score higher than at least 60% of the population in England and Wales. However, if it had a driving score of 71,

the area would be in the bottom 10% of the population in England and Wales for connectivity by driving. Meanwhile, a workplace score of 71 would mean that the location scores higher than at least 80% of the population in England and Wales for connectivity to workplaces. This demonstrates that scores across different types of destination and modes of travel are not comparable and therefore the percentiles should be taken into account when interpreting scores.

By destination

	Overall	Education	Leisure	Health	Shopping	Residential	Workplaces
10th percentile	38.9	34.1	37.8	25.9	38.1	45.6	36.9
20th percentile	52.1	47.0	48.7	43.1	56.5	55.2	45.9
30th percentile	58.6	55.1	54.9	51.1	64.9	60.5	51.0
40th percentile	63.1	60.6	59.6	56.9	70.6	64.3	54.7
Median	66.8	65.0	63.6	61.7	75.2	67.3	58.0
60th percentile	70.2	68.9	67.5	66.1	79.3	70.2	61.1
70th percentile	73.7	72.8	71.7	70.3	83.4	73.5	64.4
80th percentile	77.8	77.1	76.8	74.9	87.4	77.4	69.1
90th percentile	83.2	82.7	83.3	80.6	91.6	84.6	78.8

By mode of transport

	Overall	Walking	Cycling	Public transport	Driving
10th percentile	38.9	33.7	48.4	40.7	74.6
20th percentile	52.1	48.0	58.1	53.5	79.8
30th percentile	58.6	55.5	63.1	59.7	82.6

	Overall	Walking	Cycling	Public transport	Driving
40th percentile	63.1	60.7	66.7	64.2	84.5
Median	66.8	64.8	69.7	67.8	86.2
60th percentile	70.2	68.5	72.5	71.2	87.6
70th percentile	73.7	72.1	75.5	74.7	89.0
80th percentile	77.8	76.3	78.7	79.0	90.6
90th percentile	83.2	81.6	83.6	85.3	92.5

Also See

- [User manual \(/help/guidance\)](/help/guidance)
- [Applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool)
- [Understanding the data \(/help/understand-the-data\)](/help/understand-the-data)

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Understand The Data

You may also find [user manual \(/help/guidance\)](/help/guidance), guidance on [applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool) or [interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) useful.

Main points

- The Connectivity Tool is based on the connectivity metric, which measures an individual's ability to reach employment, services, and social engagements.
- The metric evaluates the value of destinations and the opportunity to reach them using various modes of transport, including walking, cycling, driving, and public transport.
- Using this new method, we find that 1-hour connectivity metrics provide a good visual and numeric summary of the total value one can reach.
- Furthermore, the method captures that most value is located near urban centres, with origin points able to reach these centres benefiting from higher connectivity.
- The model shows that while active travel and public transport connectivity have clear "hot spots" located near the centres, travel using private vehicles can be seen as the "equaliser", bringing connectivity to rural areas.
- These are our first estimates of connectivity, and we welcome feedback to inform our future developments and refinements.

Introduction

The Connectivity metric measures someone's ability to get where they want to go. It measures opportunity to travel to employment, services and for social reasons, weighted by people's overall proclivity to take those options. It aims to capture as the most common modes of travel and destination types, the time required to

reach these destinations, the value presented by the destinations, and people's travel preferences.

It doesn't show how many people take different routes: purely their opportunity to do so. Nor is it a transport model: there is no trip assignment or convergence processes.

Definitions and clarifications

In this guidance, “score” is used as shorthand for Connectivity score, or the Connectivity for one or more modes. “Starting location” refers to a selected grid square.

The metric is calculated only for starting locations in England and Wales. Trips that start in England and Wales and end in Scotland are included.

The default Connectivity metric (the ‘overall’ score in the Connectivity Tool) measures Connectivity by walking, cycling and public transport. Modes can also be considered on their own; the modes included in the Connectivity metric are:

1. walking,
2. cycling,
3. public transport, including walking to and from public transport stops
4. driving
5. overall - which excludes driving, to represent sustainable modes of transportation. It is a weighted average, with weights determined by number of trips as reported in the National Travel Survey (NTS), and which are approximately 52%/40%/8% public transport, walking, and cycling, respectively.

The purposes of travel considered are:

1. employment,
2. visiting friends in their homes (residential),
3. education,
4. shopping,
5. leisure and community,
6. healthcare.

Data sources

We combine data for destinations (data on shops, services, places of leisure, employment, student numbers, and population), network infrastructure between these locations (for driving, public transport, and active travel), and willingness to

travel (travel behaviour). We also use data obtained from user research sessions to inform the value of destinations and the diminishing returns of being able to access more of the same type.

Destinations

Data for all destination categories uses the best source of data based on quality assurance and exploratory analysis. The data has been procured at the address level, , with the exception of data on workplaces, which is available at the postcode level. The following sources were used for each destination category:

- **Education:** Department for Education official records
- **Leisure & Community:** Ordnance Survey AddressBase, Ordnance Survey Greenspaces, and OpenStreetMap data repositories
- **Healthcare:** NHS England
- **Shopping:** Ordnance Survey AddressBase supplemented by OpenStreetMap data
- **Residential Properties:** Ordnance Survey AddressBase
- **Workplaces:** Business Register and Employment Survey (BRES) dataset provided by the Office for National Statistics

All referenced datasets represent the most current available information (as a mix of Q4 2024 or Q1 2025 data), with the exception of the BRES dataset, which utilises 2023 provisional figures. This is due to the BRES dataset being released periodically, and the 2024 data not yet being available at the time of development, though this will be included in the next update.

Transport Networks

To determine which destinations are within reach of each origin, we need a graphical representation of the travel infrastructure, which represent the transport networks around Great Britain as millions of nodes and links (small sections of roads or pathways). Again, data sources were selected based on their quality and ease of use within the data pipeline. We use Ordnance Survey (OS) MasterMap network data for driving, OpenStreetMap for walking and cycling, and BaseMap for public transport.

Willingness to Travel

To determine willingness to travel, we use data from the National Travel Survey (NTS), years 2011-2020. This results in approximately 2.5 million unique trips. Data from all years are aggregated to obtain the total number of trips across all years for each combination of mode, purpose, and hour of the day, and length in

minutes. It is worth noting that because data up to 2020 is used, the data that feeds into the Connectivity model doesn't capture post-Covid changes in travel patterns.

The data sources are summarised in the table below.

High-level concept	Lower-level concept	Data provided	Data Source
Where do people want to go?	How, where, and when people travel	Self-reported number of trips by mode and purpose at different times of the day	DfT (National Travel Survey years 2011 – 2020)
	Destinations that people may want to travel to	Locations and types of buildings	Ordnance Survey, DfE, NHS, OpenStreetMap
Where can people go?	Value of reaching destinations	Input on diminishing returns parameters, relative importance of types, etc	Stakeholder engagement sessions
	Employment opportunities	Number of jobs in each postcode for all sectors	Office for National Statistics
	People living within the area for social visits	Population estimates at the Output Area level (England & Wales) and Small Area Data Zones (Scotland)	Office for National Statistics, National Records of Scotland
How can people get there?	Travel infrastructure: public transport	Public transport locations and travel timetables	BaseMap
	Travel infrastructure: active travel & driving	Road and walking networks, including restricted access to certain paths	Ordnance Survey, OpenStreetMap
	Efficiency of travel by road for private drivers	Congestion data for road links in England, Scotland and Wales	DfT (Congestion Statistics)

Methodology

The metric is calculated for each of approximately 15 million 100-metre square areas in England and Wales. Trips that start in England and Wales and end in Scotland are included, meaning that destinations in Scotland can contribute to Connectivity in locations outside of Scotland. The model calculates a connectivity score for each combination of purpose of travel, mode of travel, and time of day. The modes considered are walking, cycling, and driving. In addition, the public transport mode includes trips that involve combinations of walking, bus, rail, light rail, underground and ferry, such that all forms are considered as one joint network.

From here, the scores can be aggregated to an overall connectivity score. The overall score excludes driving, to represent sustainable modes of transportation. It is a weighted average, with weights determined by number of trips as reported in the National Travel Survey (NTS) for each combination of purpose and mode of transport. These are approximately 52%/40%/8% public transport, walking, and cycling, respectively.

Pathfinding algorithm

For each mode of travel, the transport system is stored as a network. This network is made up of nodes and links (sections of road, path, etc. which connect two or more nodes together). The networks vary in size, for example the Great Britain cycling network has 8.5 million nodes. Figure 2 illustrates such a network.

We compute the set of accessible destinations for each origin location using a custom implementation of Dijkstra's shortest path algorithm. The algorithm is developed in Rust, a programming language selected for its superior computational performance compared to Python. Unlike traditional point-to-point shortest path algorithms, our implementation explores all nodes in the network, systematically tracking their associated destinations and travel times.

To account for variability in travel time due to traffic congestion and variations in public transport timetables we have calculated the destinations within reach and their associated travel times for multiple times of day for the modes of driving and public transport. The connectivity scores for these two modes are then the weighted average across all times, with the weights being the volume of mode-purpose specific journeys as apparent from the NTS. For walking and cycling, we assume that there is no variability in travel time, so only one set of scores is calculated.

A cut-off point has been set for a maximum travel time of 60 minutes. This is done to limit the number of calculations, as well as to match the empirical observation of most trips in the NTS taking less than an hour.

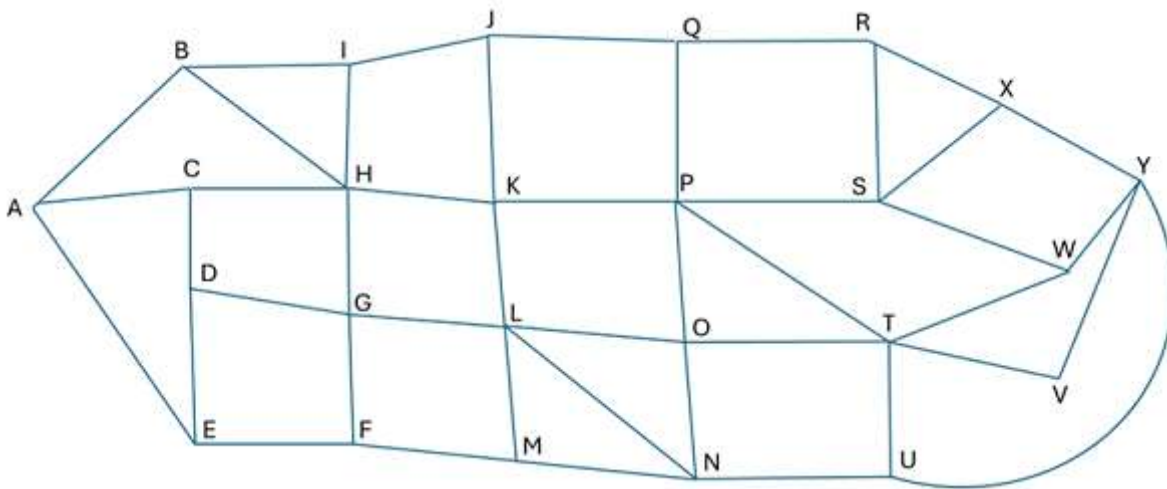


Figure 2 An example network of links (the lines) and nodes (labelled with letters)

Travel Times

Travel time between network nodes are determined by the time required to traverse the link between the nodes, and the turns that need to be made along the route (if any). Furthermore, for walking and cycling, gradients in terrain are taken into account using Tobler's hiker's function. The time on the link itself is determined by its length and the speed of travel, which differs by mode. All links in the graph include coordinate information in the form of polylines that we can use to obtain the angle of the turn as measured in degrees clockwise. In line with Open Trip Planner (OTP), turns between 45 and 135 degrees are classed as right turns, turns between 135 to 225 degrees as U turns, and turns between 225 to 315 degrees as left turns. The quality, comfort, or safety a route is not factored in. For example, if you can cycle somewhere in less time, cycling connectivity increases, but if you make a route safer or more pleasant, connectivity is not impacted.

Limitations

Users should bear in mind the following provisos when looking at public transport routes:

- The Connectivity model assumes that all timetables are adhered to, i.e. there are no delays or cancellation in services. This will make areas with unreliable services appear more connected than they are in reality.
- The model does not include congestion of public transport, that is, the travel times and metric for public transport assumes there is space on every service.

- The monetary cost of travel is not included due to a lack of fares data.
- No park and ride options are currently included. We don't plan to implement this due to lack of data.
- People are not assumed to have planned their journey. They are modelled as leaving their homes at a given point in time regardless of whether this corresponds to available public transport services. This doesn't reflect expected behaviour, where people are expected to plan so they minimise long waits. However, the model works this way as it reflects the added utility of more frequent public transport service.

Destination Values

The centroid of each starting square area was mapped to its nearest node on the transportation network for each mode of transport. Each destination node in a network that is within reach of a starting location and while using a certain mode of transport, can be thought of as providing Connectivity value V to that starting location, for each travel purpose. For example, a large employer besides a destination node that connects to a train station means that node will have a high value for the purpose of employment and the public transport mode. For each transport mode, each node in a network has 33 value scores: one for each type of destination. Each type of destination is linked to a travel purpose, to which it contributes connectivity. Each subtype maps to one of six destination types, and has a different diminishing returns parameter, which is used to calculate how much additional value a destination provides to a starting location, depending on how many other destinations of the same type are already within reach of that starting location. The diminishing returns parameter is used to calculate the value of each destination node. Higher values indicate that the diminishing returns of additional destinations of the same type is less strict. These were chosen based on stakeholder engagement sessions and extensive exploratory analysis of the data. The number of destinations also feed in on this - very common destination types tend to be accessible in high numbers, which result in a lower diminishing returns parameter, while rarer destination types are less likely to be reached in high numbers, which results in a higher diminishing returns parameter. The table below shows the purpose, destination type, source of data, and diminishing returns parameter for each type of destination.

For places of employment, the number of jobs at the postcode level was obtained from the Business Register and Employment Survey (BRES) dataset from the Office for National Statistics. Jobs then count towards the employment value at the destination node closest to the centroid of each postcode.

For the travel purpose "visiting friends in their home", the number of people to visit in their private homes is estimated by taking the number of people living in an Output Area (OA) and dividing it by the total dwellings in that OA. We then assume

each dwelling in that OA has that many people living in each residence (at the address level) that lies within that OA.

Purpose	Destination type	Source	Diminishing returns parameter
Education	Primary	DfE	0.5
	Secondary	DfE	0.5
	Further (16-18)	DfE	0.5
	SEND	DfE	0.5
	Private education	DfE	1.0
Healthcare	Pharmacy	NHS	0.25
	GP	NHS	0.5
	Opticians	NHS	0.5
	Dentist	NHS	0.5
	Hospitals	NHS	5.0
	Private health	NHS	0.5
	Emergency	NHS	0.25
Leisure & Community	Pub/bar/nightclub	OSM	3.0
	Sports facility	OSM	3.0
	Green spaces	OS Green Spaces	0.5
	Cinema/theatre	OS AddressBase	0.5
	Culture	OSM	1.0
	Hall/social club	OS AddressBase	1.0

Purpose	Destination type	Source	Diminishing returns parameter
	Job centre	OS AddressBase	0.25
	Recycling centre	OSM	0.25
	Place of worship	OS AddressBase	0.5
	Post office	OSM	0.25
	Post box	OSM	0.25
	Library	OS AddressBase	0.25
	Bank/financial service	OS AddressBase	1.0
Shopping	Restaurant/takeaway	OS AddressBase	7.0
	General retail shop	OS AddressBase	7.0
	Supermarket	OS AddressBase	0.5
	Convenience	OSM	0.25
Employment	Job	ONS - BRES	N/A
Residential	Residence	OS AddressBase	N/A

Willingness to travel

While two destinations may provide the same inherent value, in practice they will not be equally desirable destinations if one takes longer to reach than the other. We would expect the closer location to contribute more to the starting location's connectivity, with the value of this trip time depending on how willing the average transport network user is to spend that long travelling to that type of destination. In

order to account for this, the Connectivity metric uses National Travel Survey (NTS) data to estimate willingness to travel given distances. Figure 3 illustrates the distribution of how far people travel to work when leaving between 8 am and 9 am, via various modes, based on the NTS. From the data it becomes clear that respondents are willing to use different modes of transport for different amounts of time to reach work at that particular moment in time. In practice, these data patterns will also depend on the purpose of travel.

To reflect the travel preferences of people as recorded in the NTS, we model the relationship between the value of locations at a particular node and the time it takes to reach that node using an impedance function. The function takes the time to get to a destination's node and outputs a multiplier. It takes the form of a curve, such as the example pictured in 4. In the example function, a travel time of 300 seconds returns a multiplier of 0.9, whereas a travel time of 1400 seconds returns a multiplier of 0.3, meaning that the same node would have triple the value if it were 300 seconds rather than 1400 seconds away. To reflect people's traveling preferences more accurately, the function will be different for each mode, purpose, and time of day. To account for variation in travel preferences at different times of day, we fit impedance functions separately for morning rush hour (07:00-10:00), mid-day (10:00-16:00), evening rush hour (16:00-19:00) and nighttime (19:00-07:00).

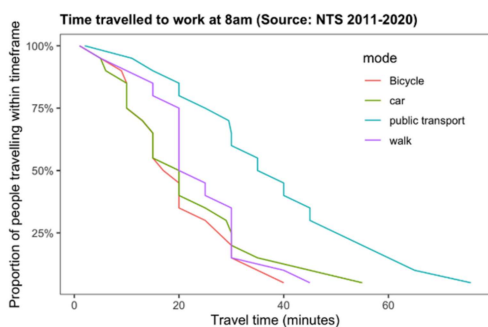


Figure 3 Time travelled to work at 8 am, NTS

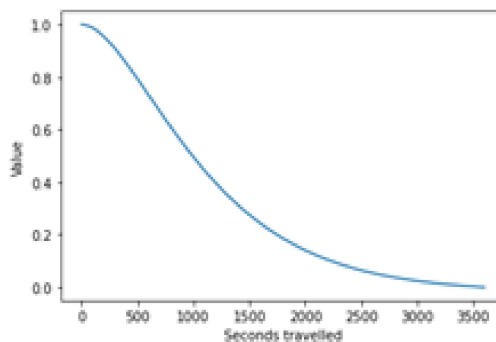


Figure 4 An impedance function, giving Impedance value as a function of seconds travelled

The Connectivity model calculates travel routes for all destinations that can be reached in up to an hour, to reflect the empirical data of very few respondents reporting travel beyond that time.

In the Connectivity model, an impedance function is fitted for each combination of purpose, time of day and mode of travel. Each function covers all starting locations and destinations: these impedance functions are assumed to be the willingness to travel of the average person across England and Wales. The contribution of a single destination node to the Connectivity score for a single origin using a given mode of transport for a given purpose and time period is

calculated by multiplying the destination node's value by the multiplier given by the impedance function.

The model does not try to account for regional variation in willingness to travel as this would lead to feedback loops. For example, starting locations where many people are using public transport would have a Connectivity score which is disproportionately sensitive to the impact of improvements of the public transport network, thus undervaluing improvements in cycling infrastructure and underestimating how much people's behaviour would change on being offered a much-improved service. This means that the Connectivity model assumes the preferences of individuals and willingness to travel various distances are identical in all of England and Wales.

Finally, it is important to note that NTS data from 2011-2020 is used in the current version of the Connectivity model. As such, the data that feeds into the model doesn't capture post-Covid changes in travel patterns.

Diminishing returns

The method of diminishing returns is used to reflect the reality that the contribution to connectivity provided by each additional opportunity, service, or facility becomes smaller as more are available. For example, gaining access to the first few hospitals, shops, or parks in an area brings significant benefits to local connectivity, as these initial options greatly increase choice and convenience. However, once several such facilities are already present, the extra value of adding yet another is less pronounced. By applying diminishing returns, analyses can more accurately represent that early increases in access have the greatest influence on connectivity, while further additions provide progressively smaller improvements.

The connectivity scores

Each destination node in a network that is within reach of a starting location using a certain mode of transport, can be thought of as providing Connectivity value to that starting location for that type of destination. For example, a large employer besides a destination node that connects to a train station means that node will have a high value for Employment and the public transport mode.

The various datasets on destinations gives us access to quite granular destination subtypes which we have grouped into the more manageable six types of destination. Apart from for trips to education, each subtype is assumed equally important within a type of destination. We assume this as we have no information on the number of trips made at the subtype level from the NTS, only the type of destination level. For education destinations, we assume the purpose for each subtype of destination is proportional to the number of pupils attending that type of

destination (e.g.: if twice as many people nationally attend primary school than university, then across the country primary schools will get double the weight when calculating the score for education).

The Connectivity model uses stakeholder engagement feedback to determine weights for each of the healthcare subtypes (e.g.: hospitals, GPs, other health facilities). This approach ensures that the relative importance of different healthcare destinations is better reflected in the model.

For each mode of transport, each node has 33 values – one for each subtype of destination.

Being able to access more locations results in a higher value for that destination type. This depends on the type of destination, as follows:

- For **employment**, value is determined by the number of jobs
- For **social visits/residential**, value is determined by the number of residents
- For **education**, value is determined by the number of pupils.
- For **all other sub-purposes**, value is determined by the number of destinations in reach.

The number of residents is estimated by taking the number of people living in an Output Area and dividing it by the total dwellings in that Output Area. We then assume each dwelling in that Output Area has that many people living there.

Opening times or quality of destinations are not accounted for: all destinations in a category are treated as equal in this regard. This is due to a lack of data on opening hours and how to relate opening hours to utility.

The overall score

To calculate the total Connectivity for an origin point for a given combination of mode and purpose, the relevant contributions of all destinations within reach are run through an additive function.

There are several possible choices for which form the total score function may take. In the current version of the model, we use the log-sum of scores contributed for jobs and visiting residences, and a weighted sum for all other destinations. We use this form because the expected maximum utility of the destination nodes scales logarithmically with the number of nodes. There is a range of literature setting a precedent for and supporting this in the transport space^[2]. Alternative

options for can also be considered and form part of current ongoing development of the Connectivity metric.

An overall Connectivity score can be obtained for each starting location by taking a weighted average of the mode- and purpose-specific total scores. These weights would be chosen by the user of the Connectivity model. By default, the Connectivity Tool uses weights that reflect overall travel proclivity from the NTS.

Finally, to compare the scores across different starting locations, they are scaled to the score of starting location with the highest Connectivity score, such that the starting location with the best score receives a scaled score of 100, and all other areas receive a score which is relative to that. As such, a starting location with a score of 50 can be considered to be half as 'connected' as the best location in England and Wales.

The calculation method

The model works in several stages for a given network and starting location:

1. Find the node in the network closest to the centre point of the starting location: this is the 'start node'.
2. Calculate travel times between the start node and every other node in the network which is reachable in an hour.
3. Find the node in the network which is closest to each destination: each of these is a 'destination node'.
4. Use the shortest travel times from the starting node to every destination node to estimate the travel times to every destination.

Each destination reachable in an hour contributes to the Connectivity score for that destination with adjustments for the trip time and the 'value' of the destination.

5. To adjust for the trip time, the time to get to each destination node is put through an [impedance function](#). Lower travel times give a higher output.
6. To adjust for the 'value' of the destination, the output of stage 5 is multiplied by a value that depends on the diminishing returns parameter and the number of destinations of the same type that were already considered to be in reach. More details of this method will be published in the near future. This gives the contribution of that destination to the starting location's Connectivity score.
7. The contribution of each destination is and summed over all destinations that could be reached to get the given starting location's Connectivity score for each

combination of a type of destination, mode of transport and time of day.

8. The Connectivity score for a given mode of transport at a given starting location is the weighted sum of all Connectivity scores for each time of day and destination for that starting location. Weights are the proportion of total trips made at each time of day and to each destination as recorded in the National Travel Survey (NTS) between 2011 and 2020 inclusive.
9. Breakdowns are also available by time of day, purpose of travel and mode of travel.

In practice this means that a starting node with lots of destinations (for example lots of jobs), which are quick to reach, gets a high connectivity score.

[1] The sample size requirements and imputation methods are in line with the Travel and Environment Data and Statistics (TRENDS) team ([link](https://www.gov.uk/government/publications/journey-time-statistics-guidance/journey-time-statistics-notes-and-definitions-2019) (<https://www.gov.uk/government/publications/journey-time-statistics-guidance/journey-time-statistics-notes-and-definitions-2019>)).

[2] For example:
<https://www.sciencedirect.com/science/article/abs/pii/S0965856407000316>
(<https://www.sciencedirect.com/science/article/abs/pii/S0965856407000316>)

And for a more in-depth discussion of the use of logsums:
https://www.rand.org/pubs/working_papers/WR275.html
(https://www.rand.org/pubs/working_papers/WR275.html)

Also See

- [User manual \(/help/guidance\)](/help/guidance)
- [Applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool)
- [Interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores)

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Connectivity Tool User Manual

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- [Introduction](#)
- [Using the map](#)
- [Glossary](#)

You may also find, guidance on [applying the Connectivity Tool \(/help/applying-connectivity-tool\)](#), [Interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](#) or [understanding the data \(/help/understand-the-data\)](#) useful.

Introduction

All terms in **bold** are defined in the [glossary](#) at the bottom of this page.

Connectivity Tool is the publicly accessible, scores-only view of the Department for Transport's national connectivity metric. It shows how well places are connected to everyday destinations by walking, cycling and public transport.

For further queries on how to use the Connectivity Tool, please contact connectivity@dft.gov.uk.

Using the map

The map is Connectivity Tool's main interface.

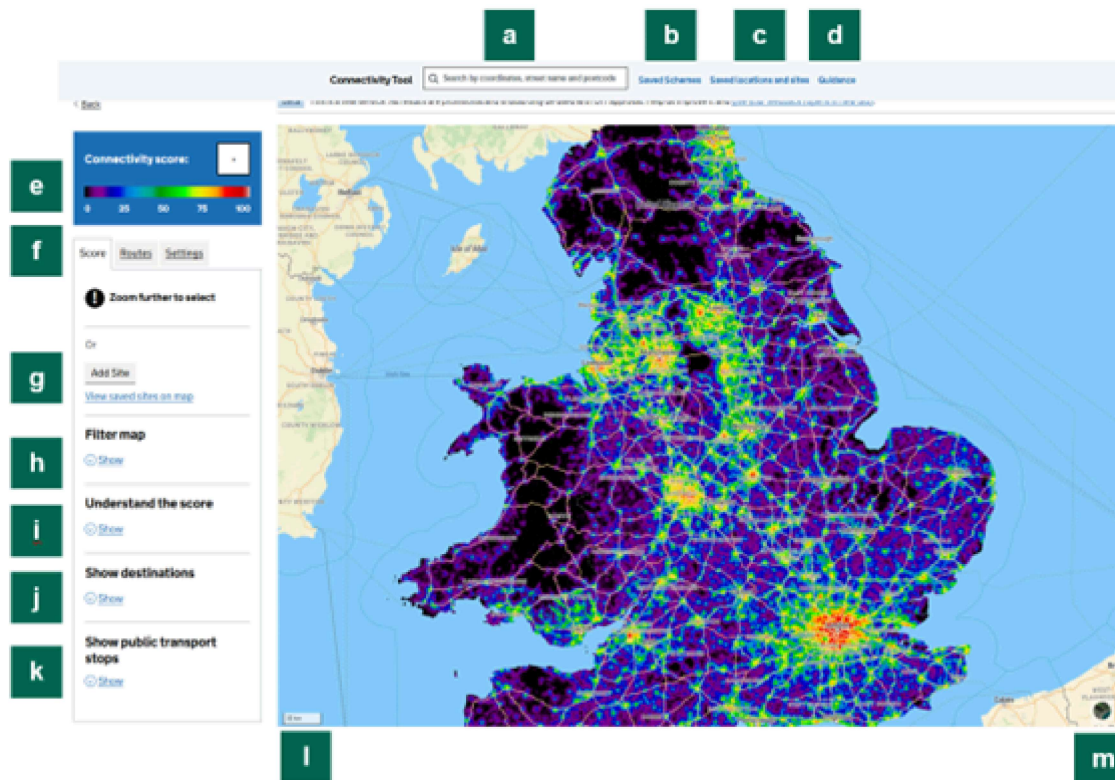


Figure 1: The main map view

Navigating Around

When you enter connectivity Tool for the first time, the map will display the national overall heat map for England and Wales.

The guidance can be accessed directly from the map view by clicking ‘Guidance’ on the top bar of the screen (Figure 1, **b**).

To search for a **location** (grid reference, place name, street name or postcode), type the location in the search box (Figure 1, **a**). Alternatively, zoom in by scrolling on your trackpad or mouse. The scale bar (Figure 1, **e**) at the bottom left corner of the map displays how far you have zoomed in.

Alternatively, you can pan/zoom; + / – controls are top-right (Figure 1, **c**).

Once you have zoomed in far enough, you will be able to move your cursor across the map and read the scores for each 100m x 100m **grid square** in the top left corner of the screen (Figure 1, **i**). Click anywhere on the map to select that location **tile**.

Additional Functions (Figure 1, d):

- The Info (bottom, “i” icon): opens attributions/data-source info.

- To use the measuring tool, select the icon to start; click along a path to measure distance; double-click to finish.

Customising the map

To view a satellite map, press the satellite view icon (Figure 1, **d**). The satellite view does not currently allow you to overlay or select a location. To view connectivity scores or select a location, switch back to the **score** view by pressing the same icon (Figure 1, **d**) again.

To change the transparency/opacity of the scores on the map, click the ‘Settings’ tab (Figure 1, **h**). This will take you to the ‘Settings’ **sidebar** (Figure 2). You can then enter an opacity value by entering a specific number in the box or by moving the slider (Figure 2, **a**). 0% is fully transparent (only the background map is visible; no scores are visible) while 100% is fully opaque (no background map is visible; only scores are visible).

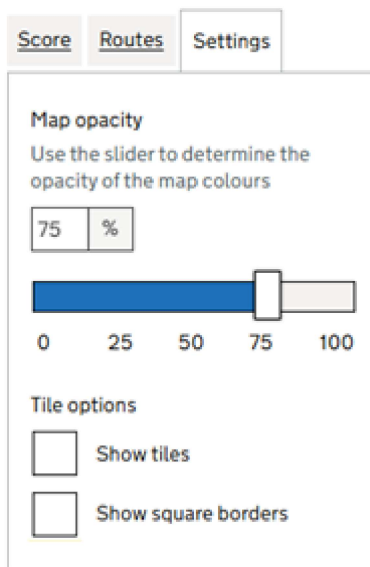


Figure 2: The ‘Settings’ sidebar

To add or remove tile colour fills or borders, click the ‘Settings’ tab (Figure 1, **h**) to open the Settings sidebar (Figure 2). To control the fills, tick or untick the ‘Show tiles’ box; when unticked, only the tile borders are shown. To control the borders, tick or untick the ‘Show square borders’ box; when unticked, only the tile colours are shown.

If you untick both the ‘Show tiles’ (Figure 2, **b**) and ‘Show square borders’ (Figure 2, **c**), no scores will be displayed on the map. However, you can still hover over grid squares, see the changes in **score** (Figure 1, **i**), and select a location.

Filtering the map

To change the view on the map (e.g. to select specific modes of transport, types of **destination**, or **local authority** areas), click 'Show' under the 'Filter map' heading (Figure 1, **g**). This will open the 'Filter map' menu (Figure 3).

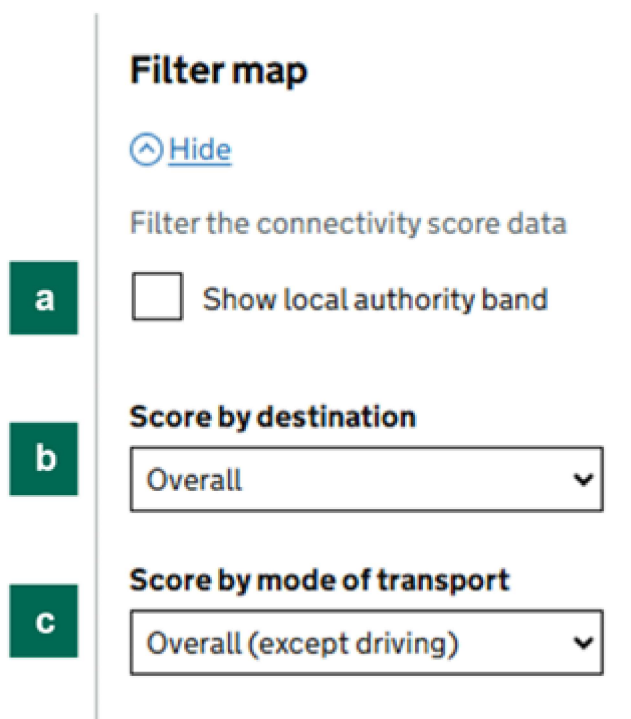


Figure 3: The 'Filter map' menu

To select a local authority or combined authority area, click 'Show local authority view' (Figure 3, **a**) and use the drop-down menu to search for the local authority you wish to view. You can also search by typing the name of the authority in the field. Once selected the map will centre on the local authority area and show connectivity scores for that area only.

To understand relative connectivity within the local authority area select 'Show authority band' (Figure 3, **b**). This will show a '**Local authority band**' from A to J underneath the **overall** connectivity score. This ranks all grid squares in the local authority area into ten bands. These ten bands are also shown on the map in ten colours. In some instances, especially in smaller local authorities, not all bands will show on the map. This is because the range of scores within that local authority is too narrow to divide into ten roughly even bands.

To view scores for just one type of destination (i.e. shopping, education, employment, residential, healthcare, leisure), select the 'Score by destination' dropdown menu (Figure 3, **c**). Then select your desired type of destination.

To view scores for just one **mode of transport** (i.e. public transport, walk, cycling or driving), select the 'Score by mode of transport' dropdown menu (Figure 3, **d**). Then select your desired mode of transport.

You can also combine each mode of transport with each type of destination and view the score for that combination of mode and destination on that map.

Viewing public transport stops

To view the destinations on which a location's connectivity score is based, click 'Show' under the 'Show destinations' heading (Figure 1, **b**).

This allows you to view destinations for education, leisure and community, health, and shopping facilities. It is not possible to view workplaces or dwellings in this view as these are calculated differently.

Click on any destination to view its name (for schools and shops) and subtype of destination. Examples of subtypes of destination include primary (for schools) and supermarket (for shops).

To view **public transport** stops on the map, click 'Show' under the 'Show public transport stops' heading (Figure 1, **f**).

Glossary

More information on how Connectivity scores are calculated is included in the [methodology \(/help/understand-the-data\)](/help/understand-the-data).

- **Local authority band:** A method of better understanding score differences across a local or combined authority area, by dividing each local authority into ten bands from A (high scoring) to J (low scoring). One or more scores is grouped into each band. Each band represents approximately one-tenth of that local authority or combined authority's area.
- **Destination:** A destination is a place which counts for the calculation of connectivity scores, such as a shop, a primary school or a dwelling. Destinations fall into one of six categories: education, health, leisure, residential, shopping, and workplaces. More information on what each category is made up of is included in the [methodology \(/help/understand-the-data\)](/help/understand-the-data).
- **Grid square:** The 100m x 100m squares which are shown on the Connectivity Tool map. Each is assigned a 'tile', which overlays a colour onto the square.
- **Location:** Any single point (one-dimensional) on the map. Each location falls within a grid square.
- **Mode of transport:** Connectivity scores are calculated for four modes of transport: walking, cycling, public transport, and driving.
- **Overall:** The overall score is the standard connectivity score. The overall score includes all destinations, and all modes of transport except driving.

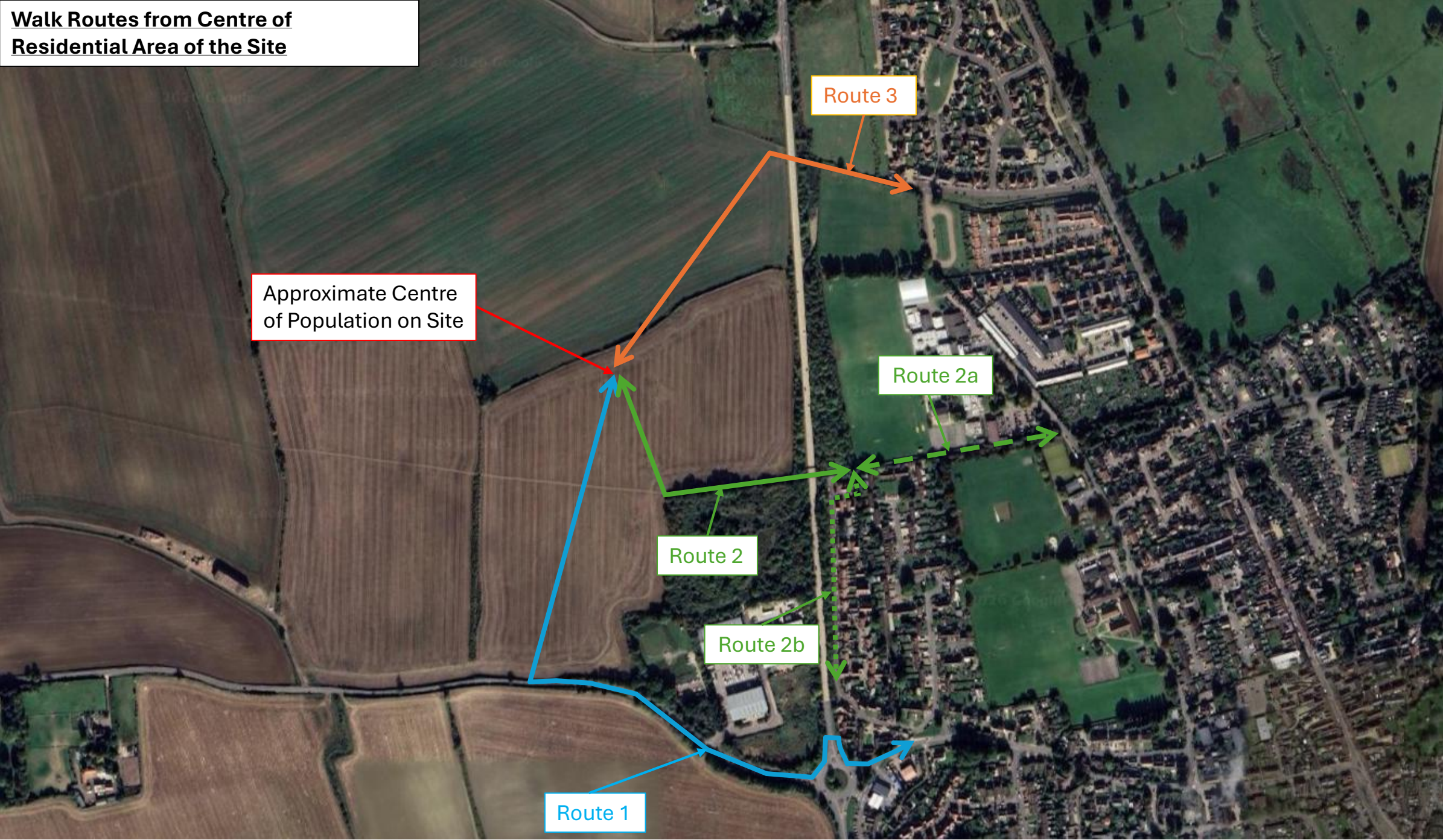
- Public transport: All forms of public transport are grouped into one mode for the purposes of the Connectivity Tool. This includes buses (including some demand-responsive services), coaches, trains, ferries, light rail, trams and metro systems.
- Score: A number from 0 to 100, reflecting the proportion of the highest-scoring location in England and Wales.
- Sidebar: The options menu to the left of the map.
- Stop: The existing network of public transport stops.
- Tile: The coloured overlay on top of a grid square.

Also See

- [Understanding the data \(/help/understand-the-data\)](/help/understand-the-data)
- [Applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool)
- [Interpreting connectivity scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores)

PoE Appendix E: Walk Routes

Walk Routes from Centre of Residential Area of the Site



PoE Appendix F: Walk Distances from the Centre of the Site to Buntingford

Key
Within 1.95km
Over 1.95km

Services and Facilities within 1950m of the Centre of Proposed Residential Development

Over 1.95km			Measurements			
Ref	Services and Facilities	Service/Facility Category	Route 1 - A507 Baldock Road	Route 2a - Proposed Active Travel Bridge, ROW36	Route 2b - Proposed Active Travel Bridge, Skipp's Meadow	Route 3 - Proposed Footbridge
1	Amplify Hearing	Medical / Health Practitioner	1620	1340	1490	1600
2	Days Bakery	Food and Beverage	1660	1380	1570	1640
3	Kose Restaurant	Food and Beverage	1790	1640	1620	1900
4	Peppermill Bar & Kitchen	Food and Beverage	1650	1370	1510	1630
5	Suave Barber Shop	Hair / Beauty Facility	1610	1330	1480	1590
6	Buntingford Business Park	Employment Park	702	1970	1170	2100
7	Doels Butchers	Food and Beverage	1690	1200	1560	1460
8	No6 Café	Food and Beverage	1680	1530	1510	1790
9	Christ Church URC	Church	1530	1370	1360	1620
10	Bonneys Boutique	Hair / Beauty Facility	1670	1390	1540	1650
11	The Buntingford Coffee Shop	Food and Beverage	1590	1310	1440	1570
12	Seth Ward Community Centre	Community Centre	1920	2000	1750	2340
13	Buntingford Dental Clinic	Dentist	1650	1490	1540	1760
14	Freman College	Education	1720	771	1560	973
15	Edwinstree Middle School	Education	1540	934	1390	1190
16	Millfield Primary and Nursey School	Education	1690	1640	1520	1920
17	Layston Primary School	Education	2010	1730	1890	1980
18	Crazy Daisy	Florist	1660	1220	1540	1480
19	Park Farm Industrial Estate	Employment Park	1970	1280	1820	1540
20	Watermill Industrial Estate	Employment Park	2320	2320	2180	2570
21	Norfolk Road Playing Field	Leisure	1270	892	1140	1150
22	Buntingford Multi-use Games Area	Leisure	1610	780	1460	1040
23	Buntingford Medical Centre	Medical / Health Practitioner	1610	1160	1490	1410
24	Dr M Partington - The Medical Centre	Medical / Health Practitioner	1630	1170	1510	1420
25	MFG Howegreen	Petrol Station / Garage	959	1710	906	1850
26	Allied Pharmacy	Medical / Health Practitioner	1620	1480	1460	1730
27	Buntinford Post Office	Post Office	1540	1390	1370	1650
28	Black Bull	Food and Beverage	1630	1470	1450	1740
29	The Crown	Food and Beverage	1700	1550	1540	1810
30	The Viceroy Restaurant	Food and Beverage	1640	1370	1510	1630
31	Sona Buntingford Restaurant	Food and Beverage	1620	1450	1440	1730
32	Fox & Duck	Food and Beverage	1720	1450	1600	1710
33	Sainsburys Local	Retail	1600	1290	1470	1540
34	Co-op Food	Retail	1830	1680	1660	1940
35	Isable Hospice Buntingford Shop	Retail	1630	1350	1050	1610
36	The Cheese Plate	Retail	1670	1390	1540	1650
37	Locks Stock & More	Retail	1670	1400	1550	1670
38	Luxury Brand Watches	Retail	1630	1450	1450	1700
39	Budgens 24 Hour Convenience Store	Retail	1540	1390	1370	1650
40	The Tile Shop	Retail	1830	1160	1620	1420
41	Direct Carpets & Flooring	Retail	1820	1150	1610	1410
42	Oopts! IT	Retail	1710	1180	1580	1440
43	Buntingford Social Club	Social Club	1680	1400	1560	1660
44	Kings Pizza Kebab Buntingford	Food and Beverage	1620	1340	1500	1600
45	The Chippy	Food and Beverage	1680	1210	1550	1470
46	Woolpack Veterinary Centre	Vets	985	1790	990	1930
Proposed - On-Site						
47	Mobility Hub (North)	Transport	325m			
48	Mobility Hub (South)	Transport	266m			
49	Local Centre	Retail	240m			
50	First School	Education	182m			
51	Elderly Housing Accomodation	Residential	307m			
Existing Bus Stop						
52	Greenways Bus Stop	Transport	1020	1330	805	1630

Approximate Centre of Population on Site

Route 1

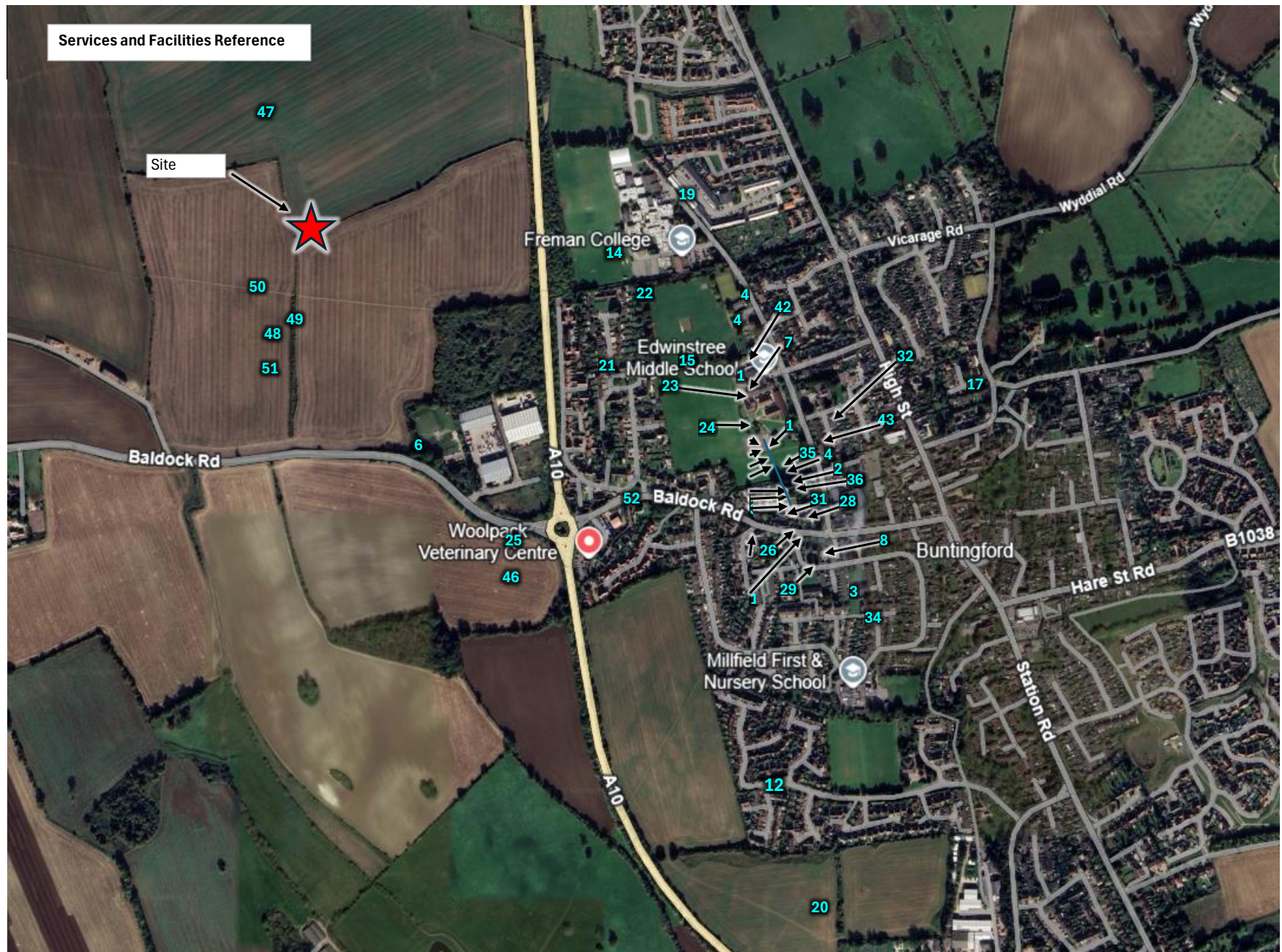
Route 2

Route 2a

Route 2b

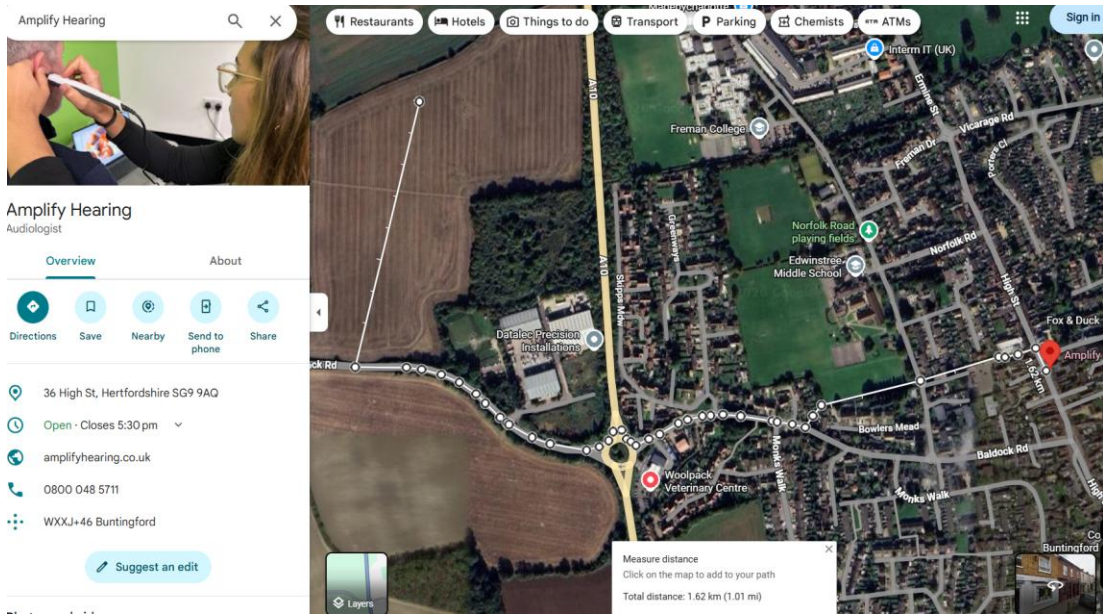
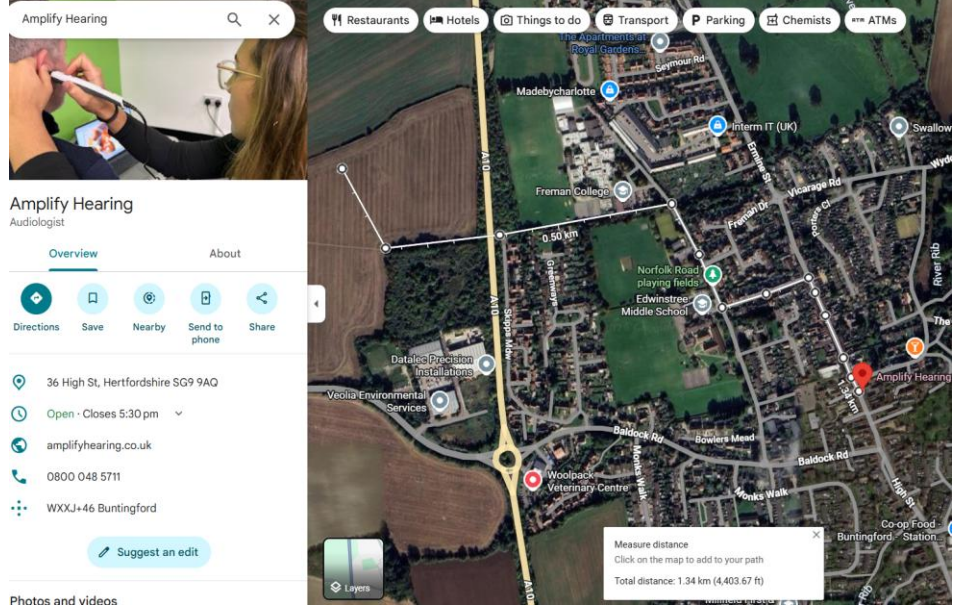
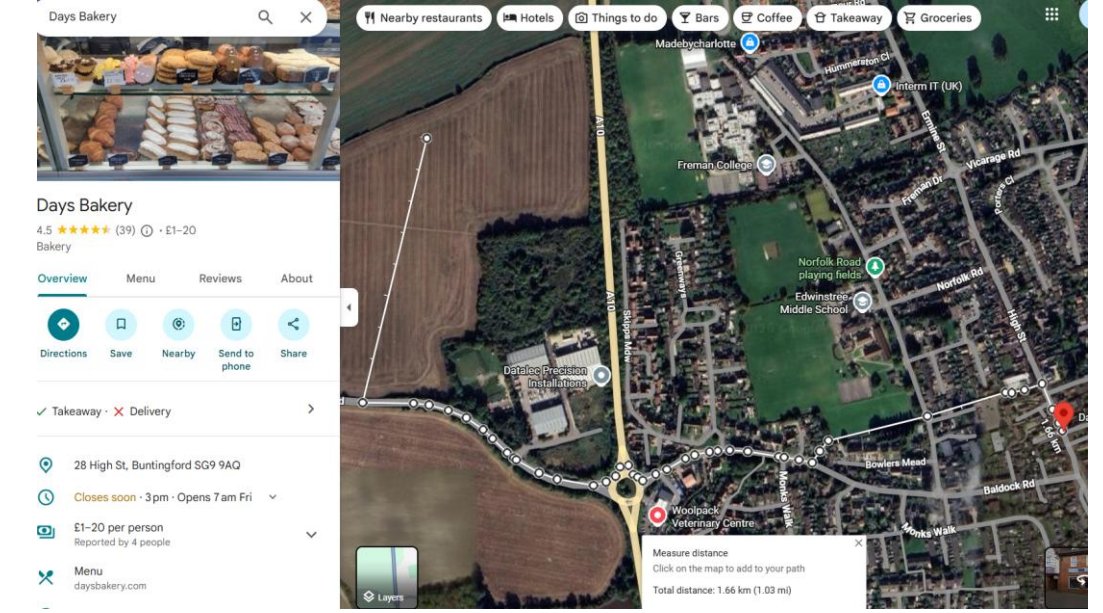
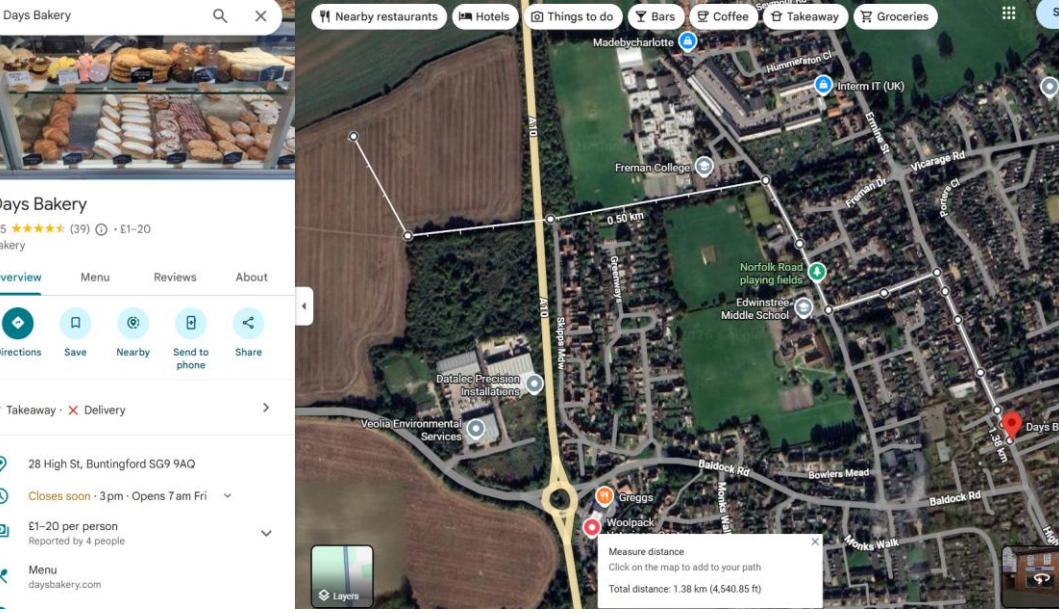
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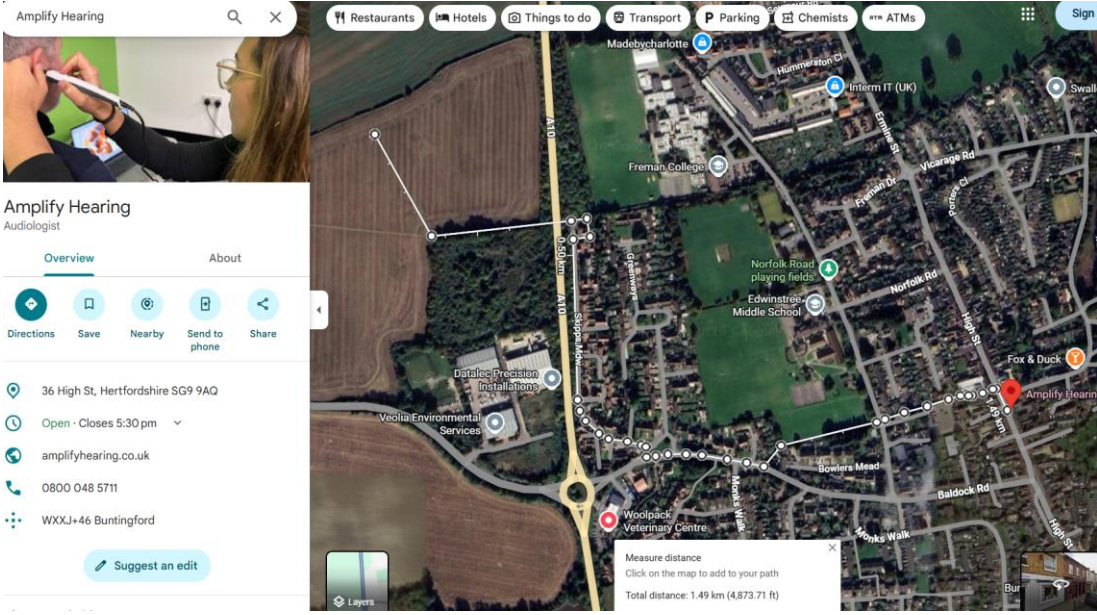
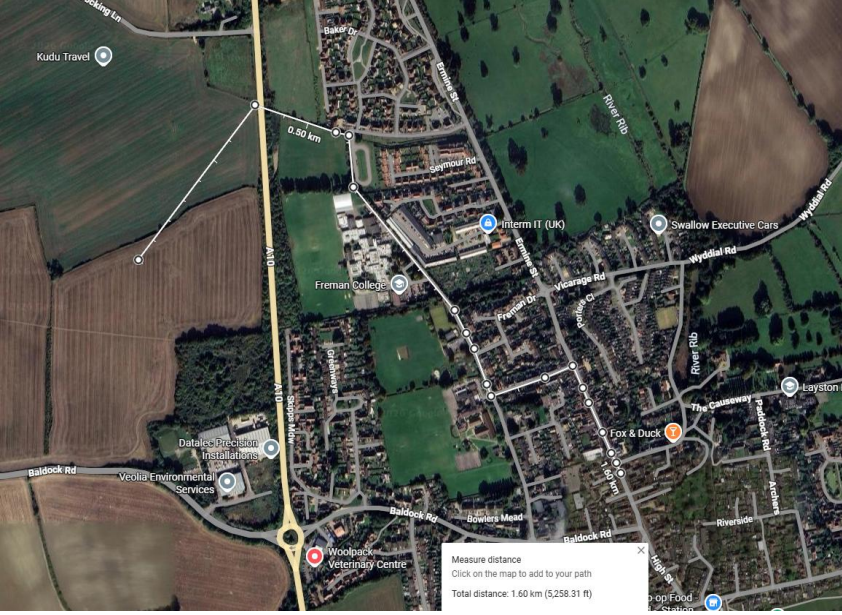
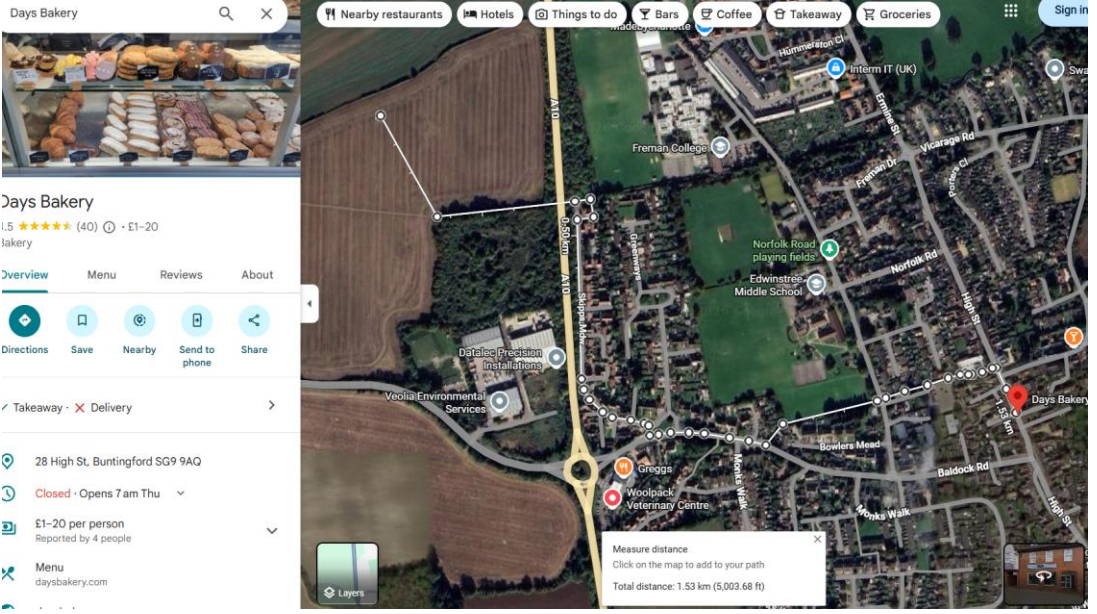
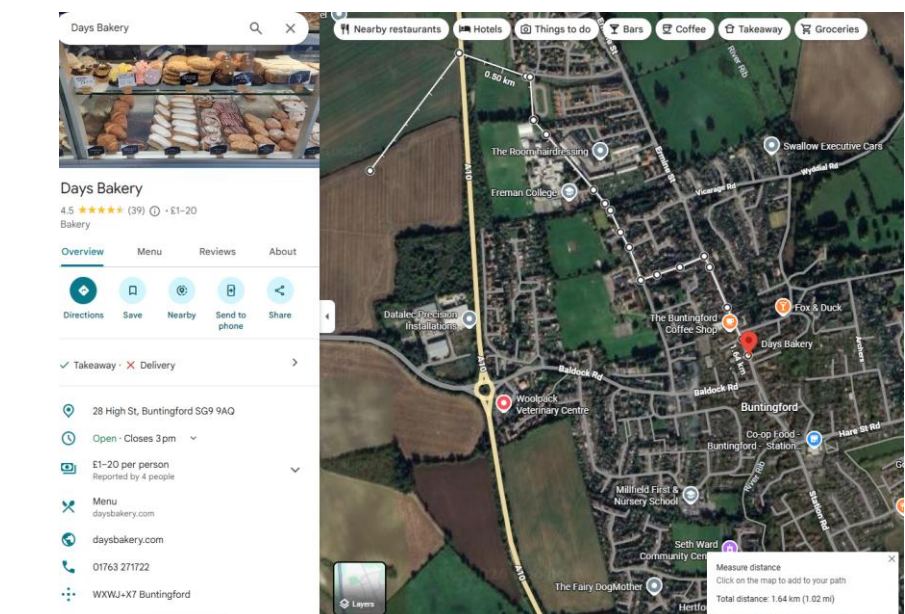
✖ Identified Centre of Residential

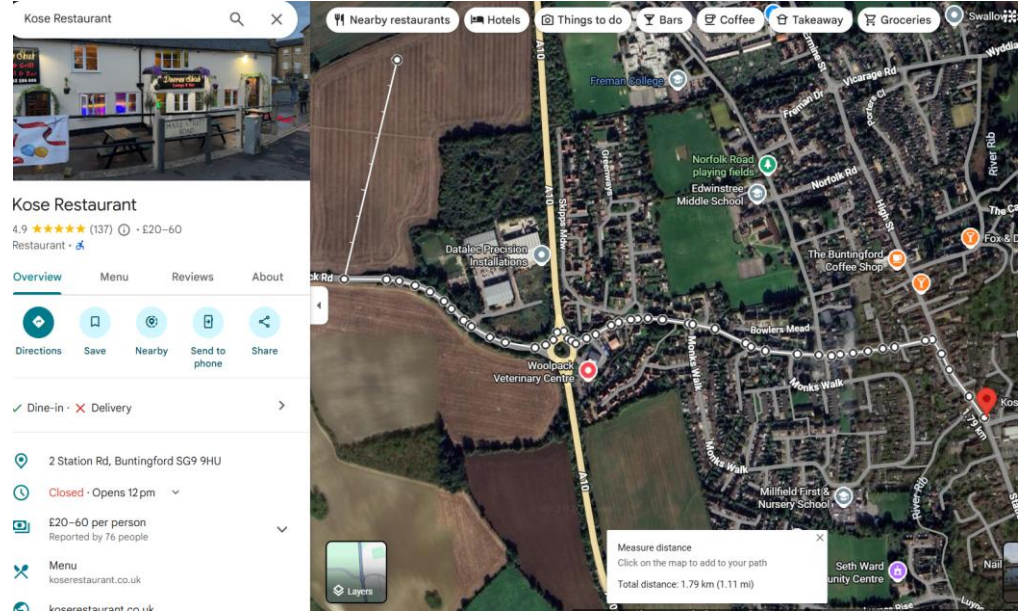
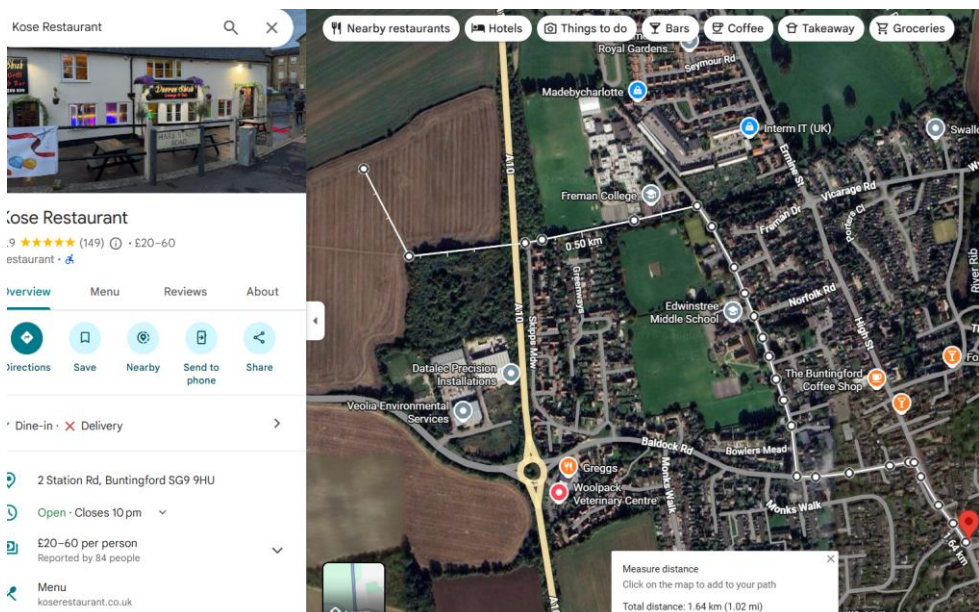
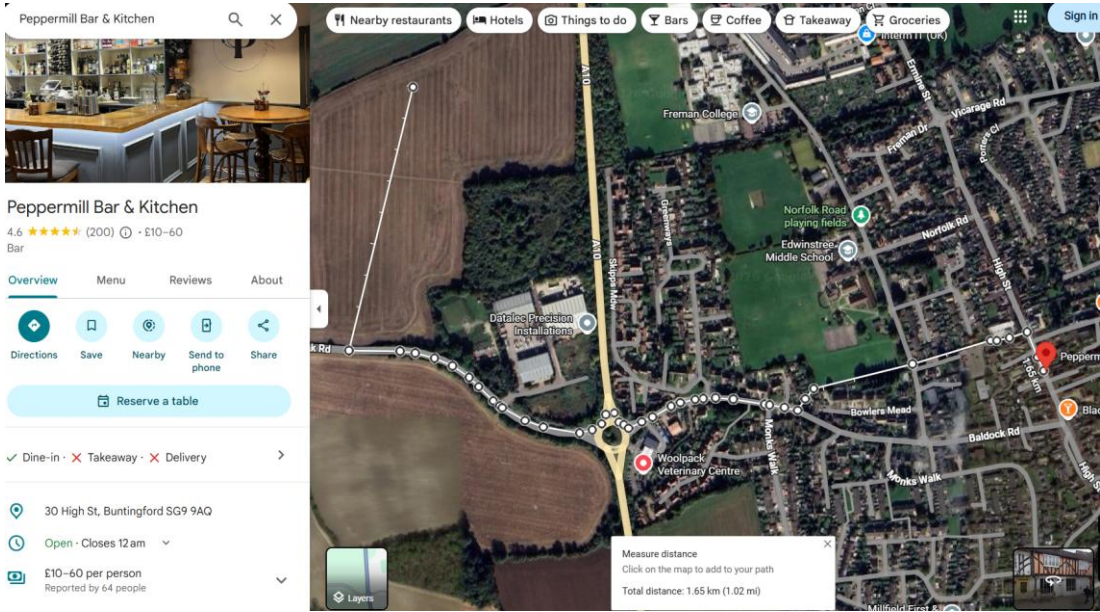
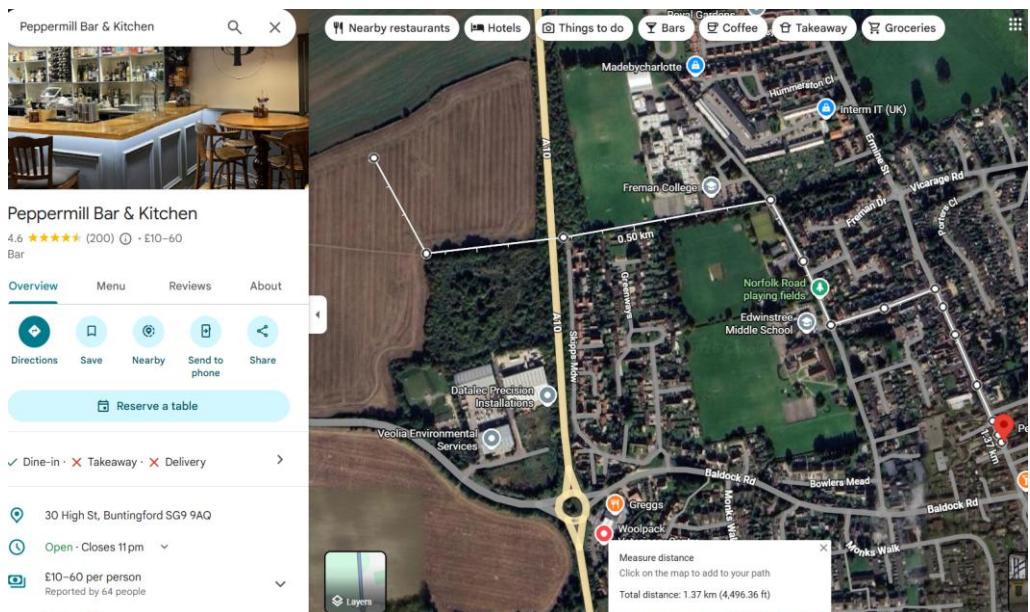


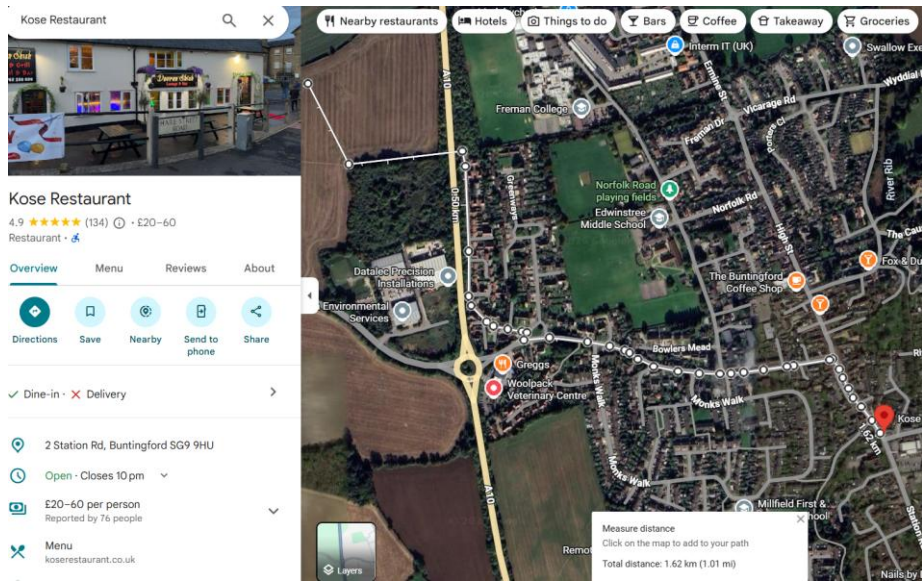
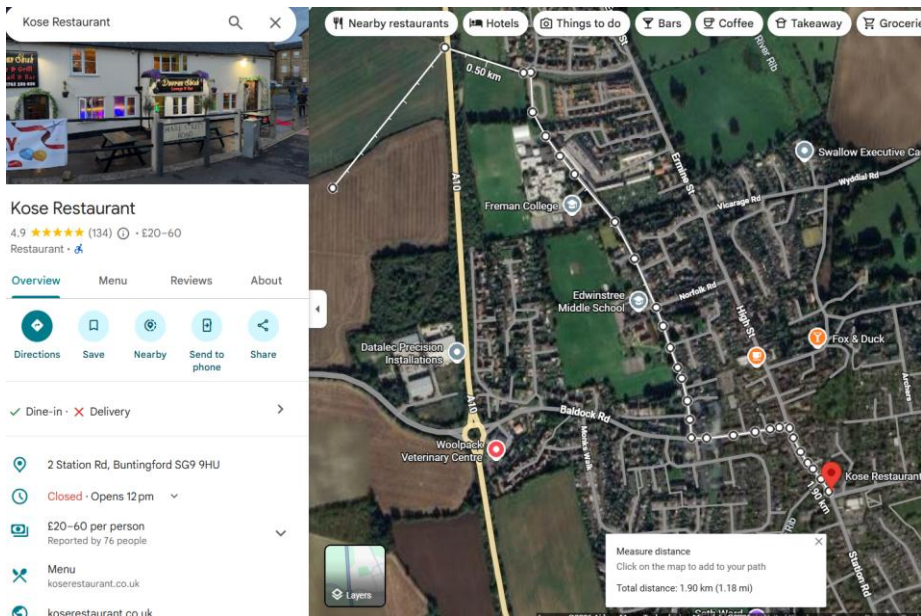
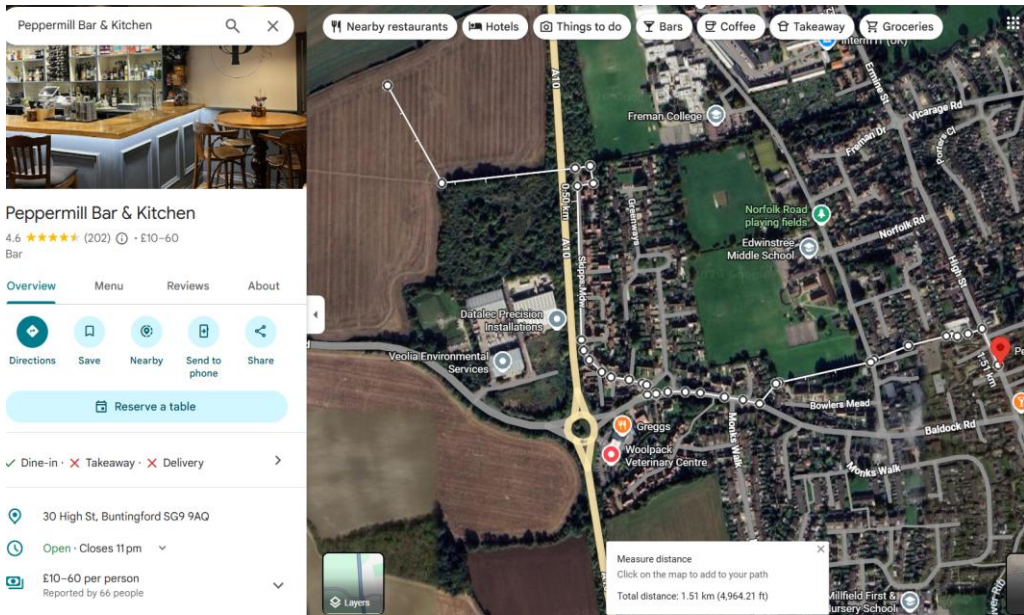
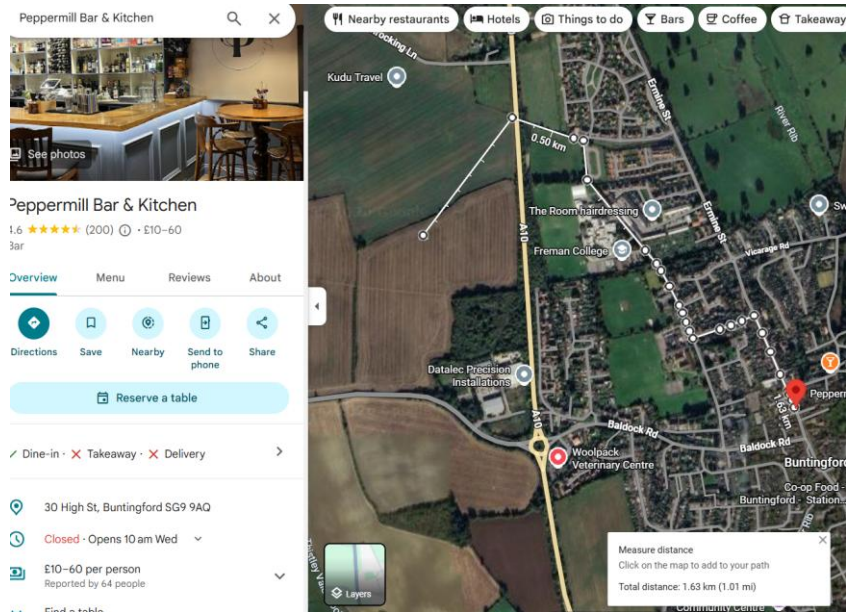
Appendix F-1: Route Measurement Evidence

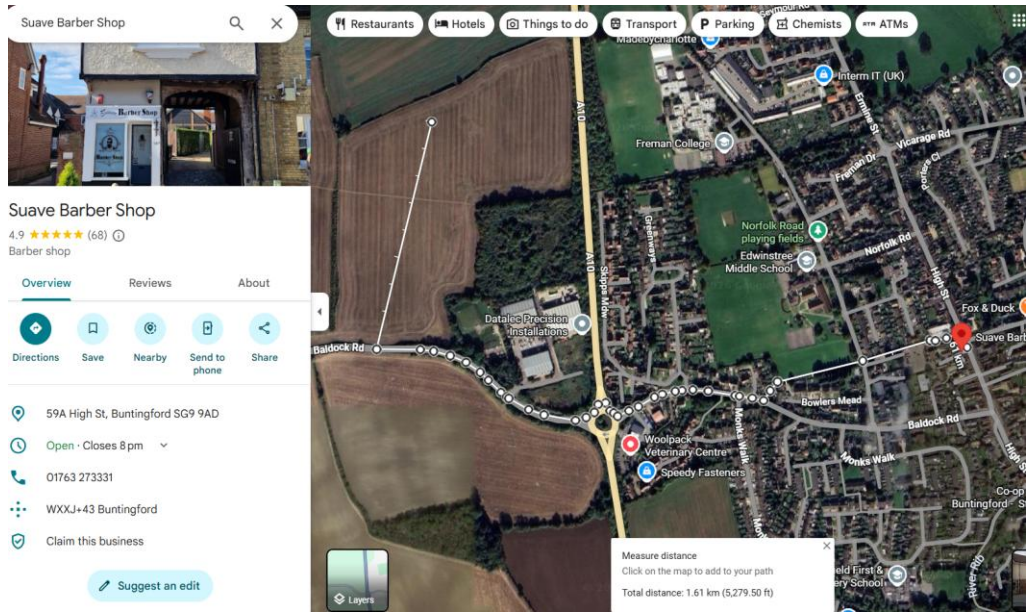
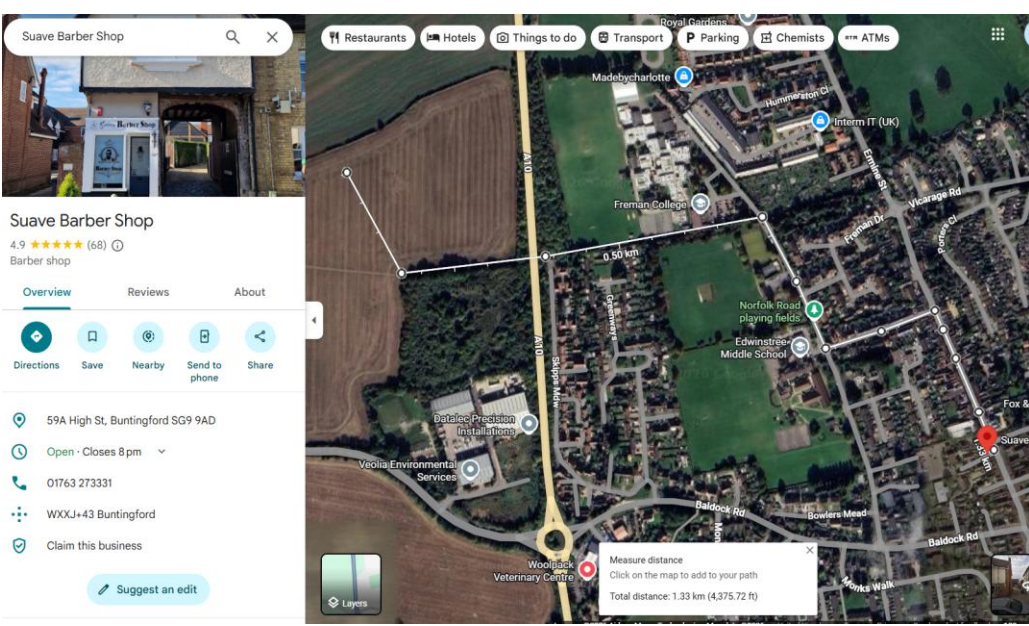
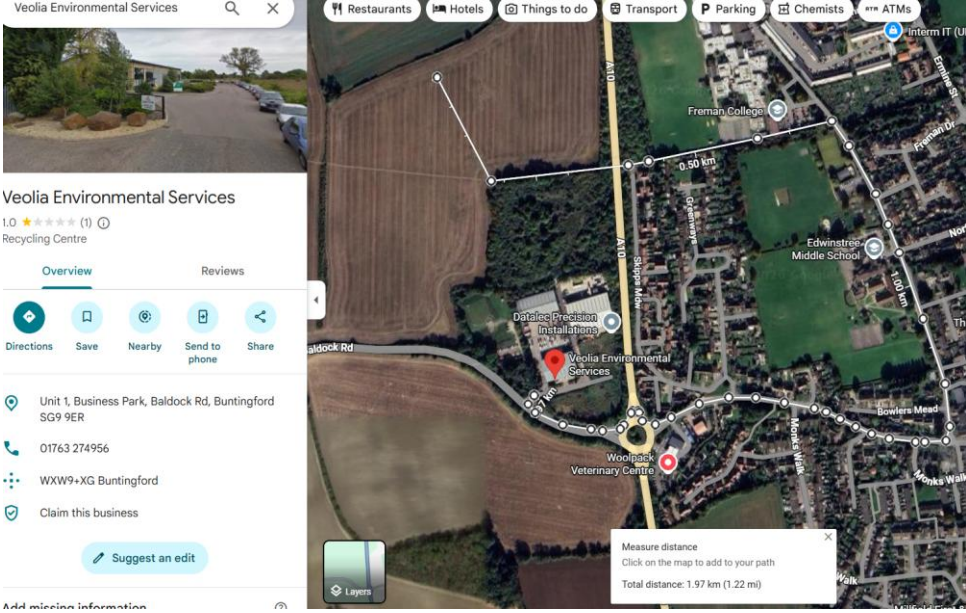
Appendix F-1: Route Measurement Evidence

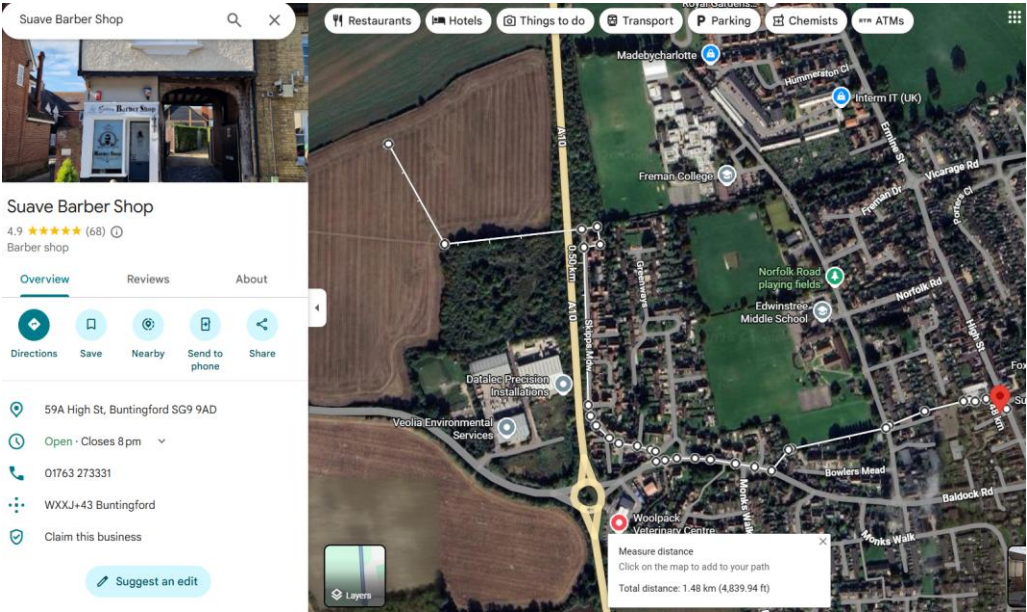
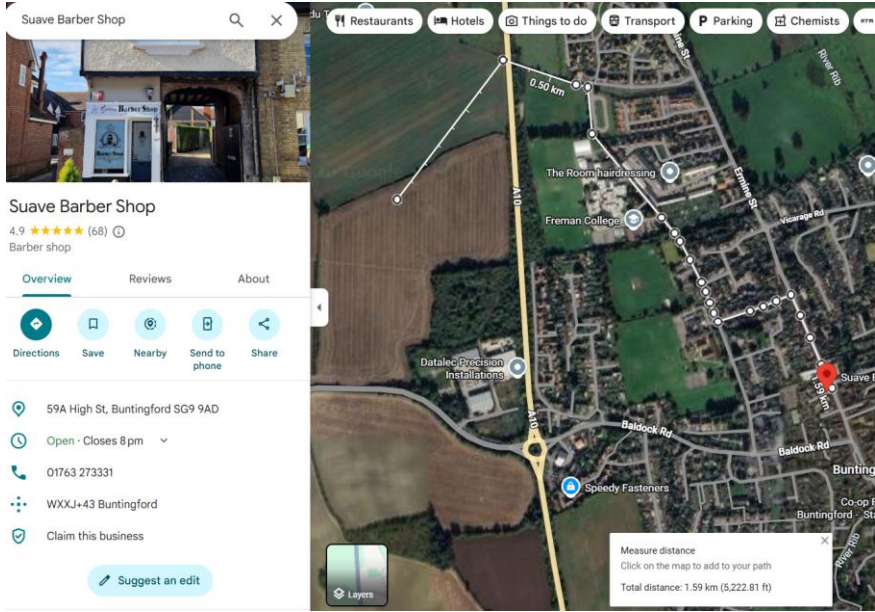
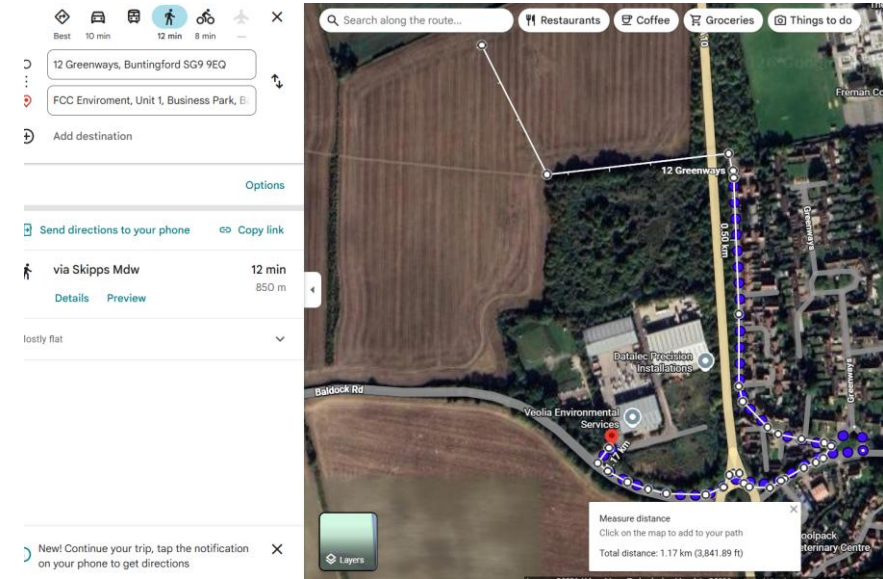
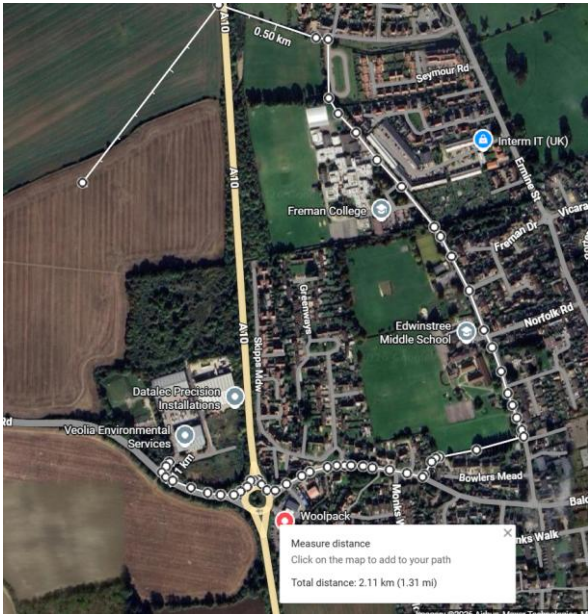
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2	Days Bakery		

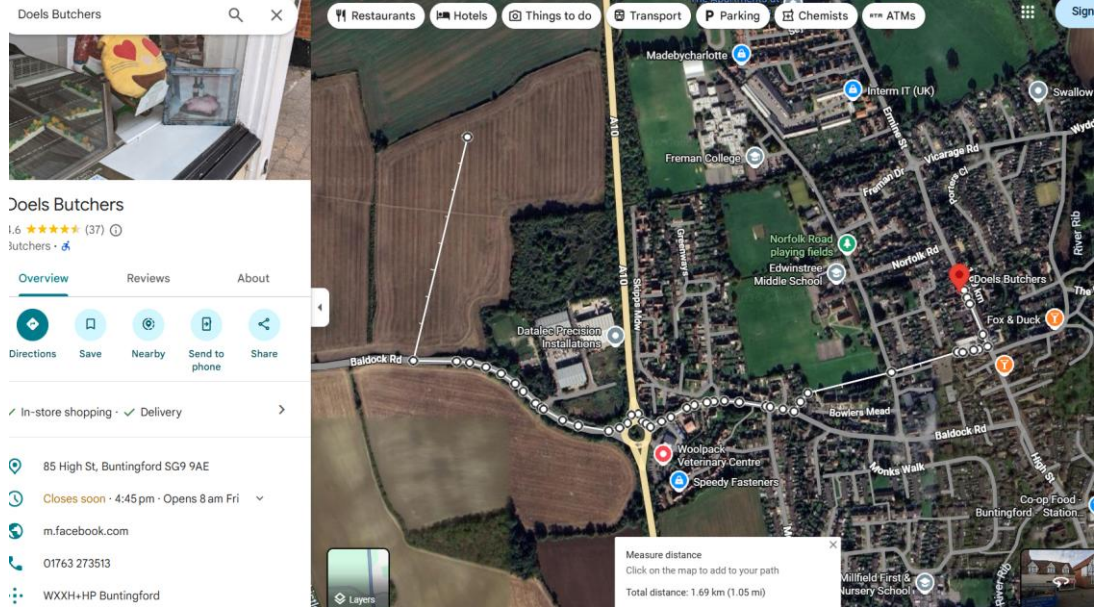
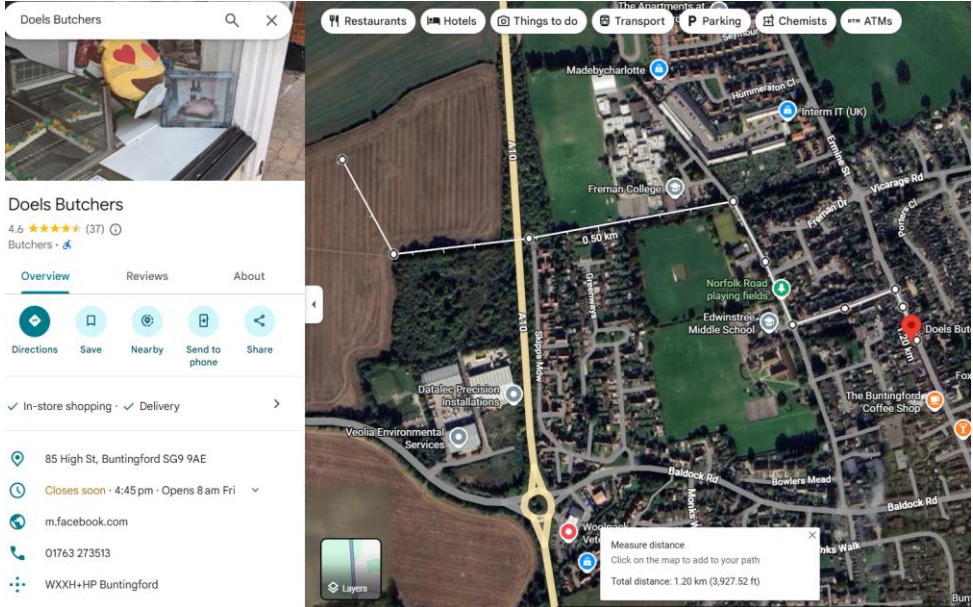
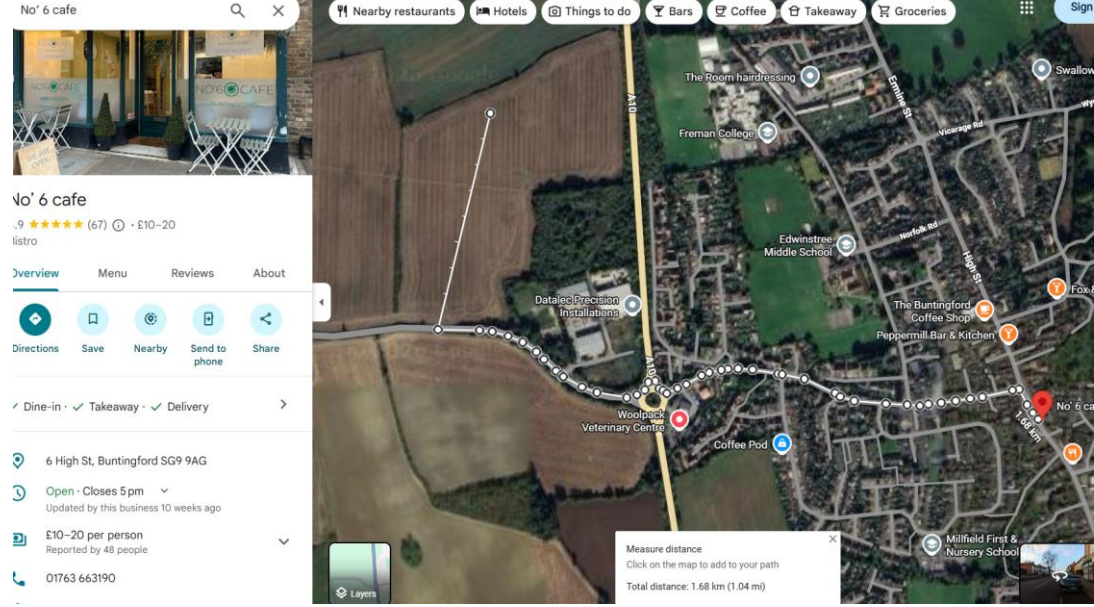
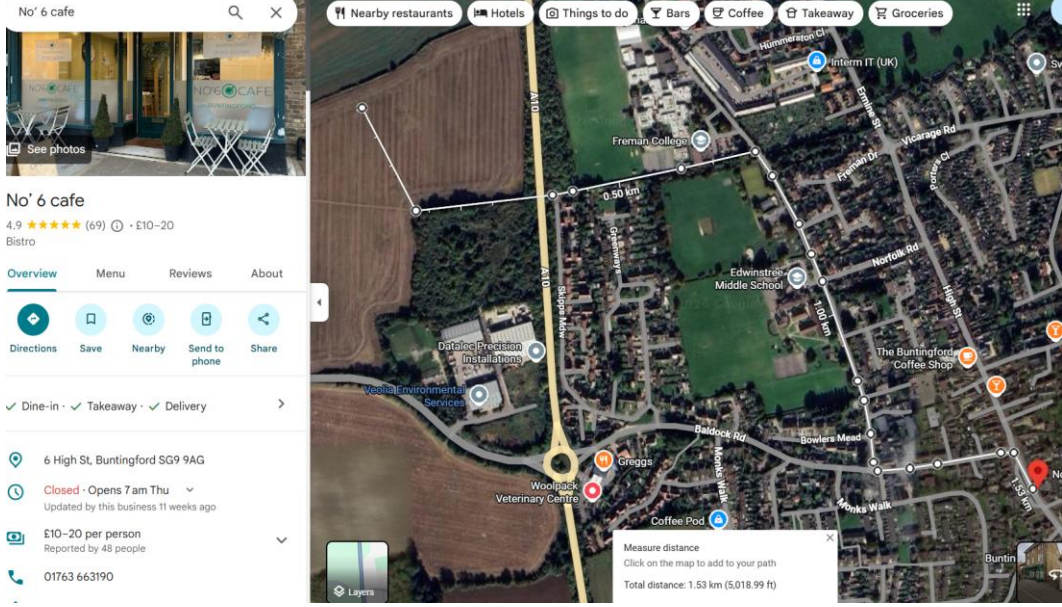
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2	Days Bakery		

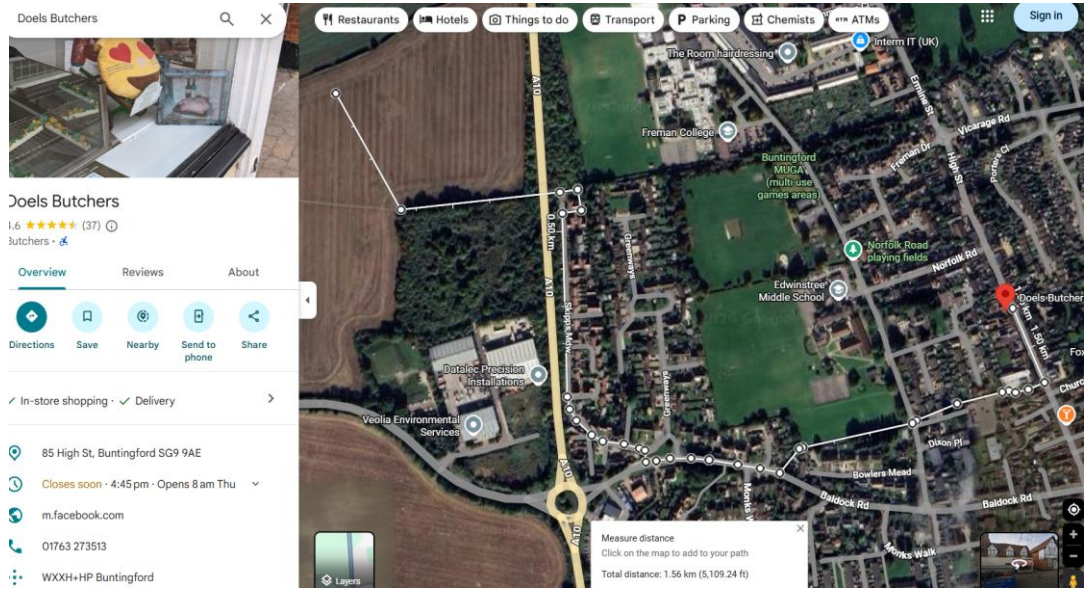
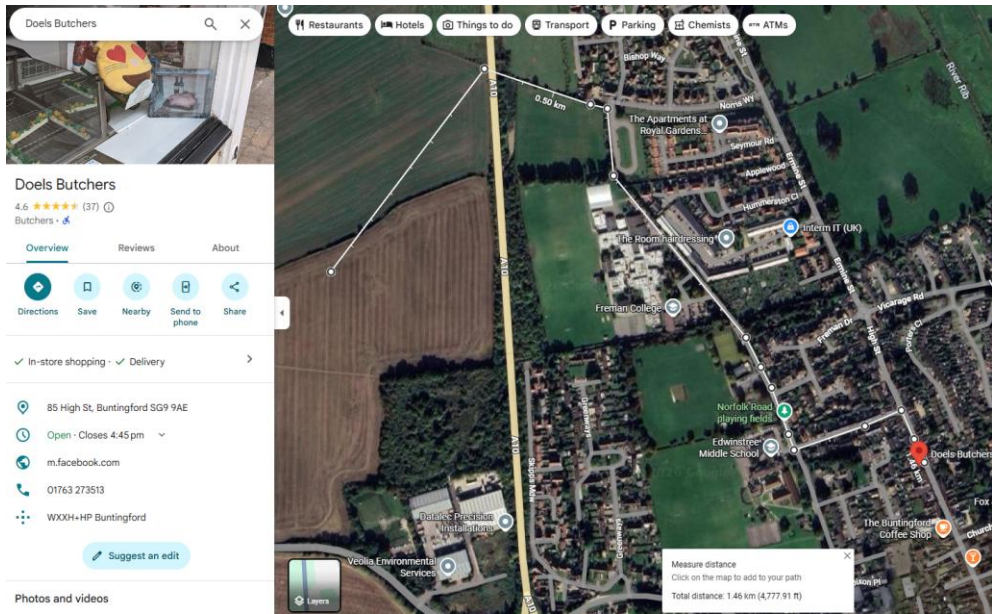
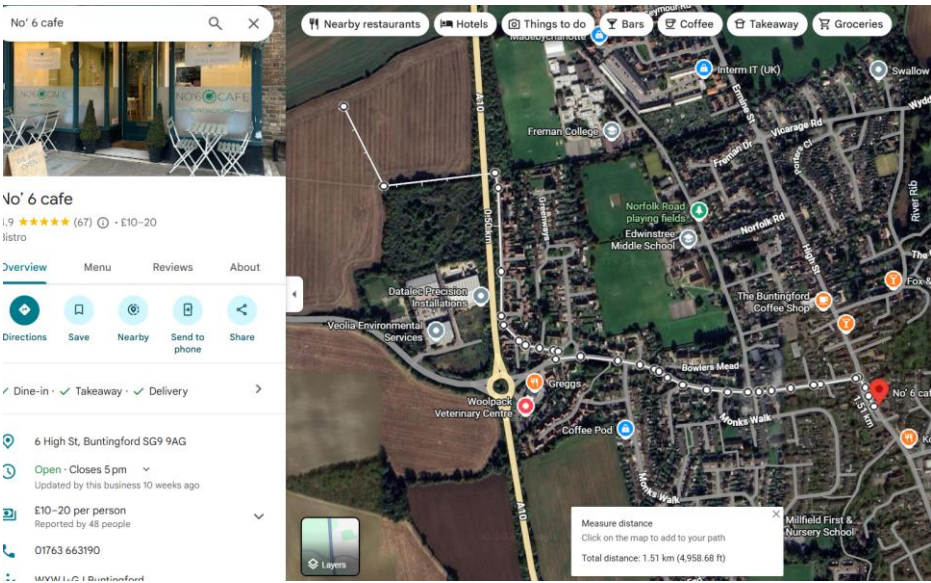
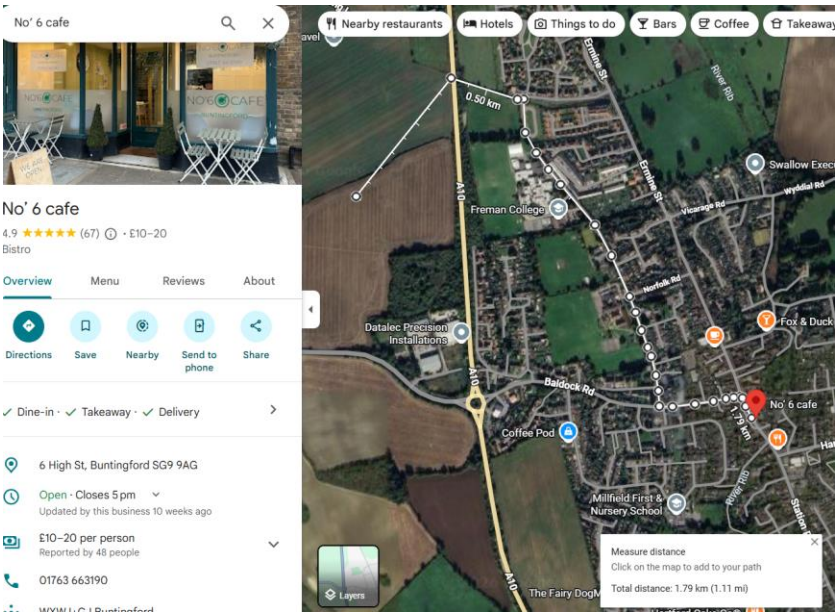
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3	Kose Restaurant		
4	Peppermill Bar & Kitchen		

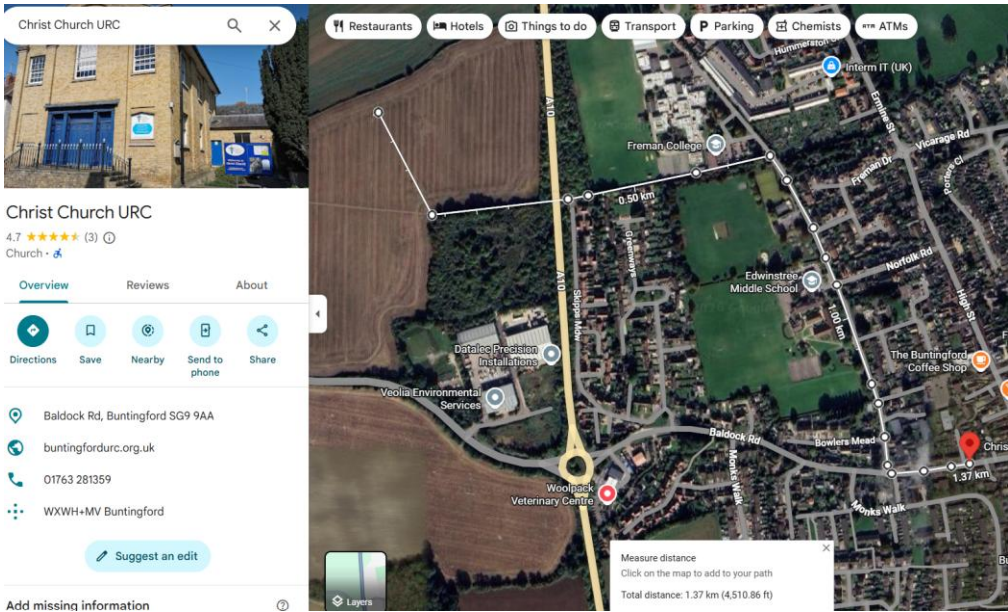
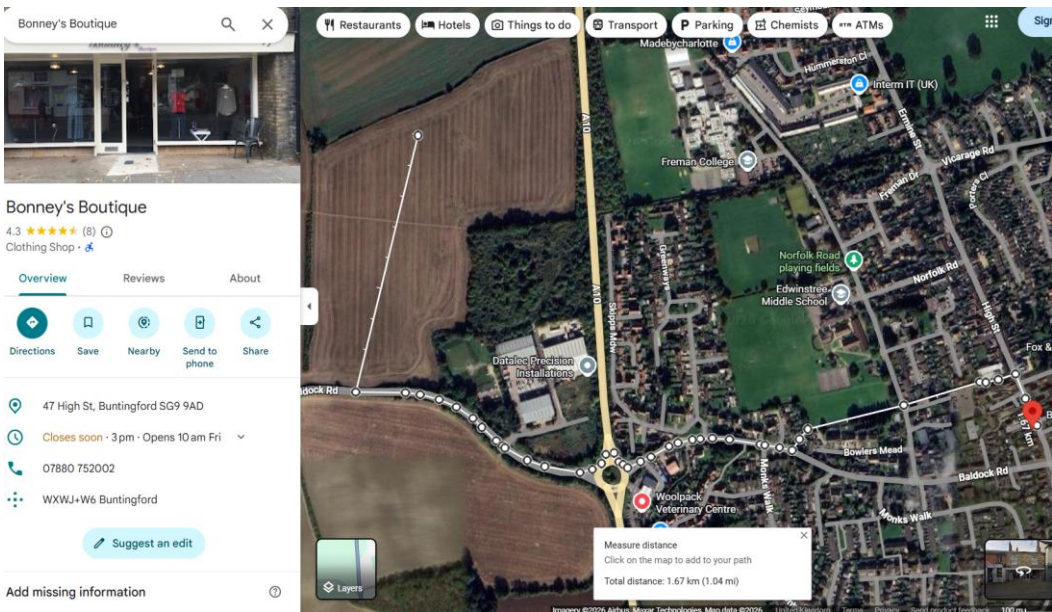
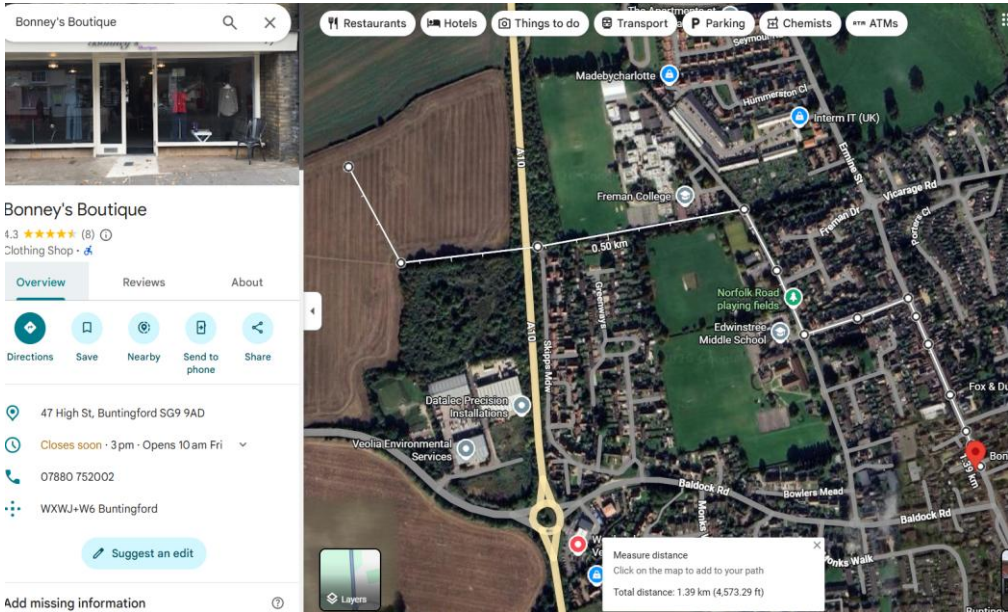
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3	Kose Restaurant		
4	Peppermill Bar & Kitchen		

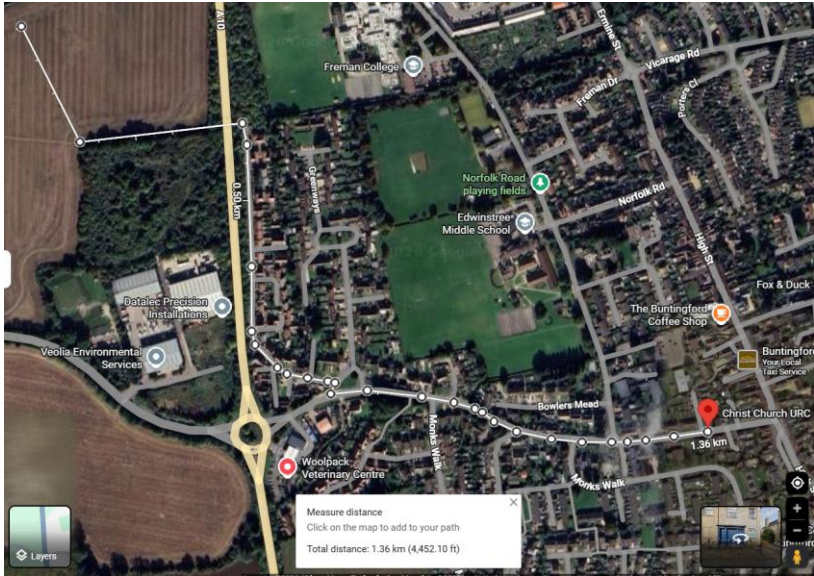
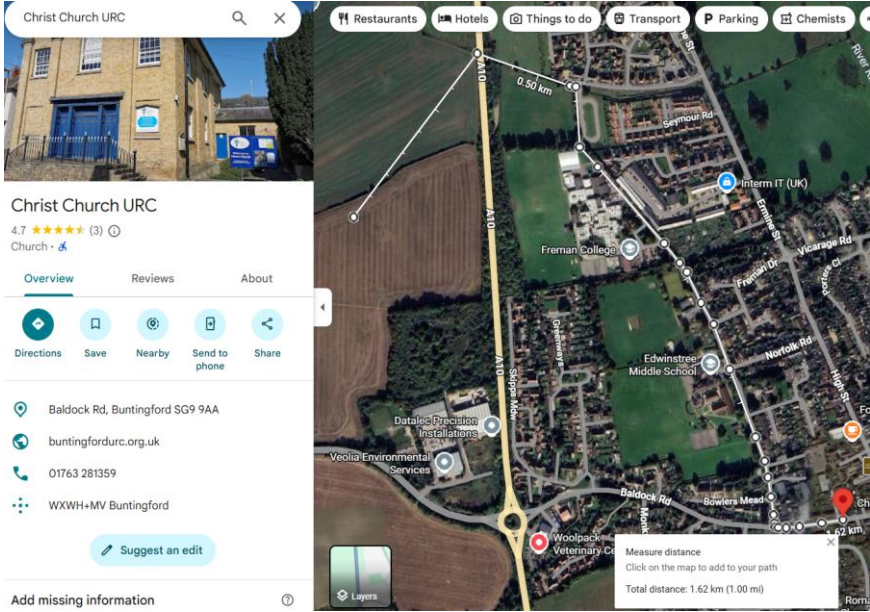
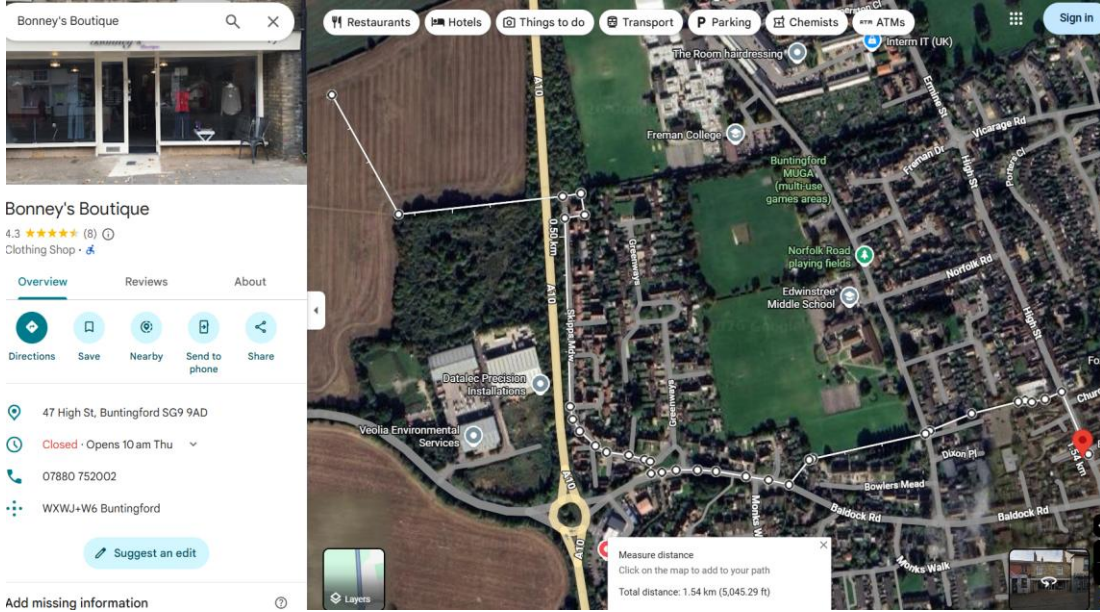
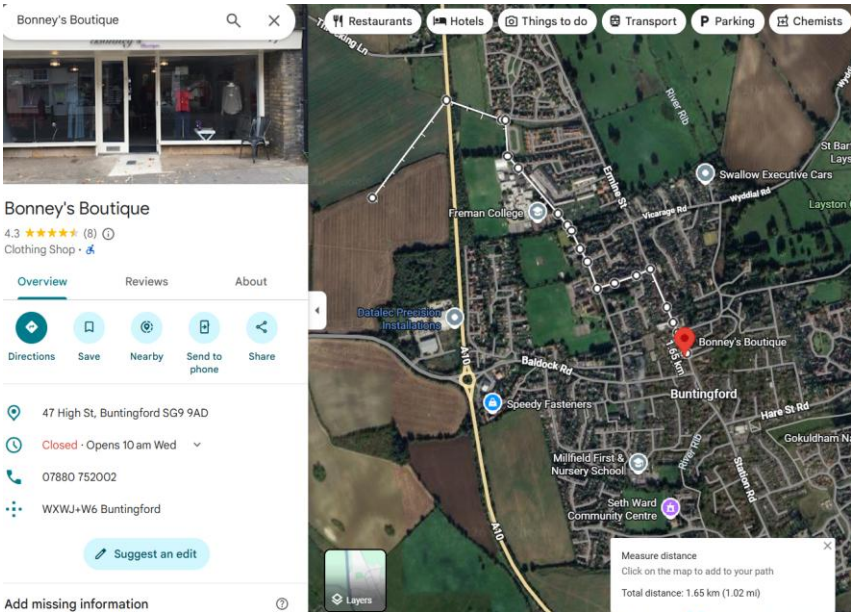
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5	Suave Barber Shop		
6	Buntingford Business Park		

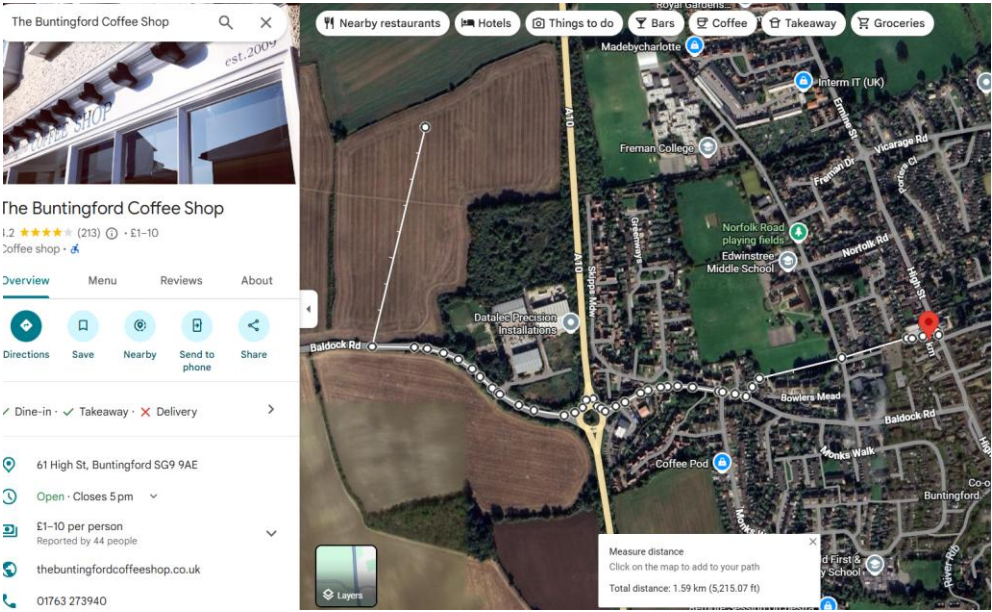
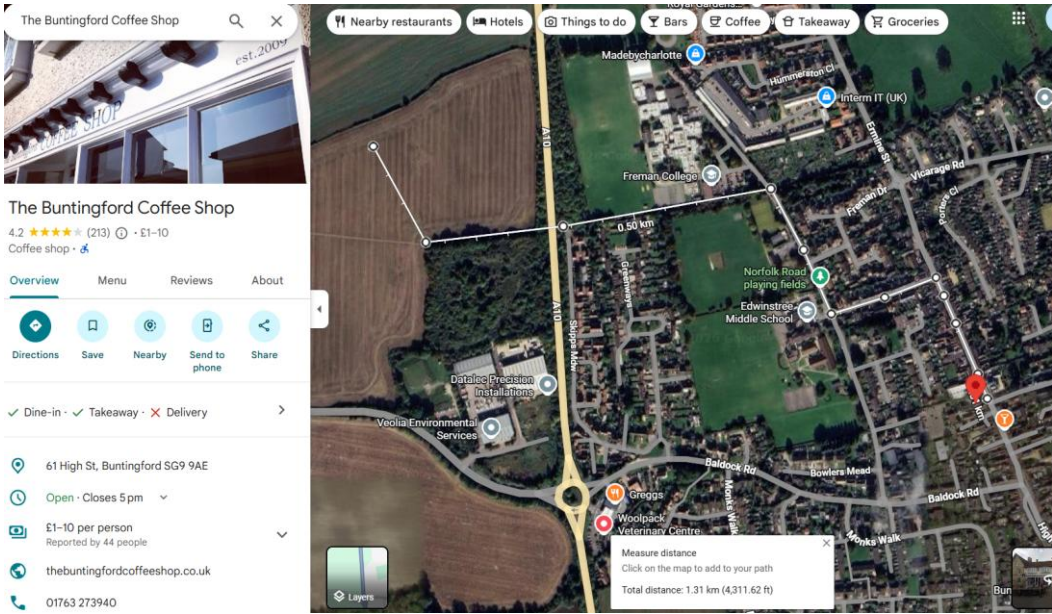
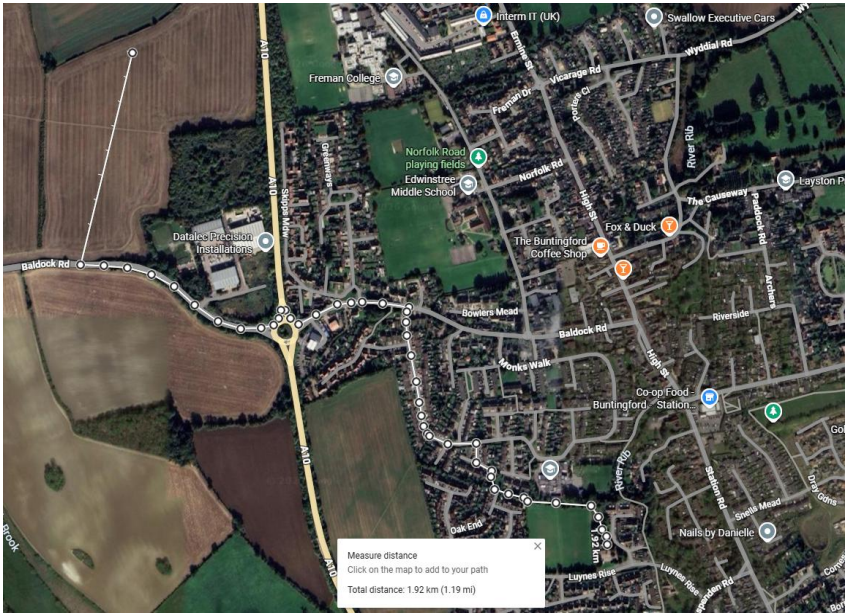
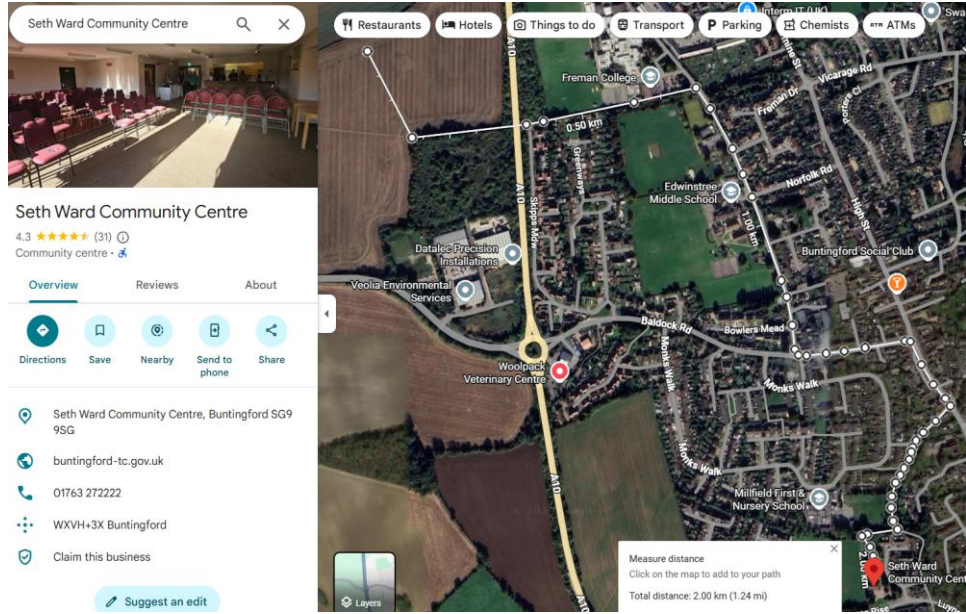
Ref	Services and Facilities	Route 2b	Route 3
5	Suave Barber Shop		
6	Buntingford Business Park		

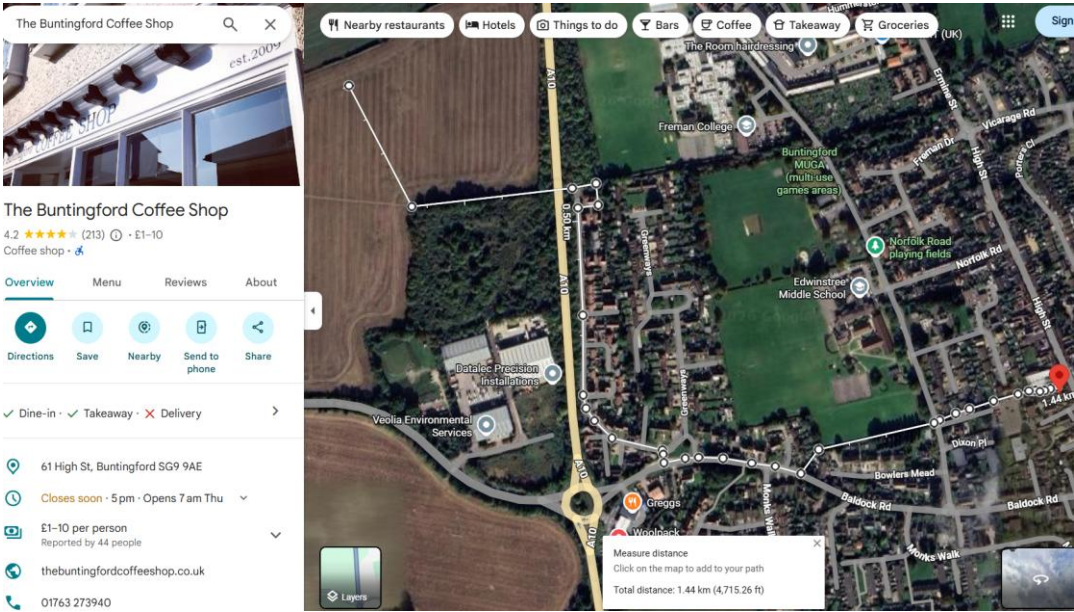
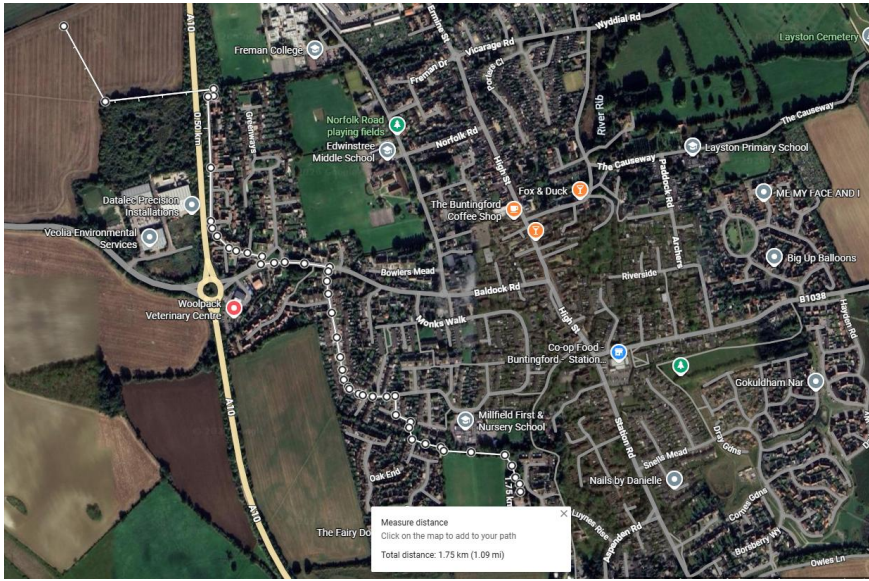
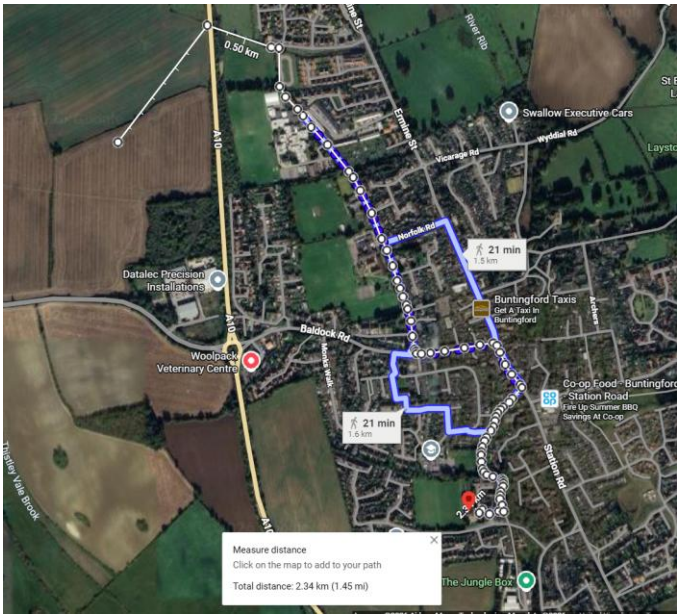
Ref	Services and Facilities	Route 1	Route 2a
7	Doels Butchers		
8	No6 Café		

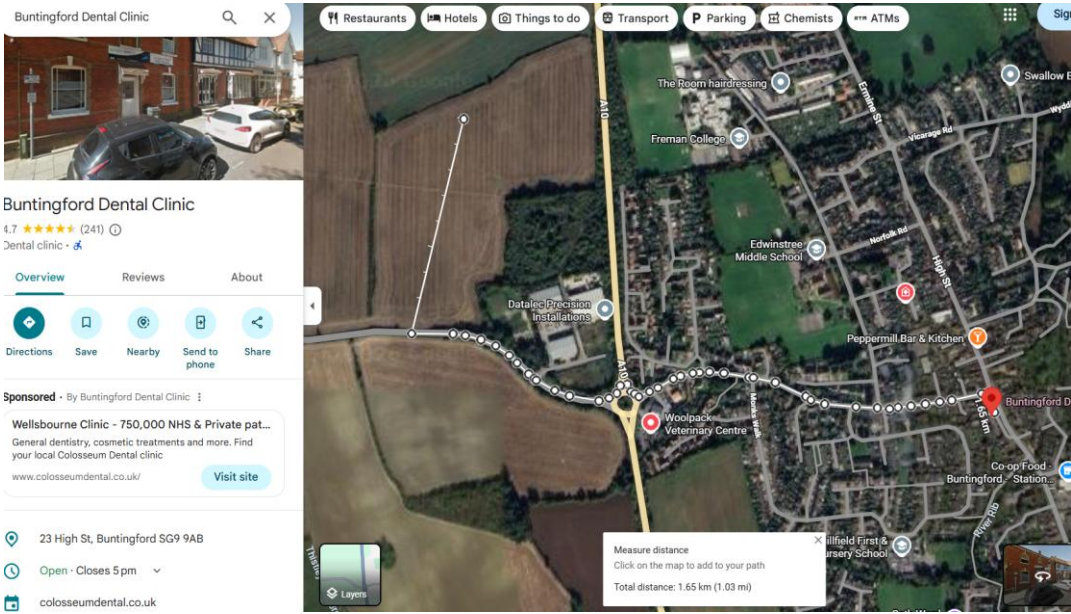
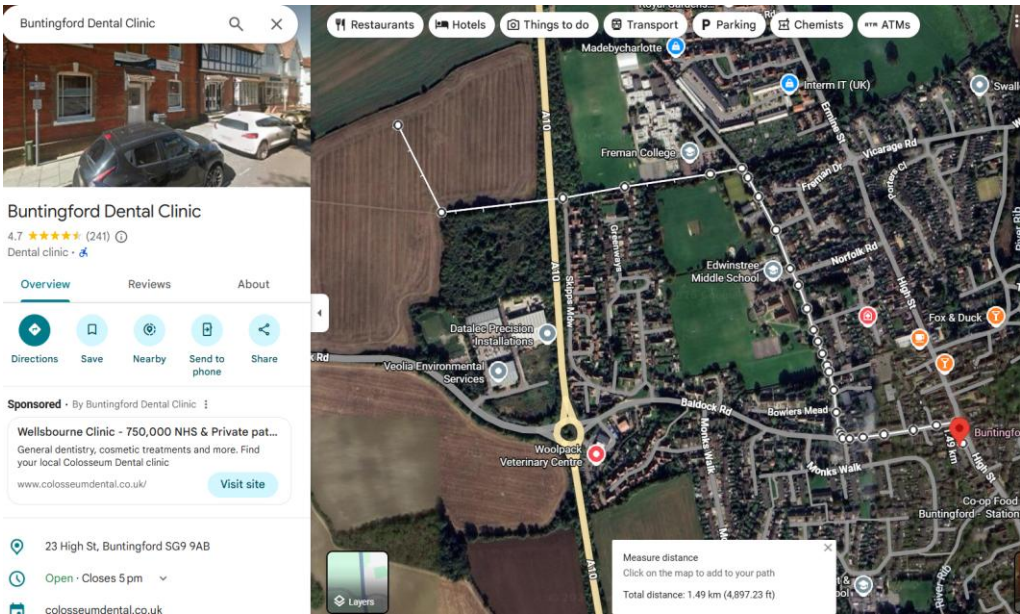
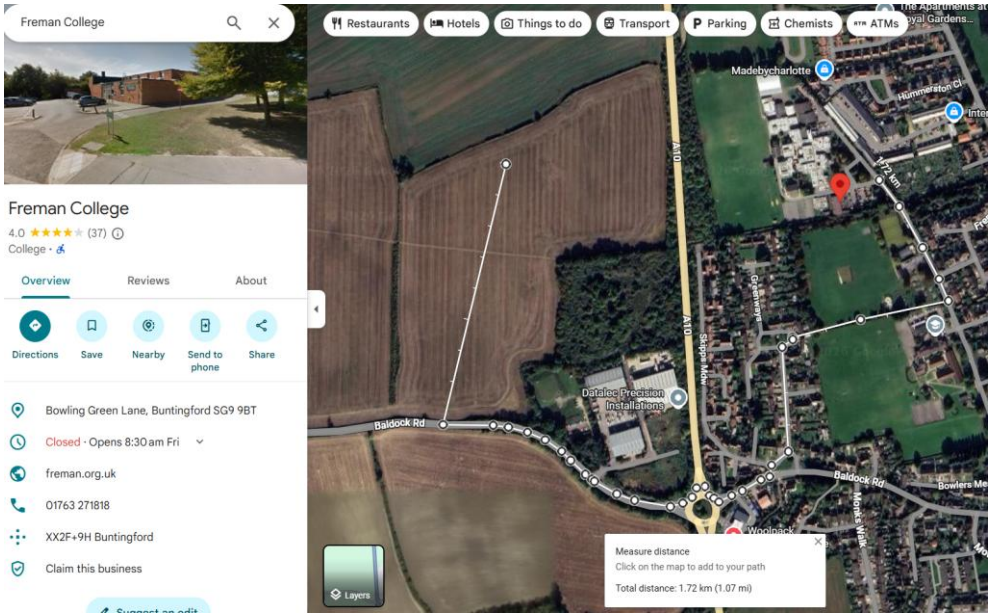
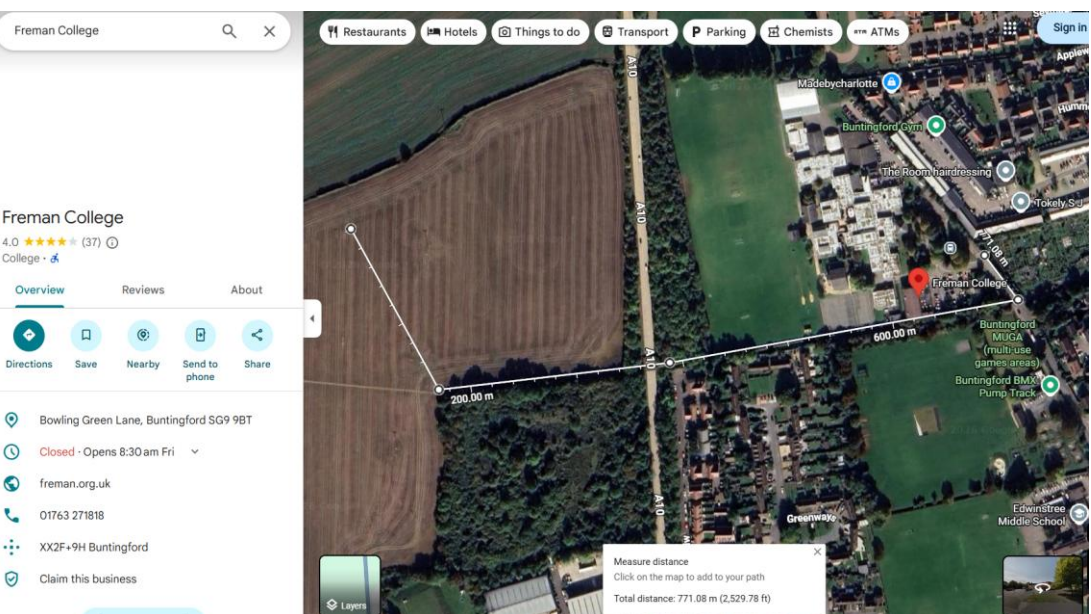
Ref	Services and Facilities	Route 2b	Route 3
7	Doels Butchers		
8	No6 Café		

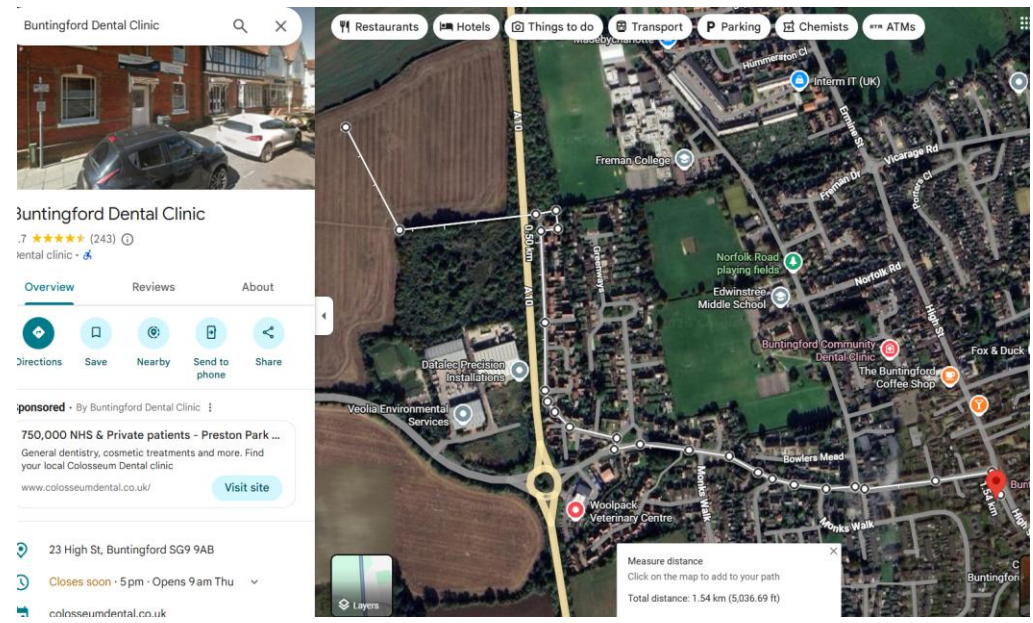
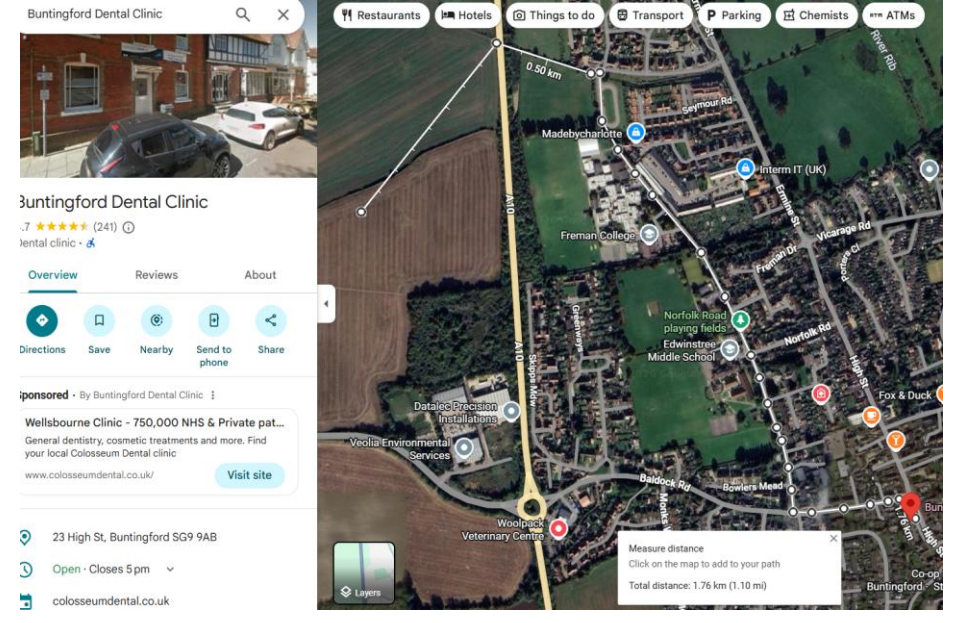
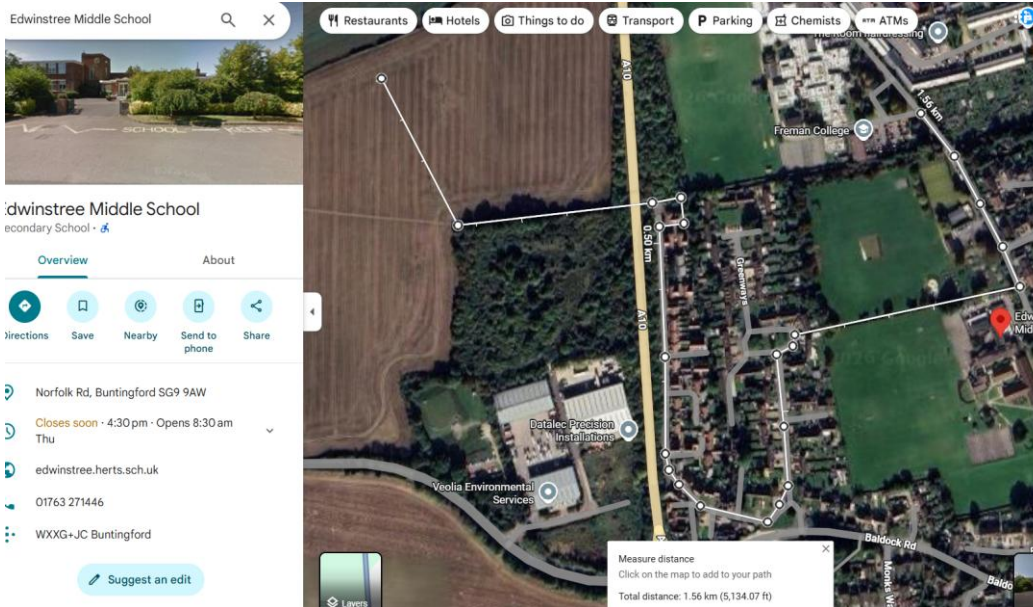
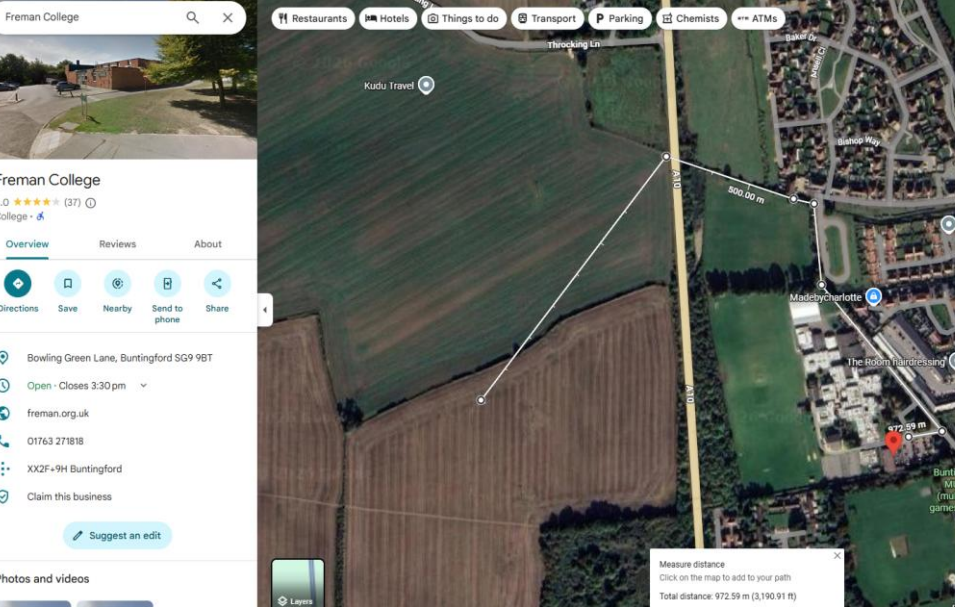
Ref	Services and Facilities	Route 1	Route 2a
9	Christ Church URC		
10	Bonneys Boutique		

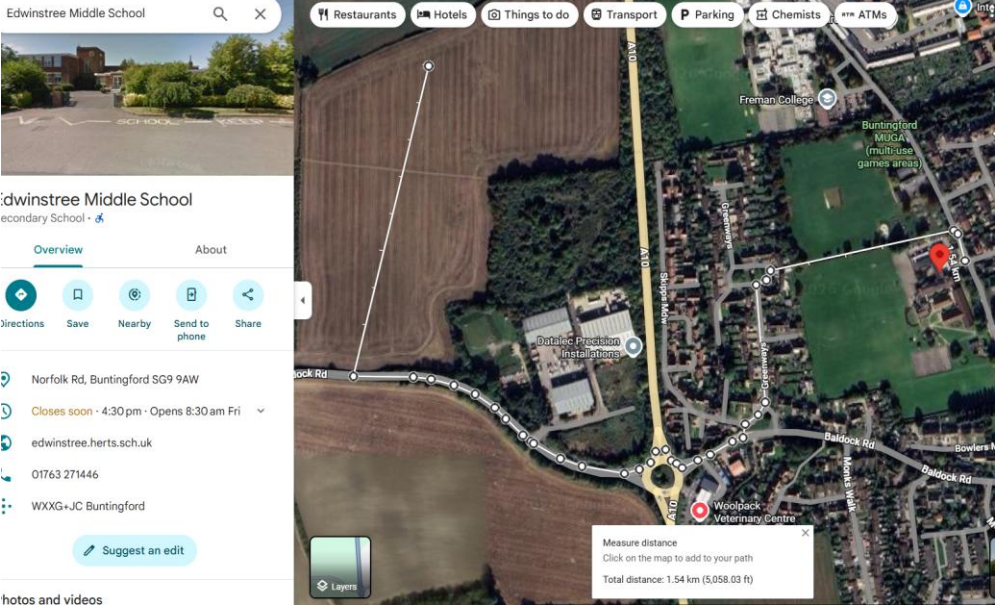
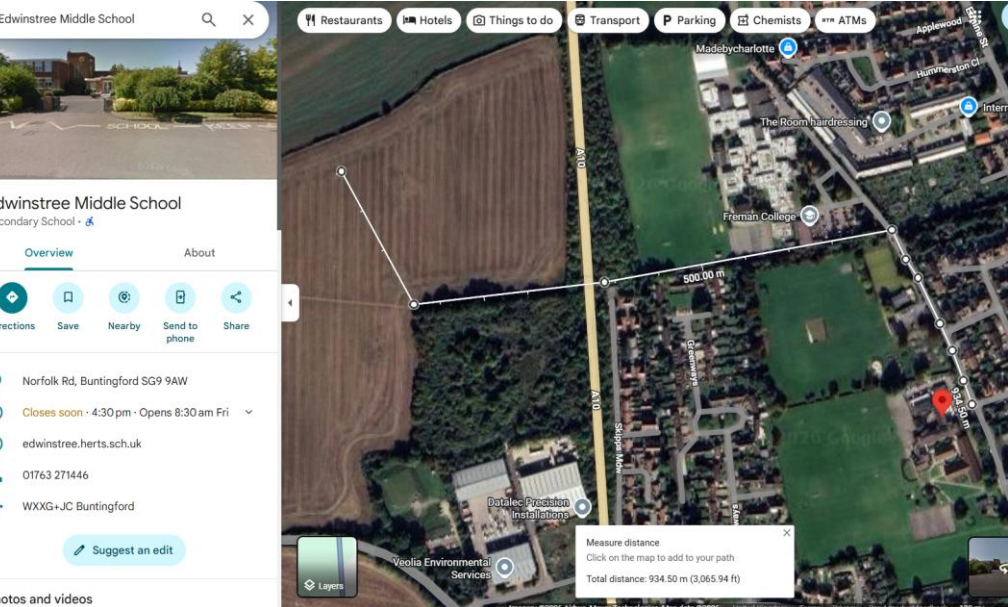
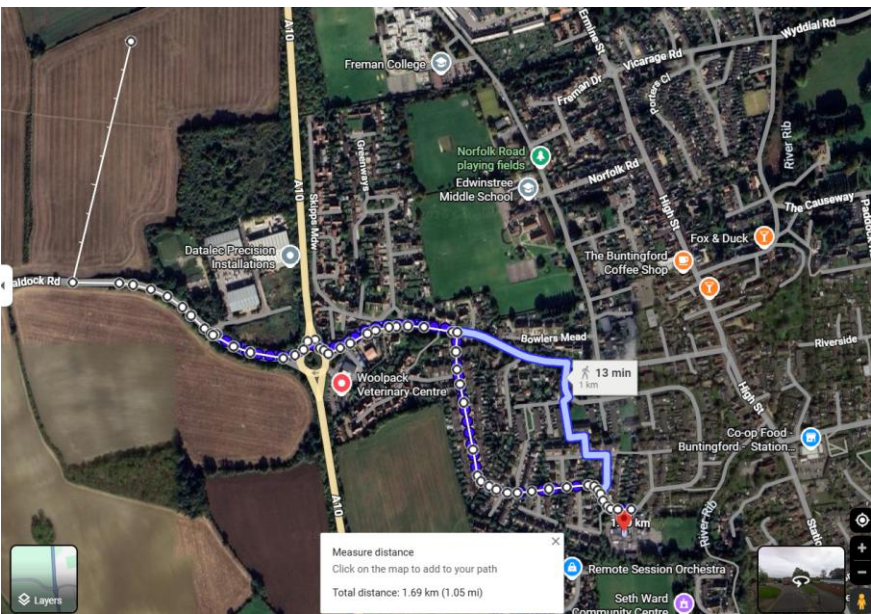
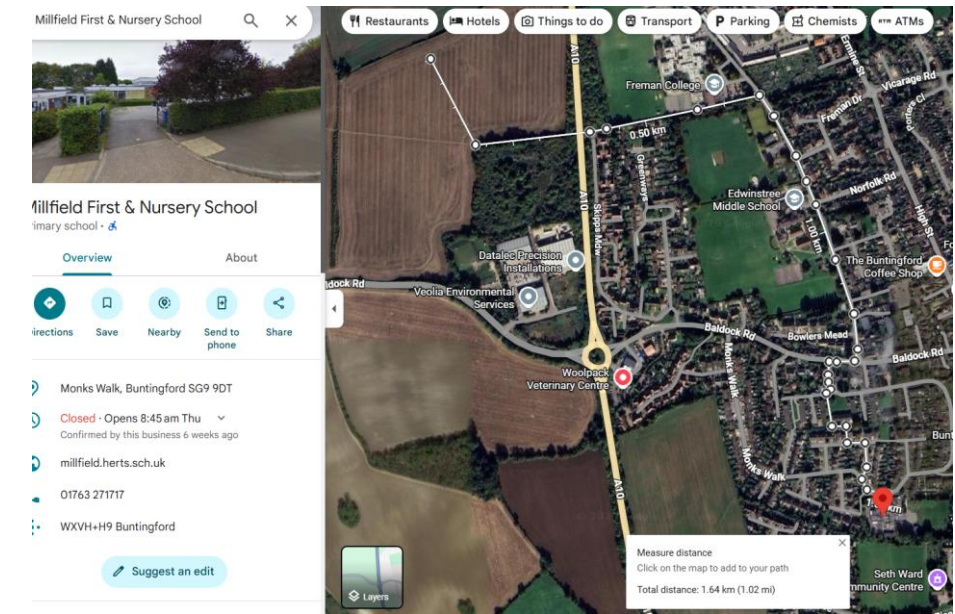
Ref	Services and Facilities	Route 2b	Route 3
9	Christ Church URC		
10	Bonneys Boutique		

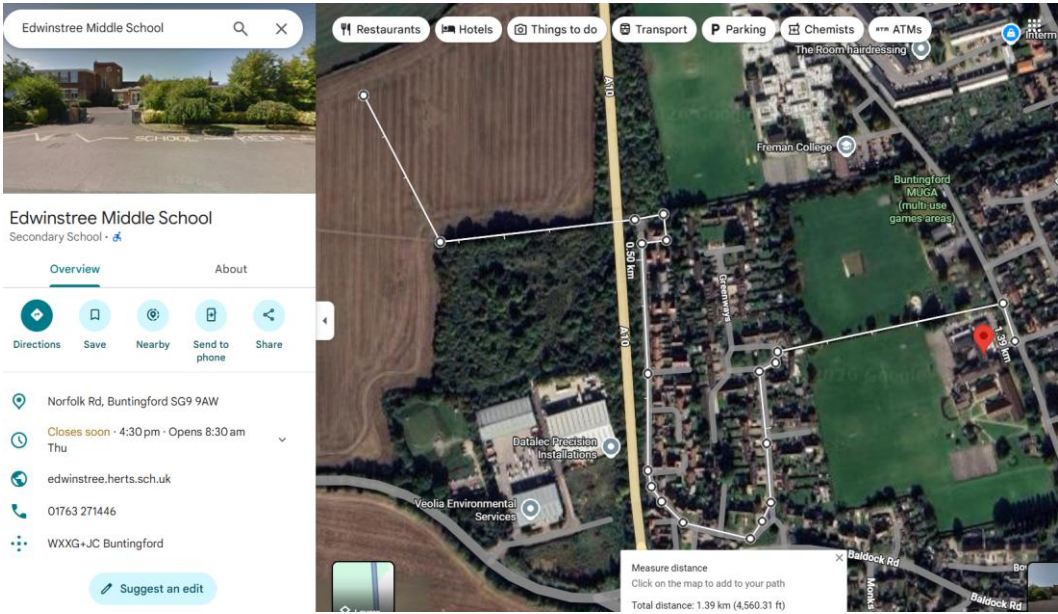
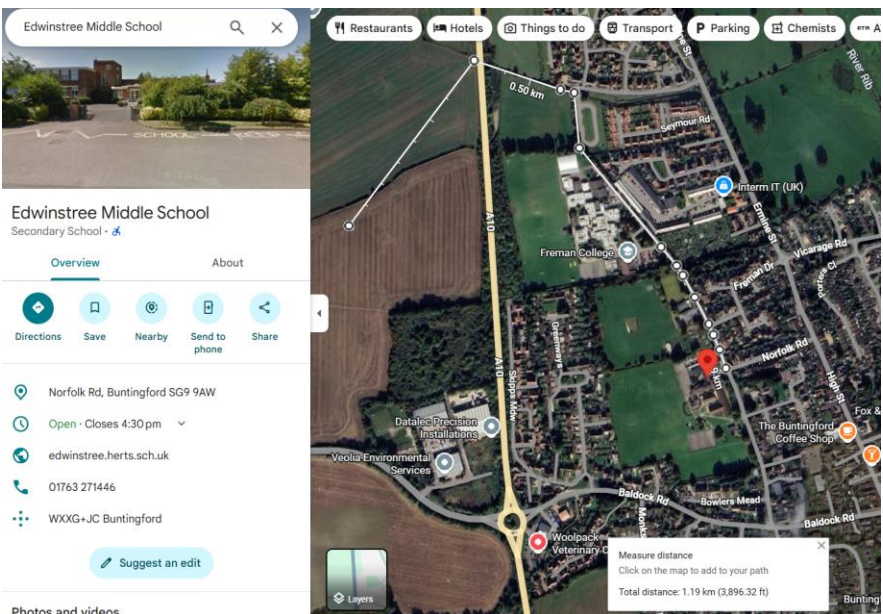
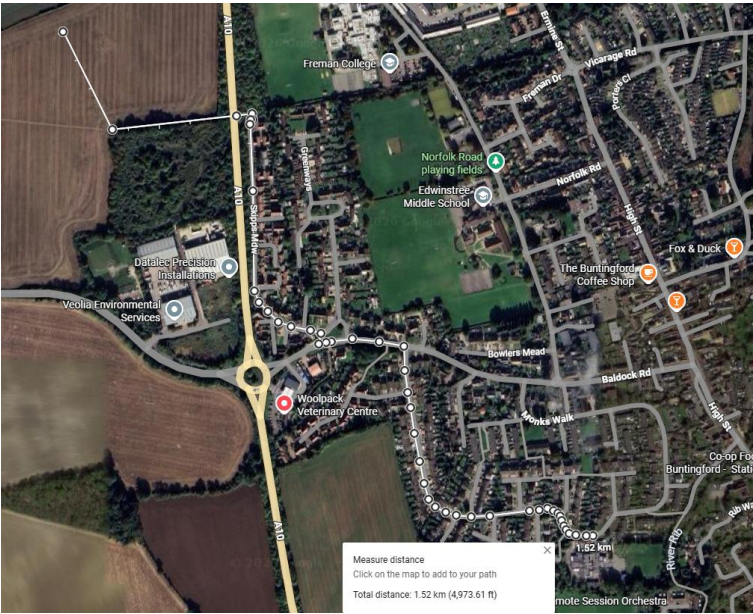
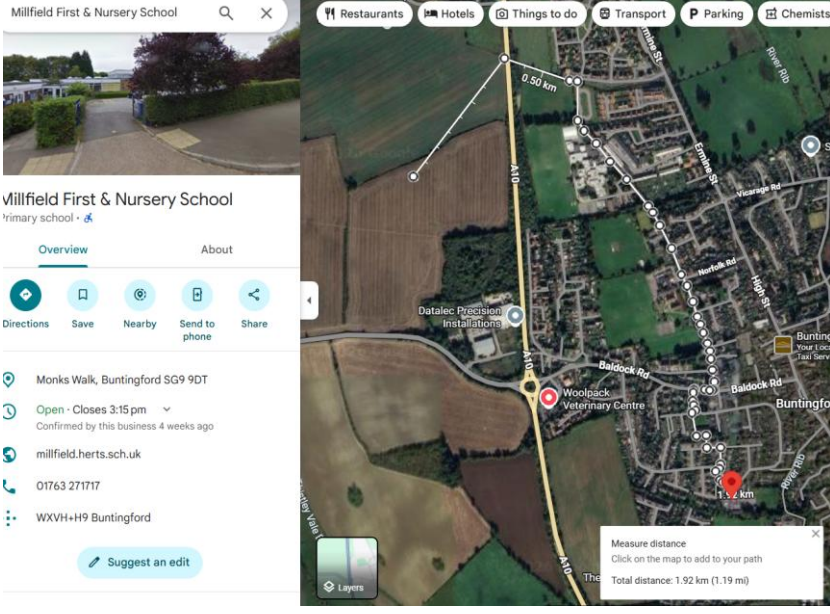
Ref	Services and Facilities	Route 1	Route 2a
11	The Buntingford Coffee Shop		
12	Seth Ward Community Centre		

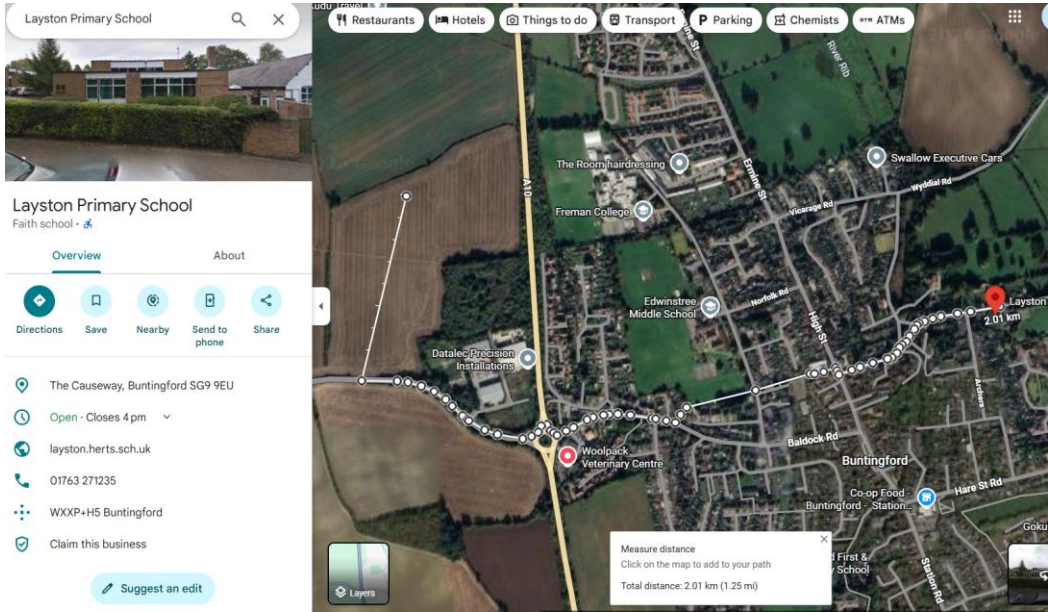
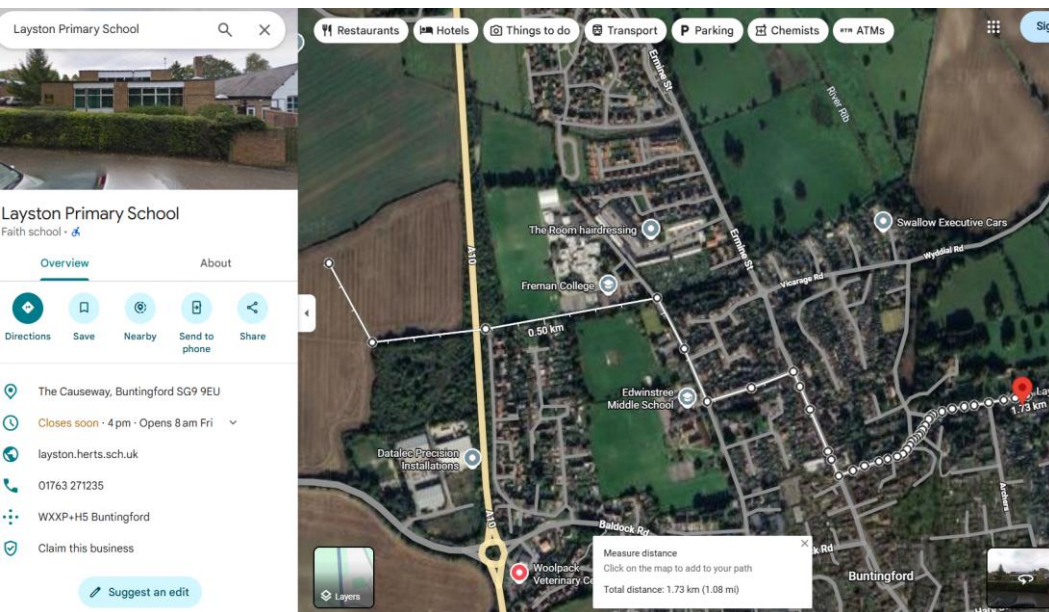
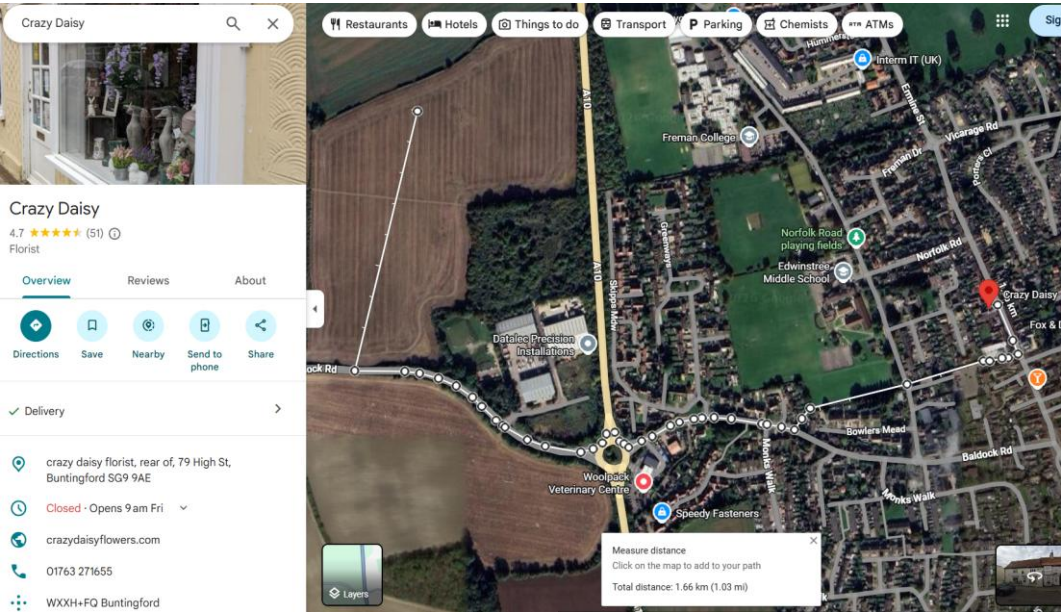
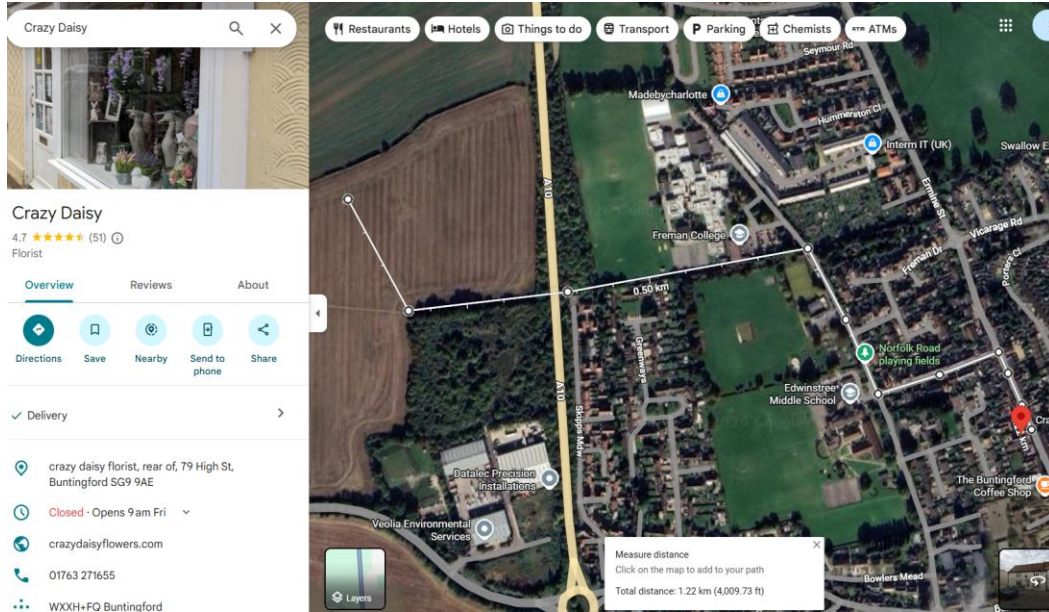
Ref	Services and Facilities	Route 2b	Route 3
11	The Buntingford Coffee Shop		
12	Seth Ward Community Centre		

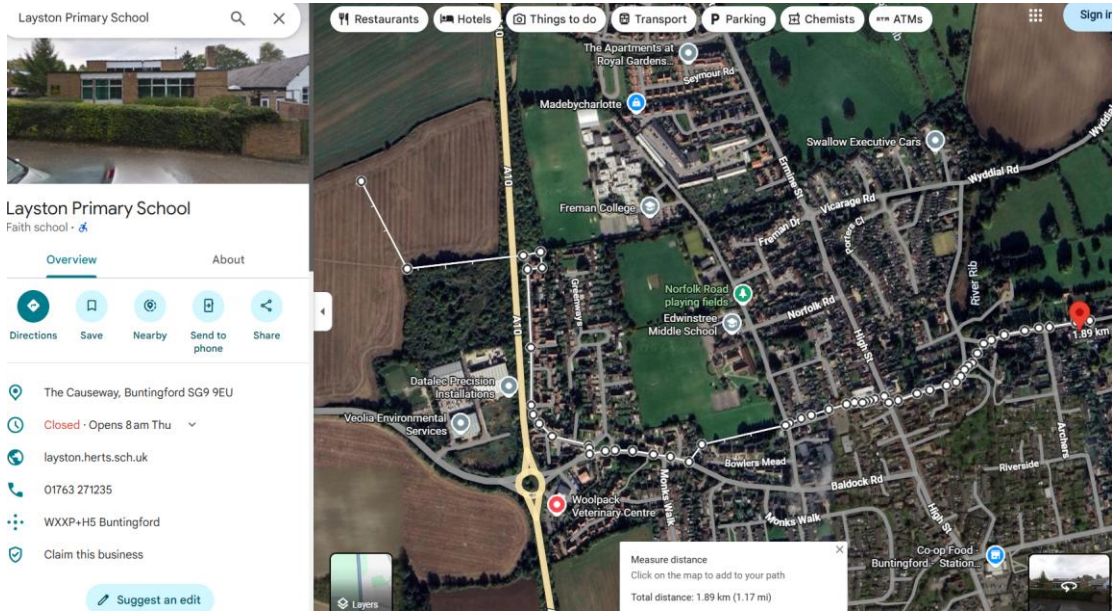
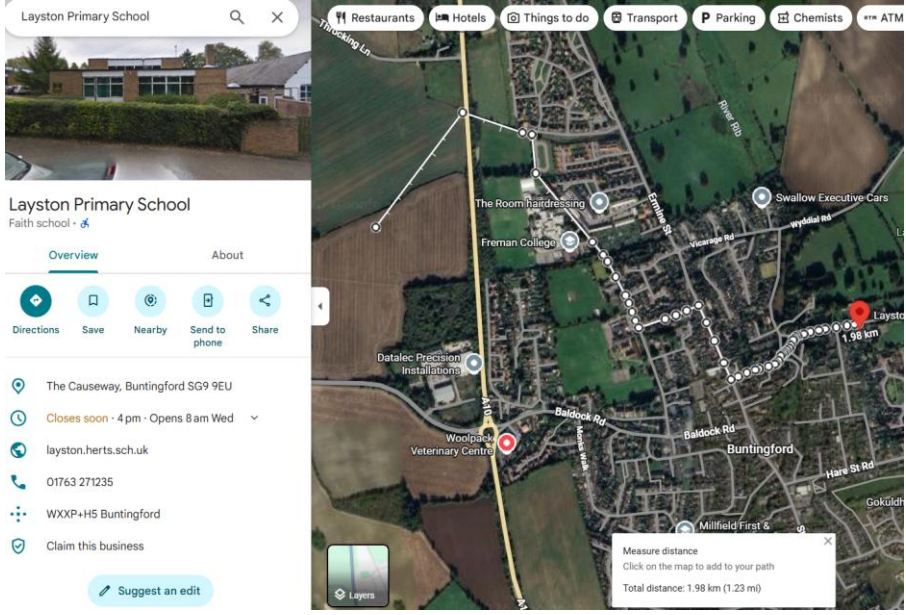
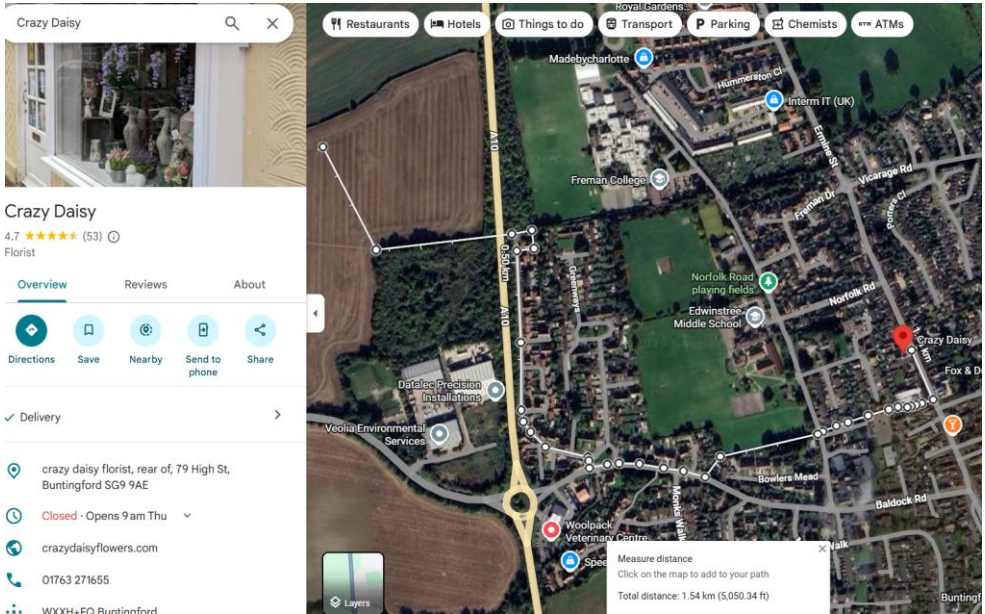
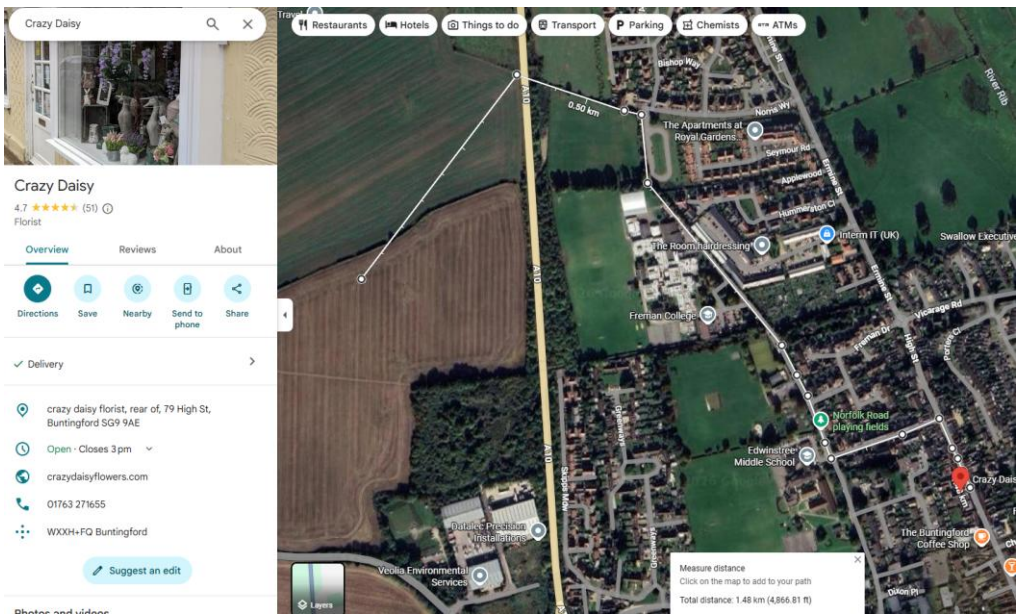
Ref	Services and Facilities	Route 1	Route 2a
13	Buntingford Dental Clinic		
14	Freman College		

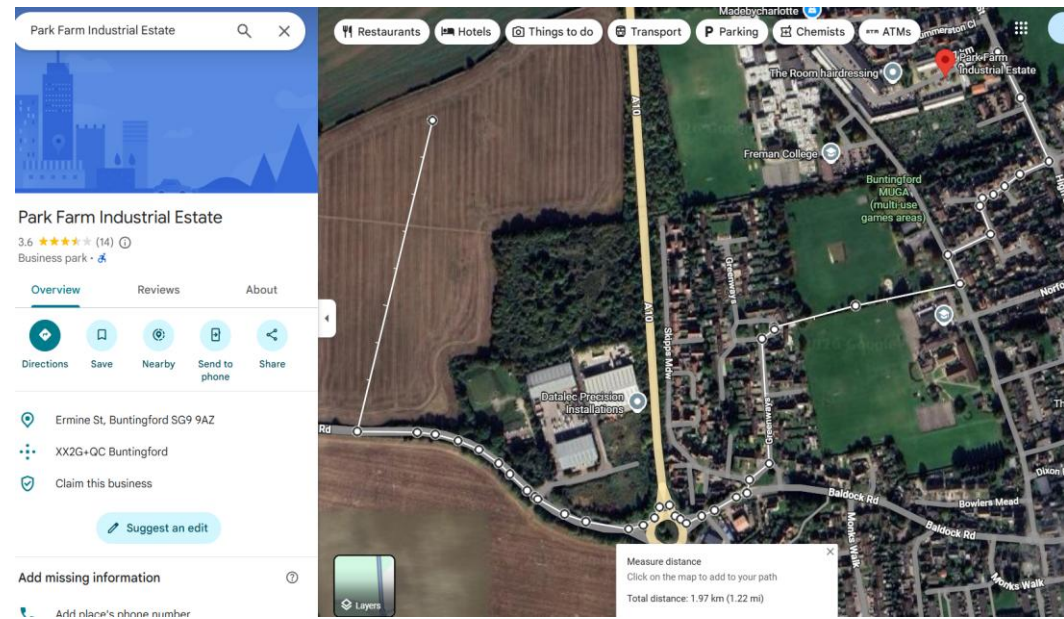
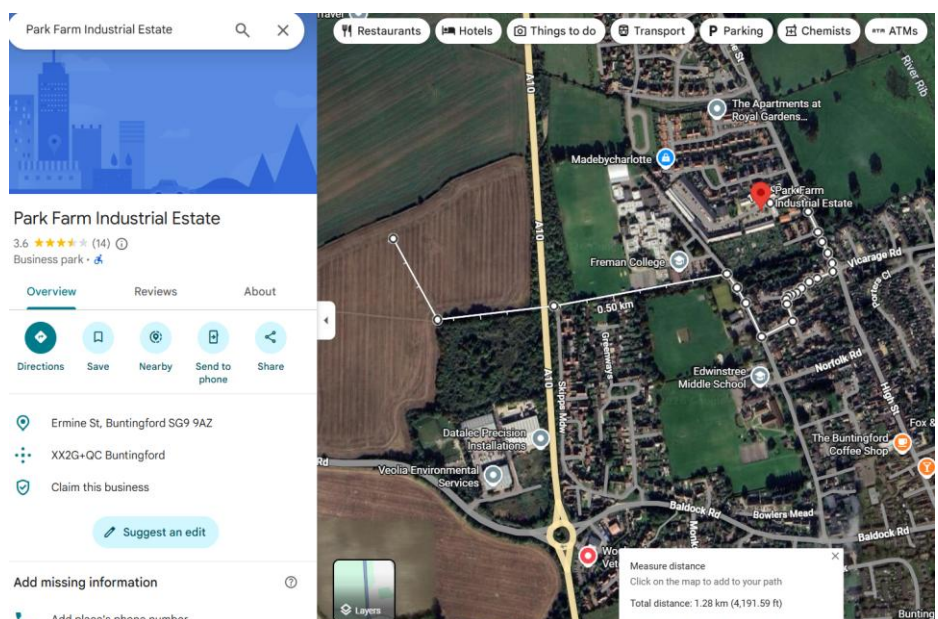
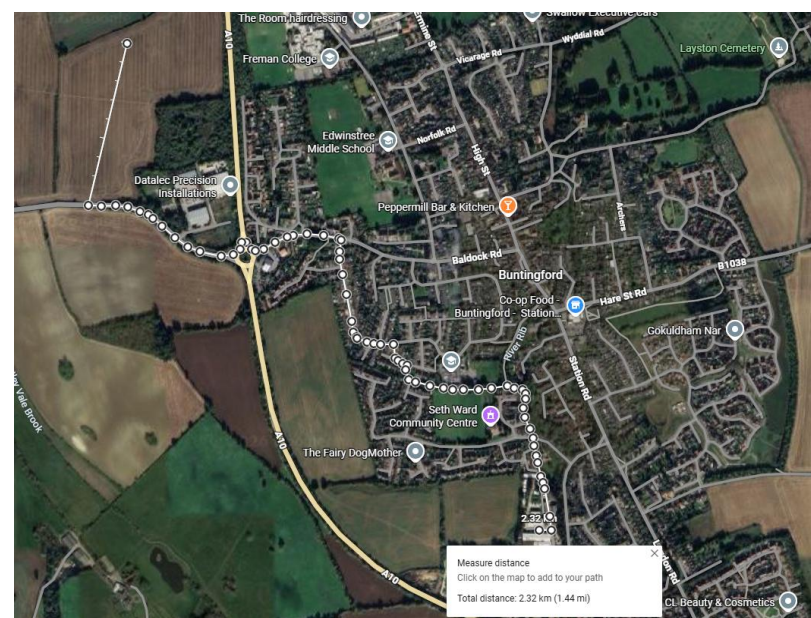
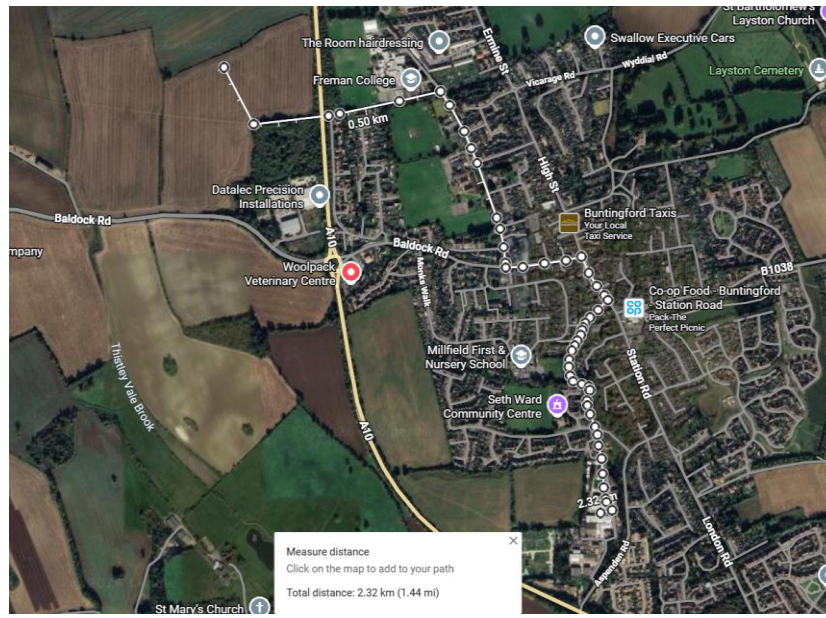
Ref	Services and Facilities	Route 2b	Route 3
13	Buntingford Dental Clinic		
14	Freman College		

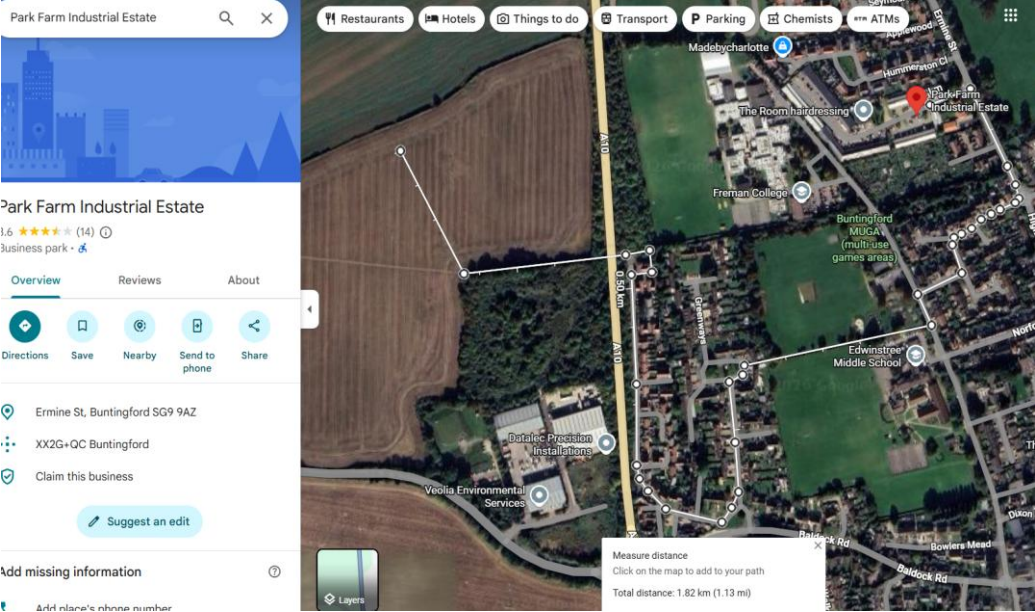
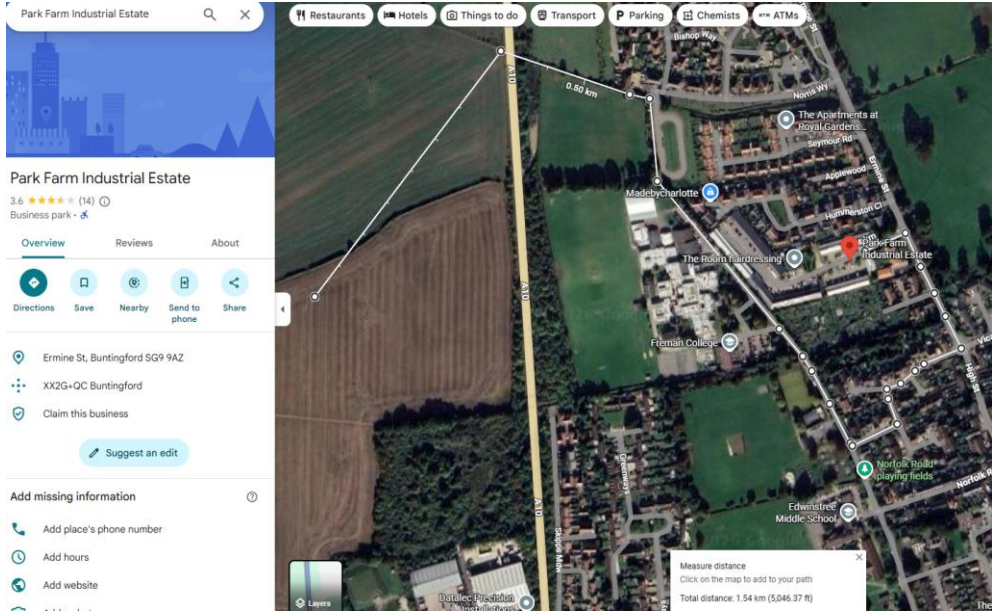
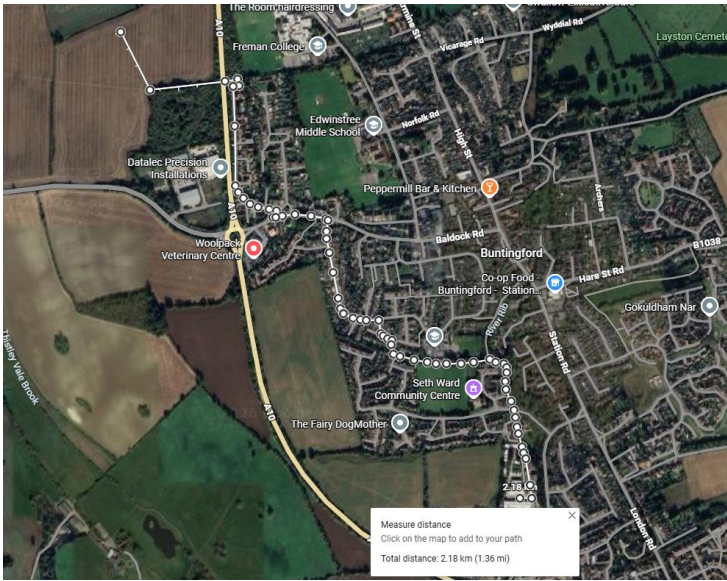
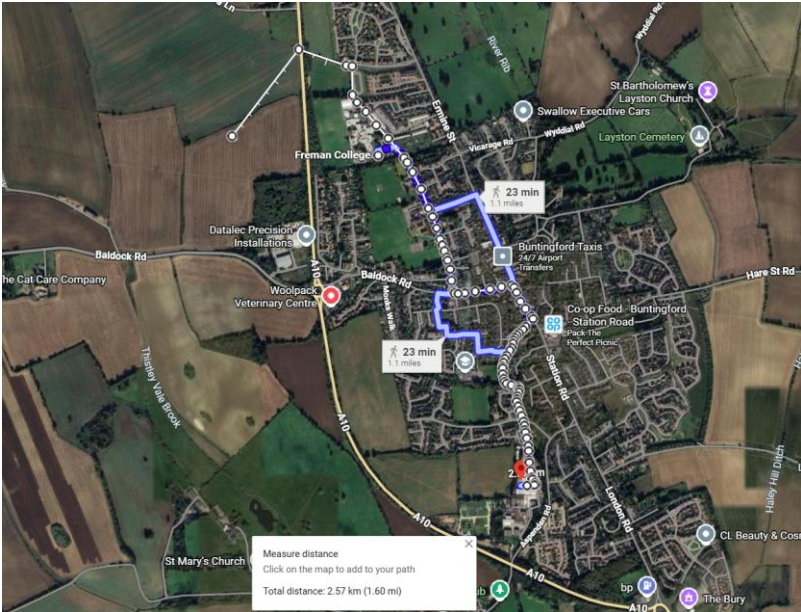
Ref	Services and Facilities	Route 1	Route 2a
15	Edwinstree Middle School		
16	Millfield Primary and Nursey School		

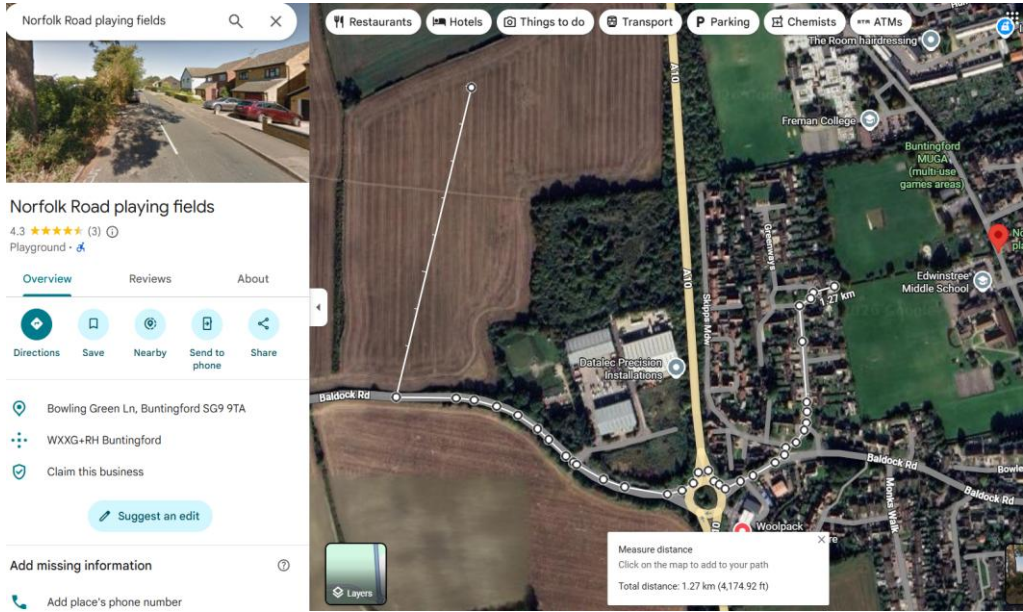
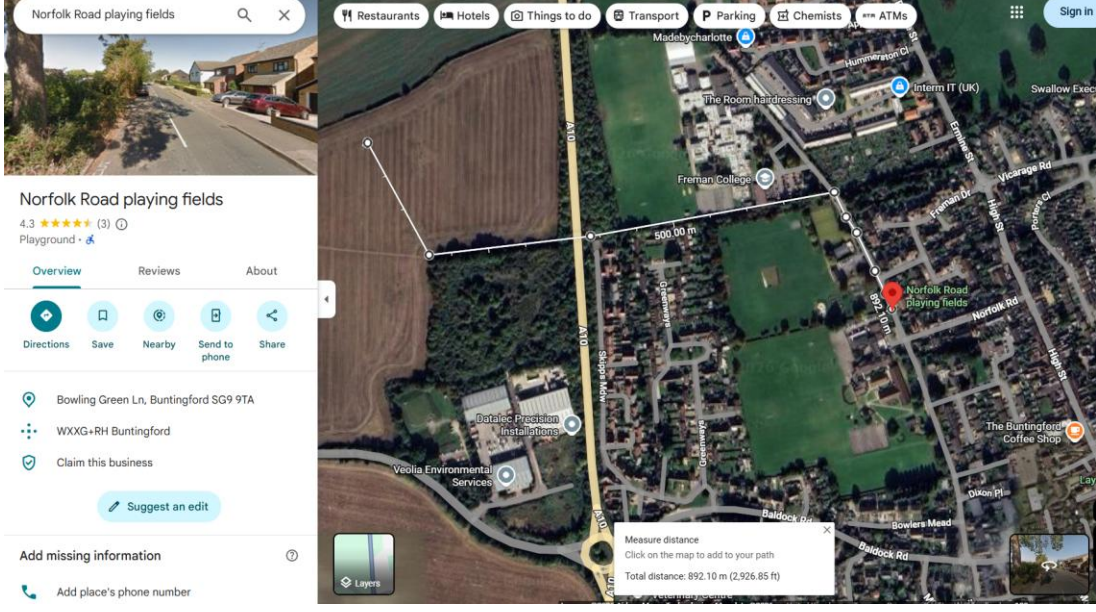
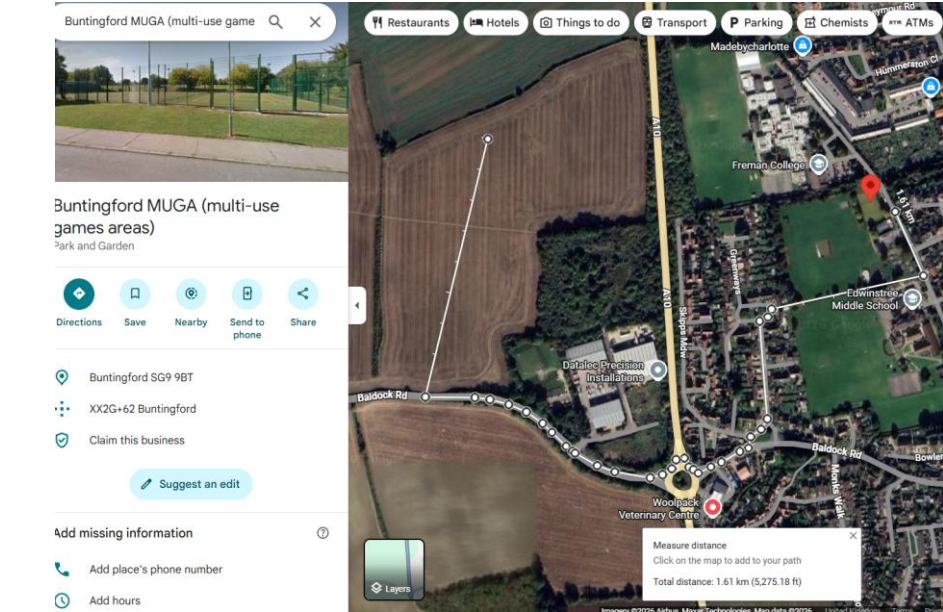
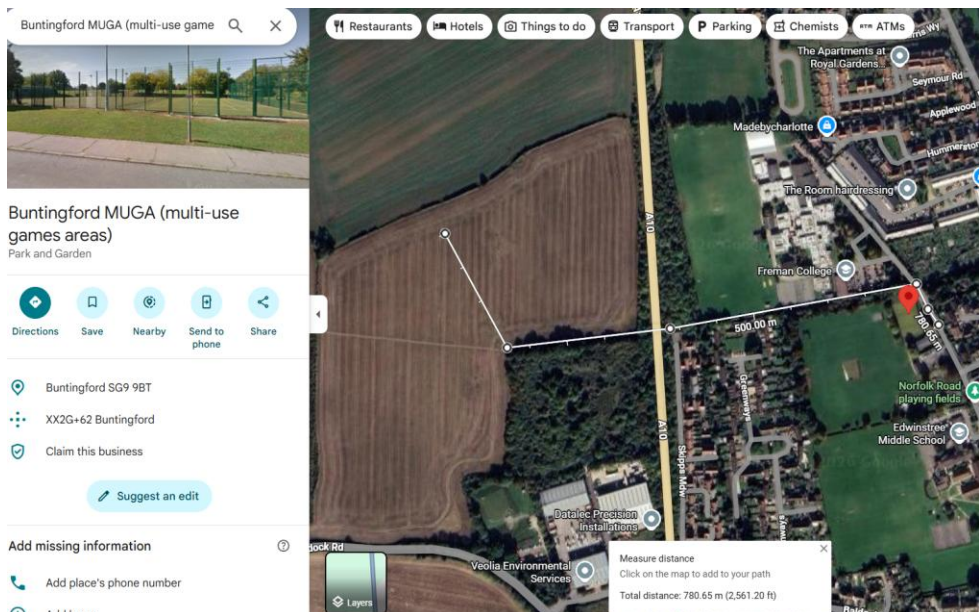
Ref	Services and Facilities	Route 2b	Route 3
15	Edwinstree Middle School		
16	Millfield Primary and Nursey School		

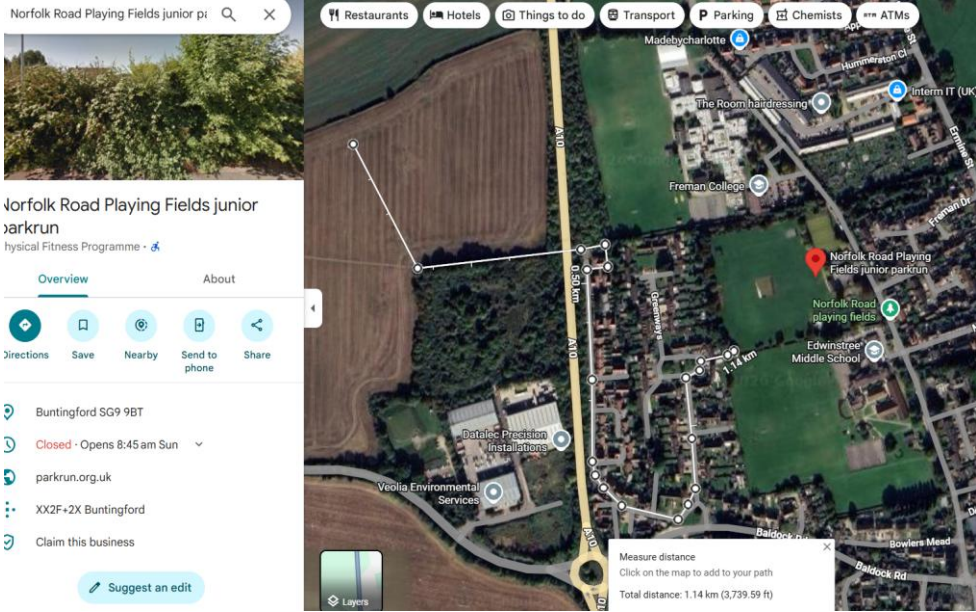
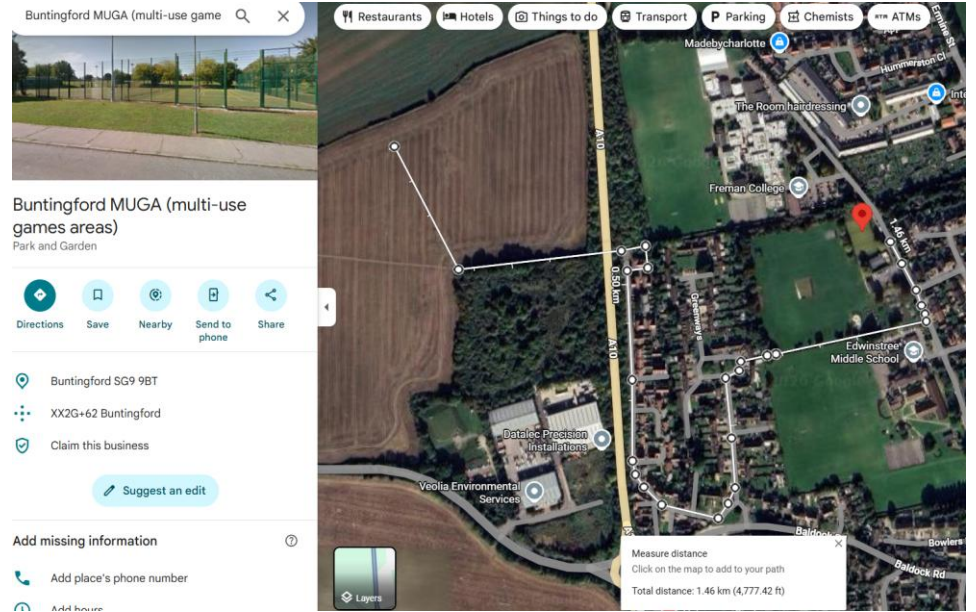
Ref	Services and Facilities	Route 1	Route 2a
17	Layston Primary School		
18	Crazy Daisy		

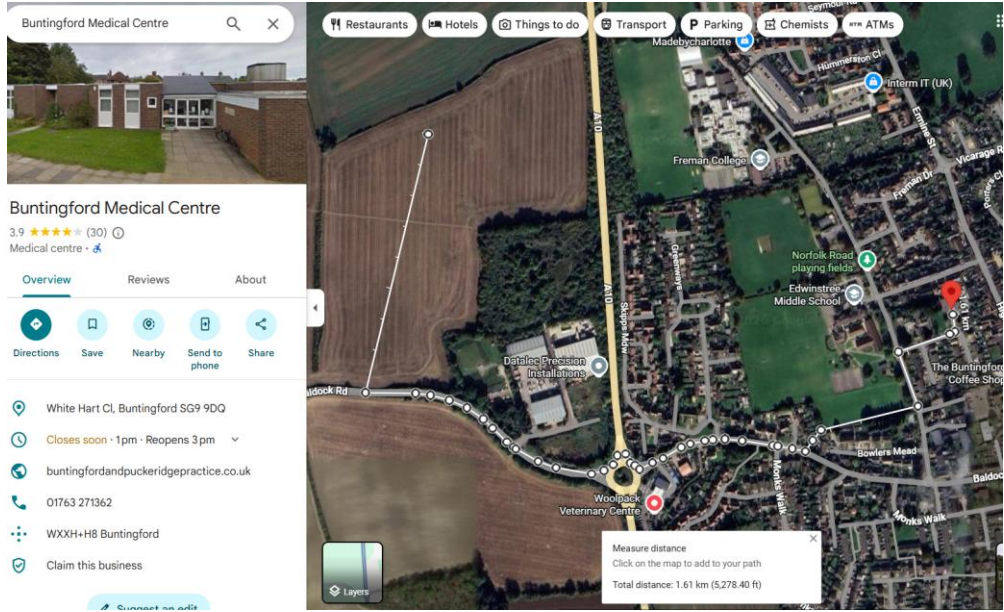
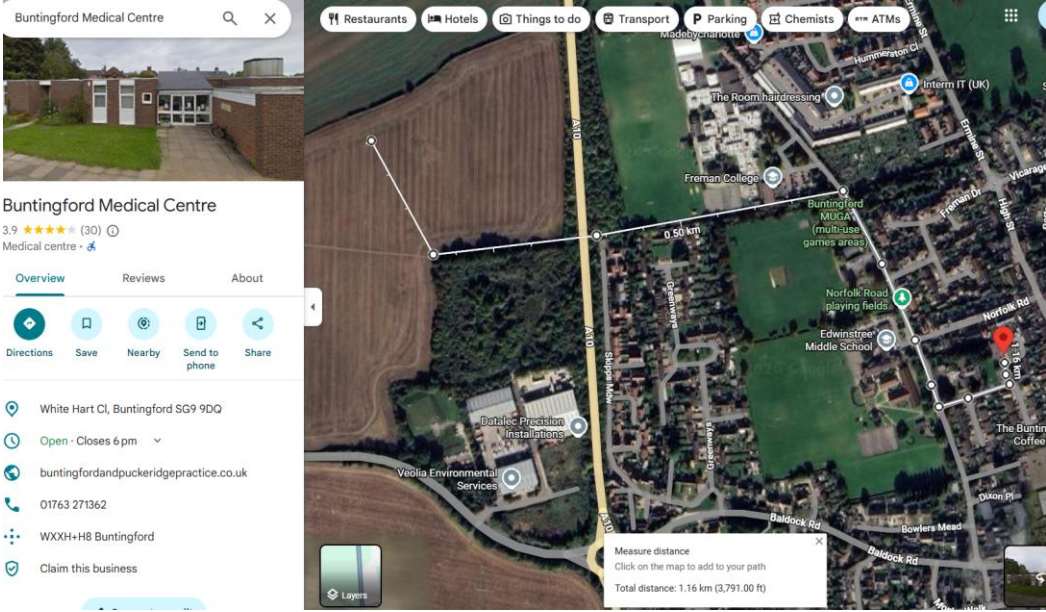
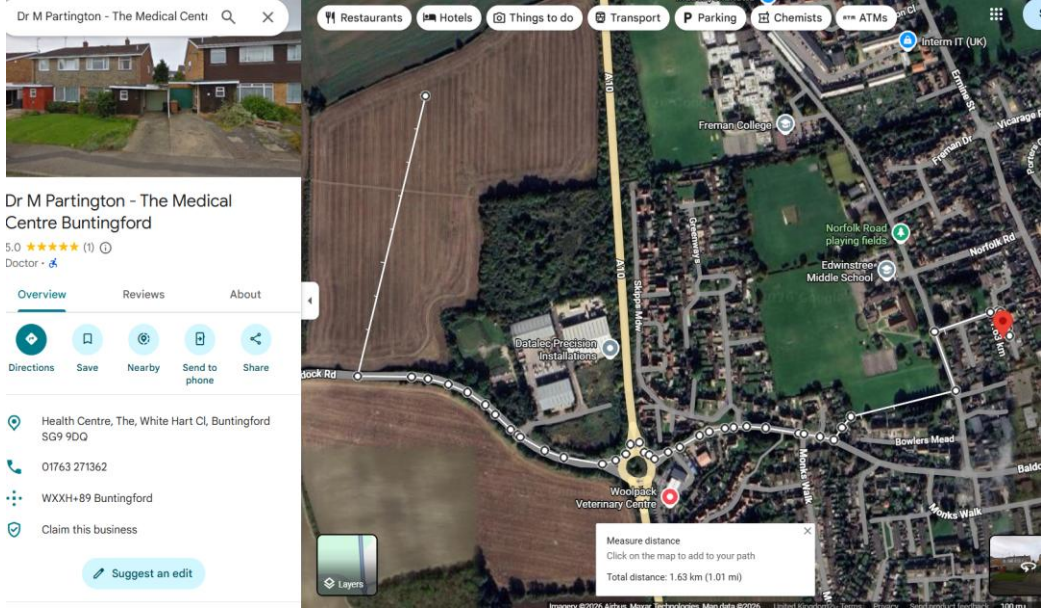
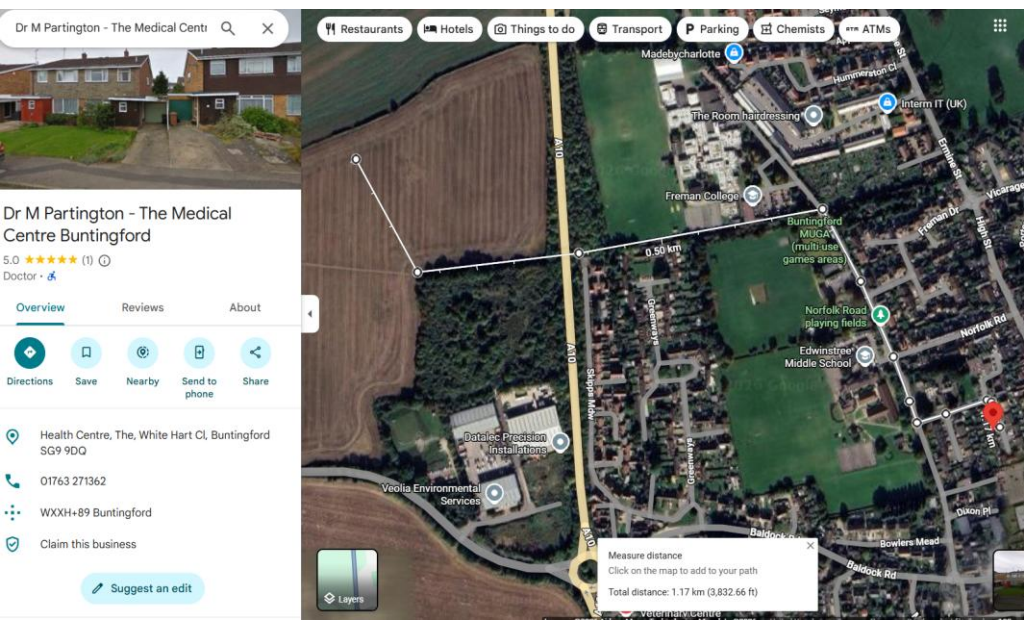
Ref	Services and Facilities	Route 2b	Route 3
17	Layston Primary School		
18	Crazy Daisy		

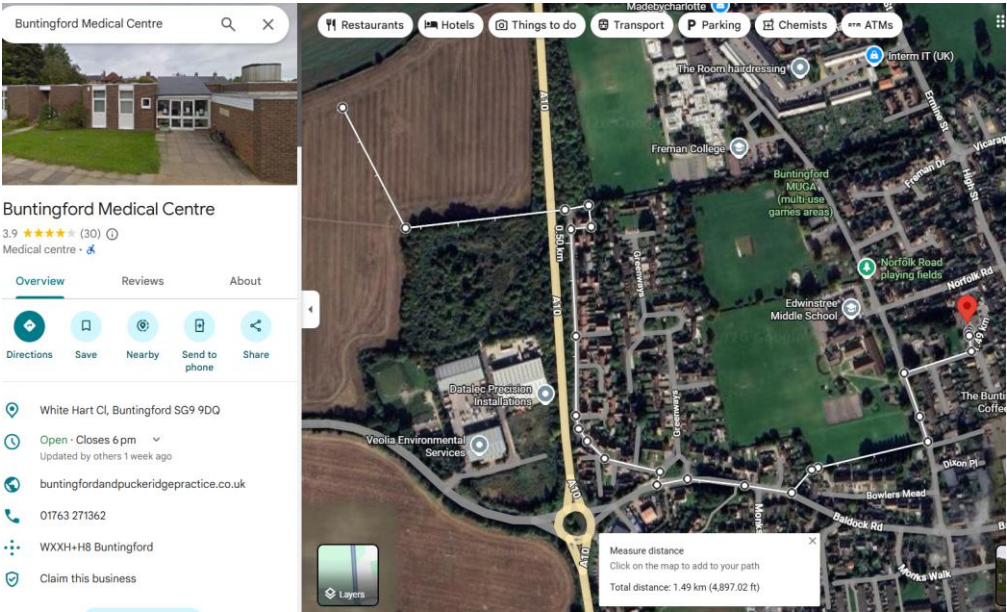
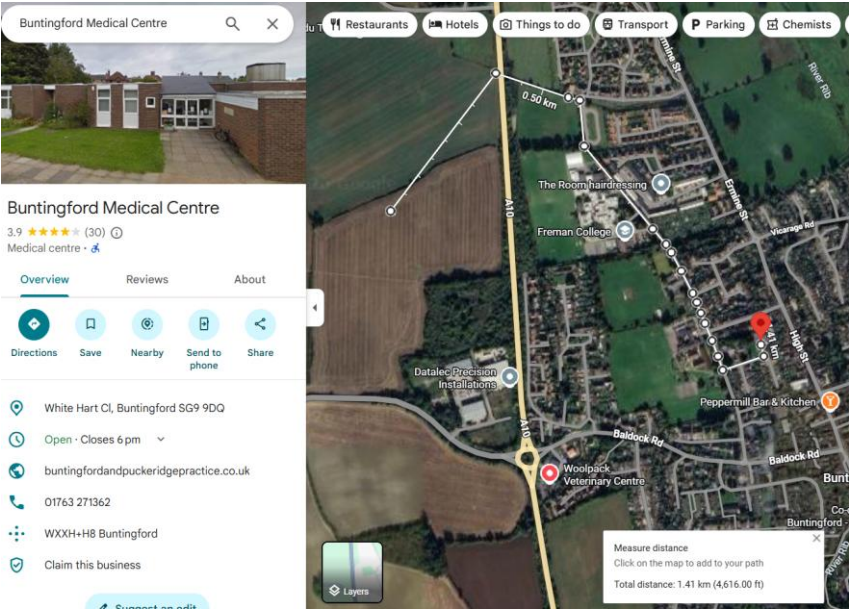
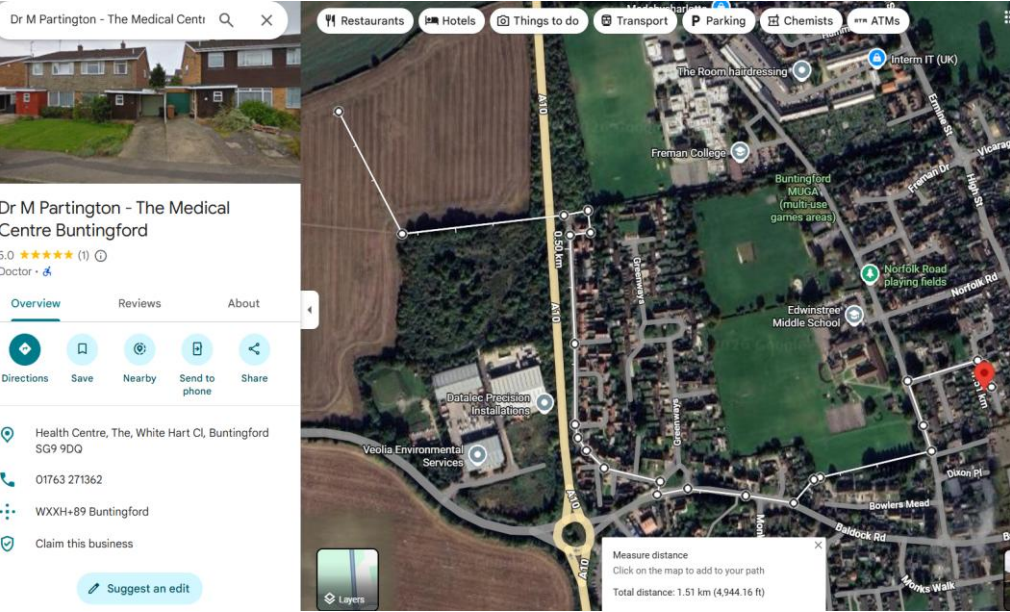
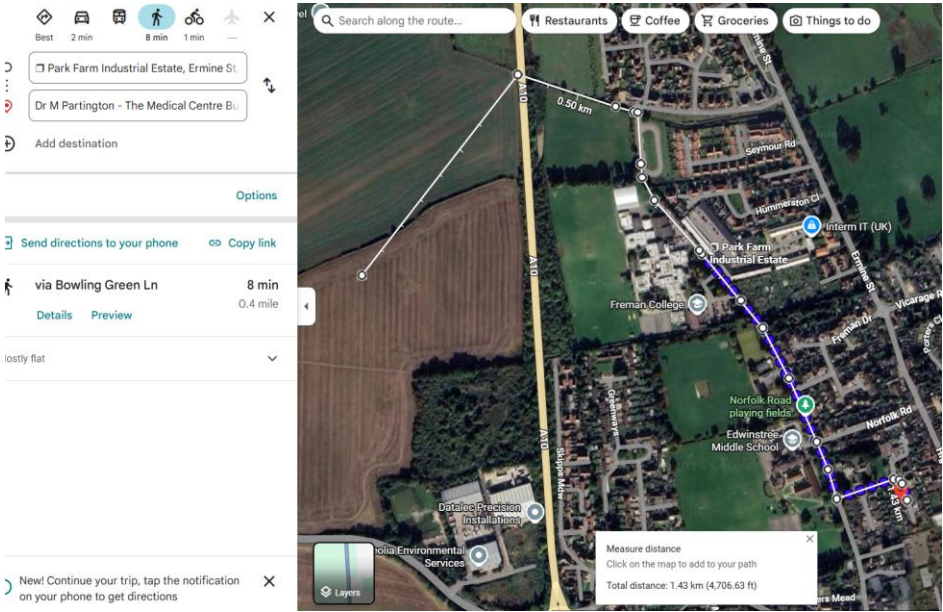
Ref	Services and Facilities	Route 1	Route 2a
19	Park Farm Industrial Estate		
20	Watermill Industrial Estate		

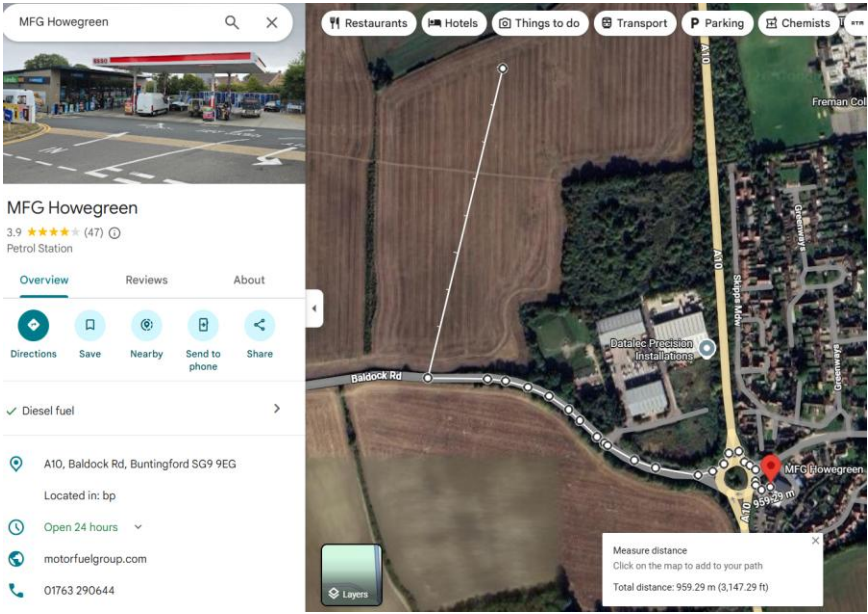
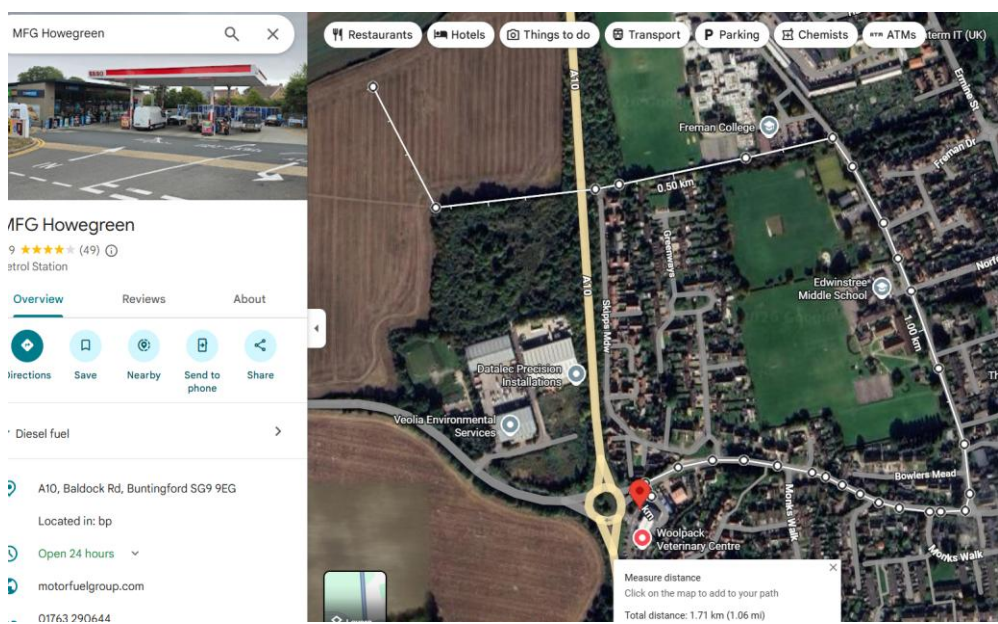
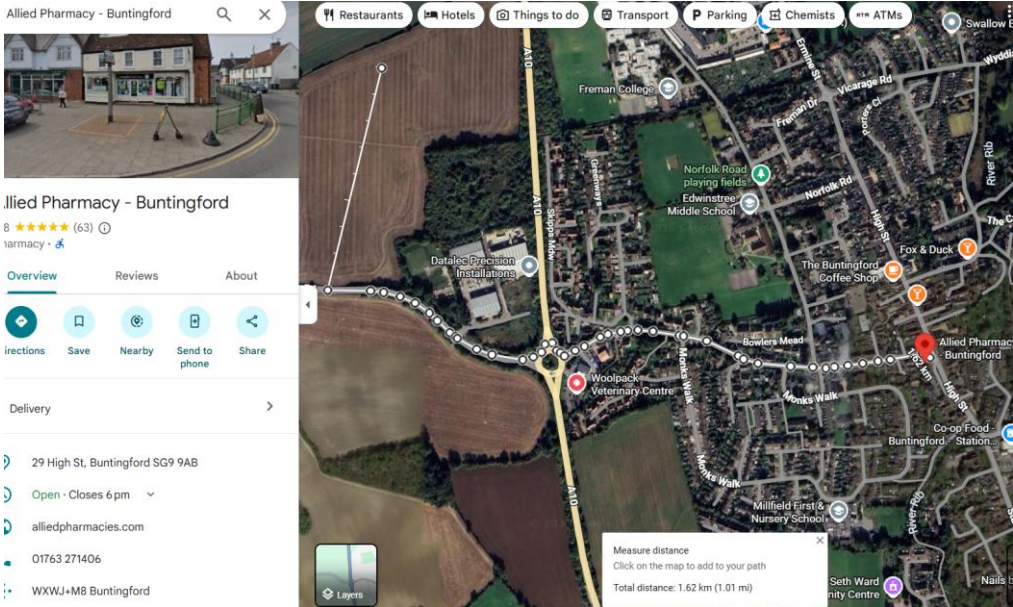
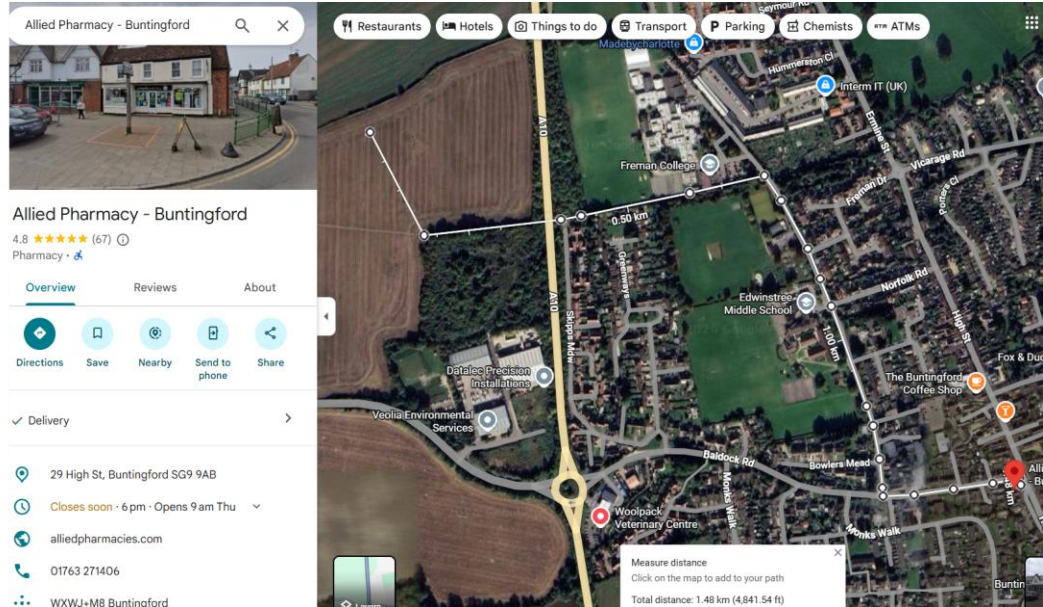
Ref	Services and Facilities	Route 2b	Route 3
19	Park Farm Industrial Estate		
20	Watermill Industrial Estate		

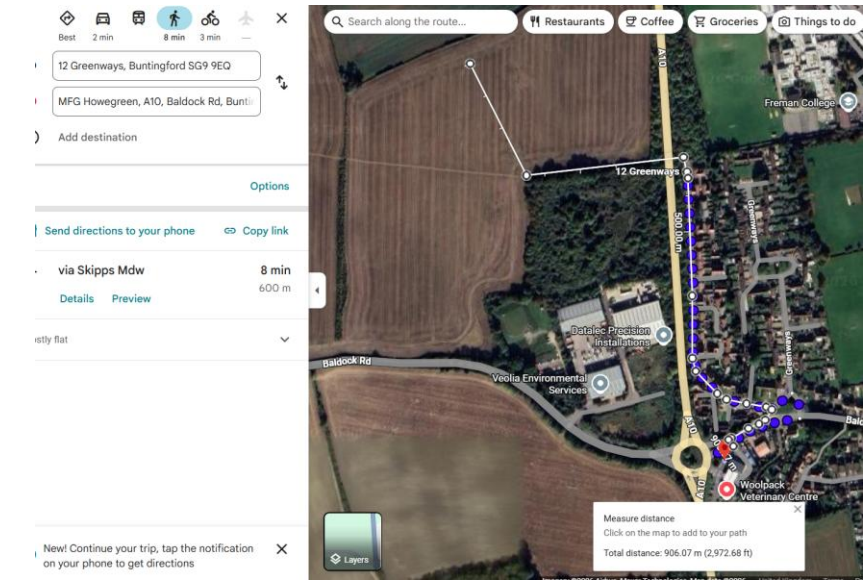
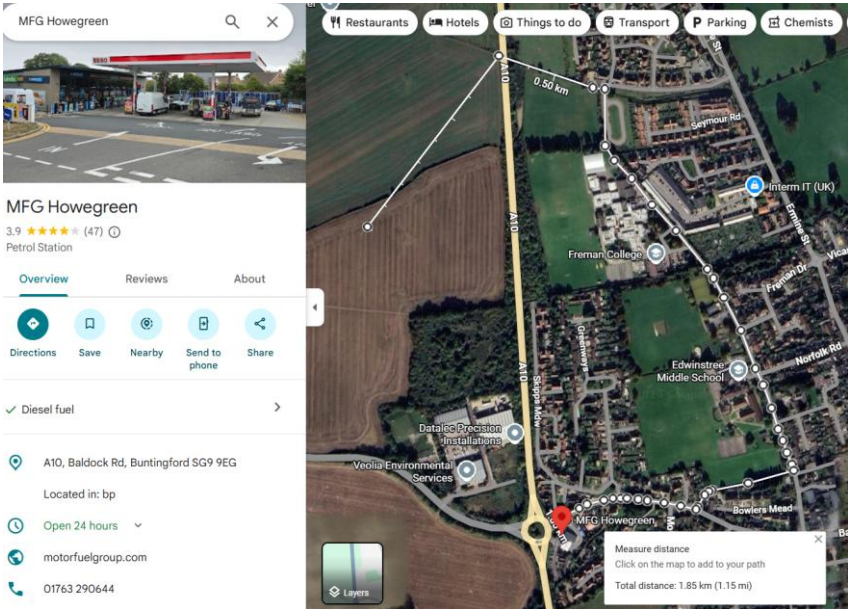
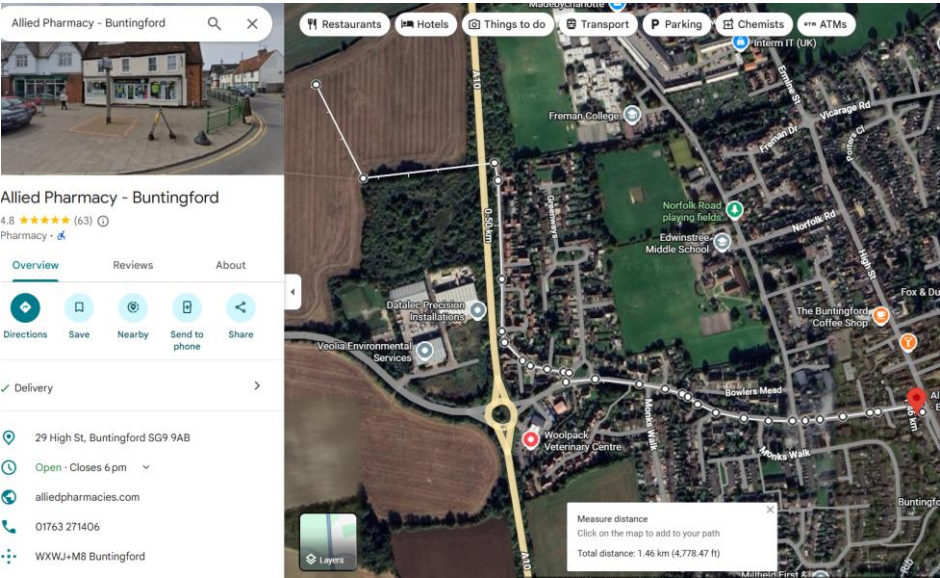
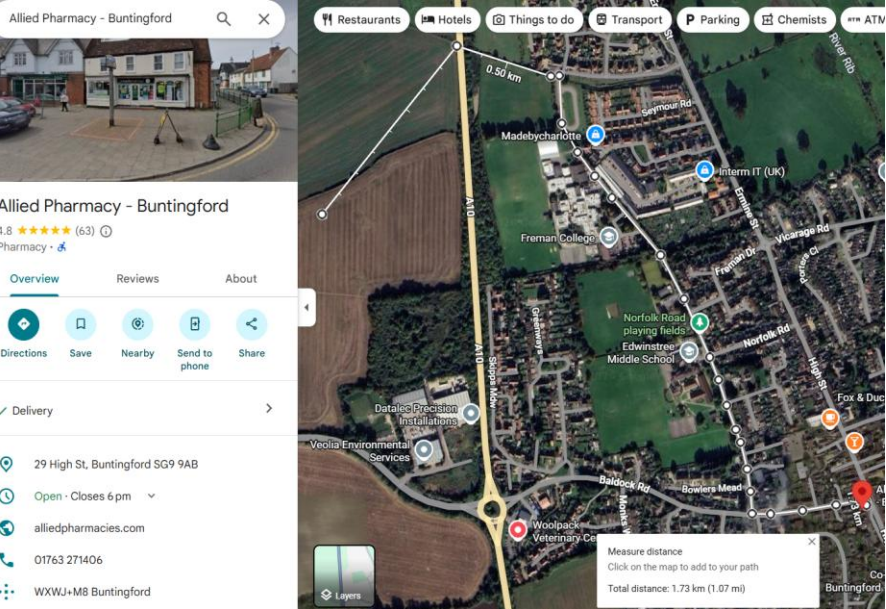
Ref	Services and Facilities	Route 1	Route 2a
21	Norfolk Road Playing Field		
22	Buntingford Multi-use Games Area		

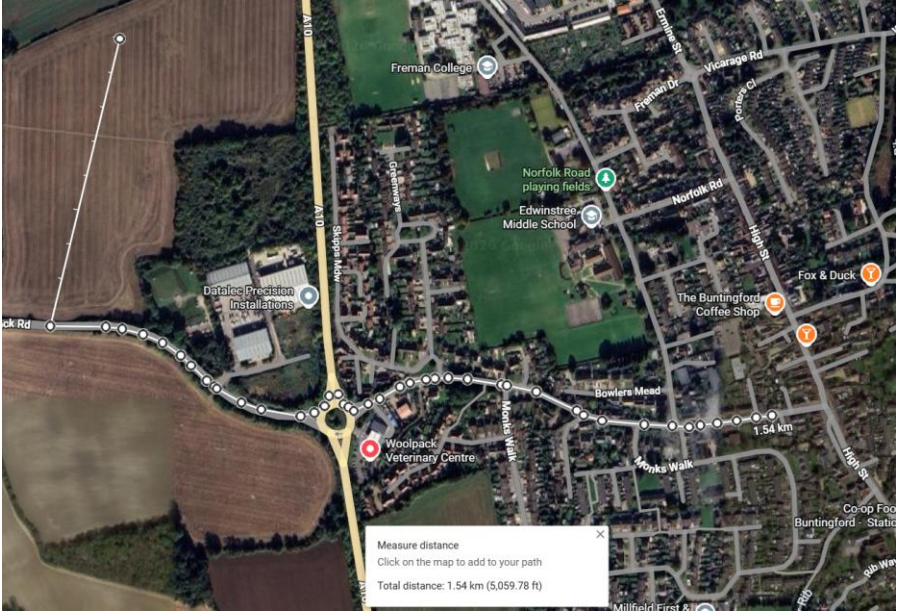
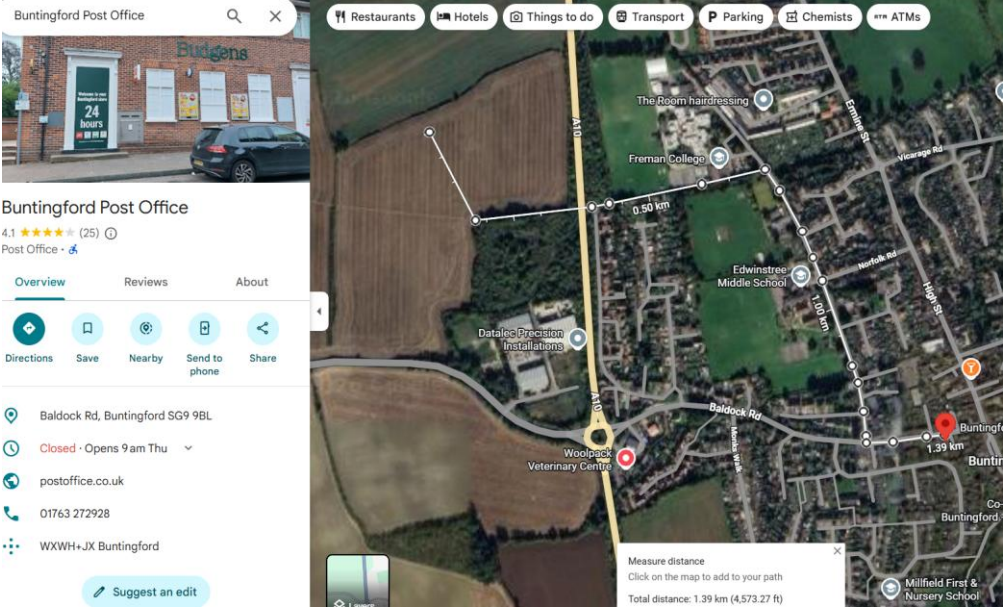
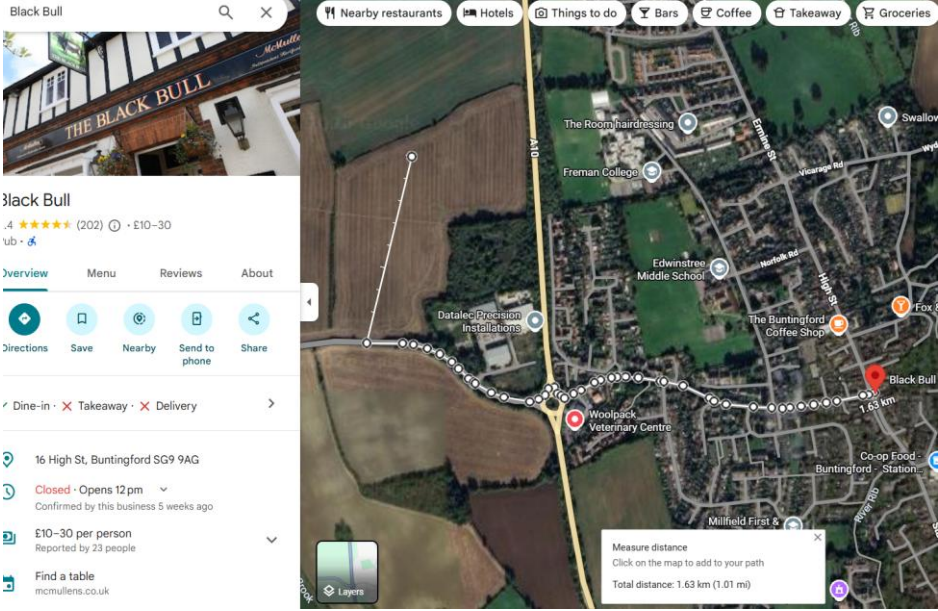
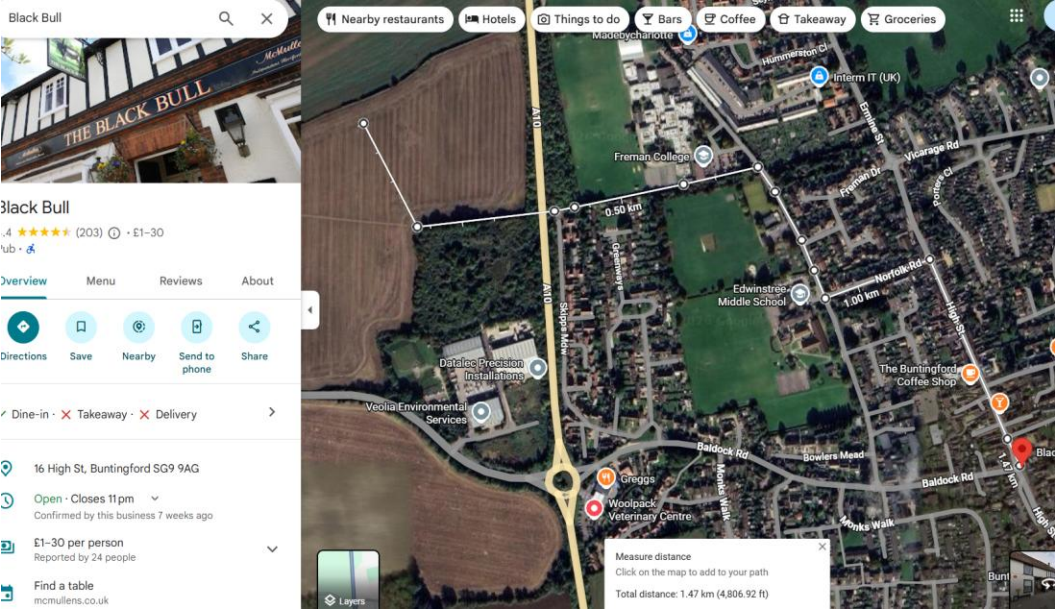
Ref	Services and Facilities	Route 2b	Route 3
21	Norfolk Road Playing Field		
22	Buntingford Multi-use Games Area		

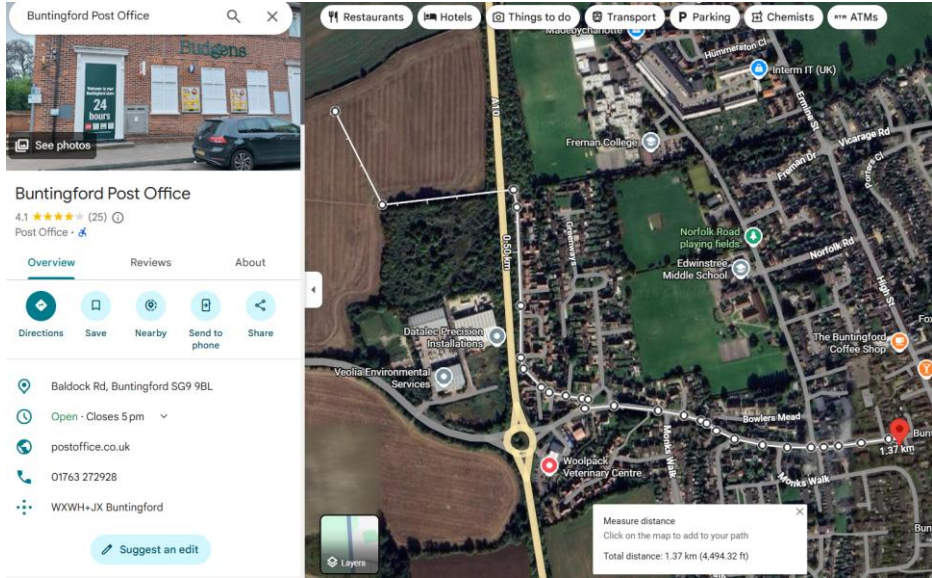
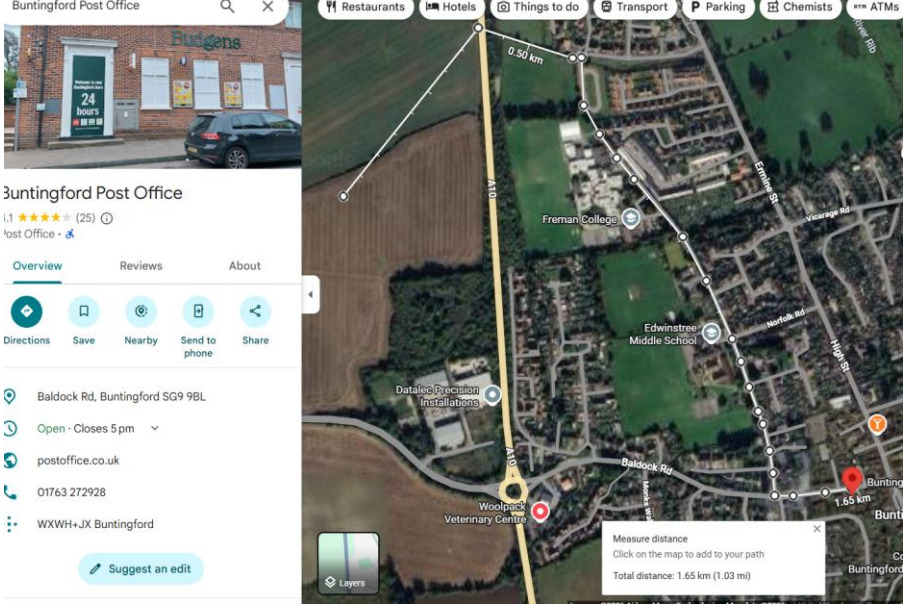
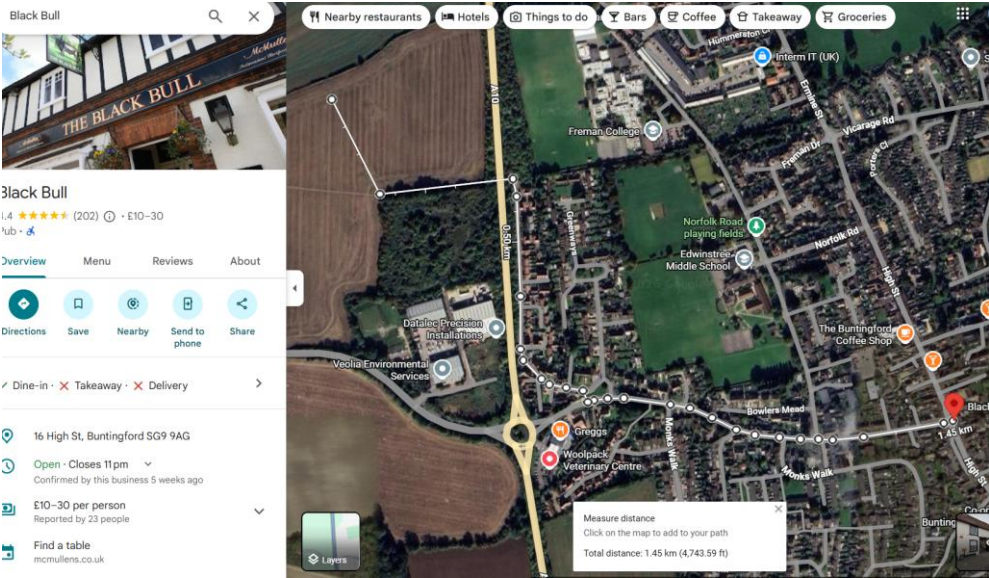
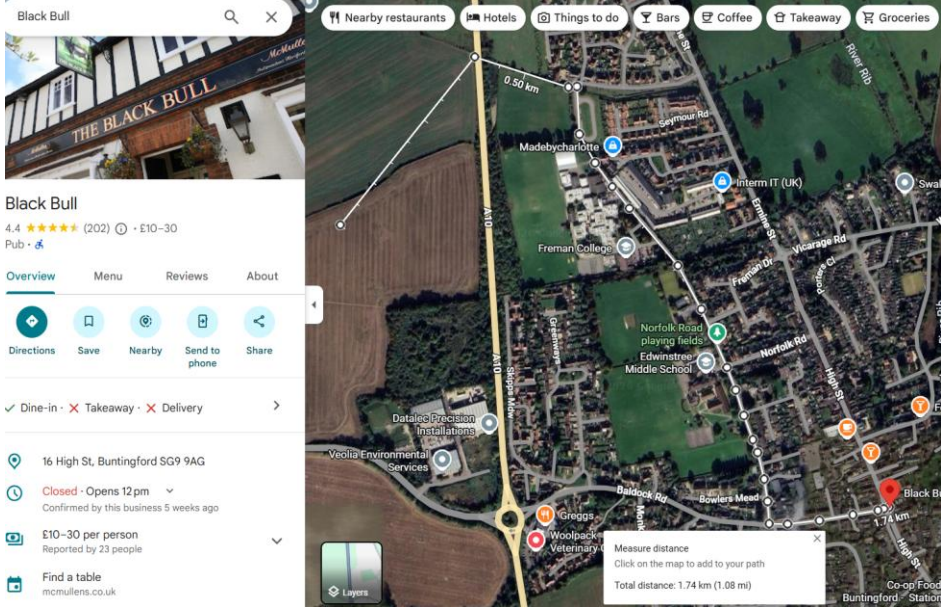
Ref	Services and Facilities	Route 1	Route 2a
23	Buntingford Medical Centre		
24	Dr M Partington - The Medical Centre		

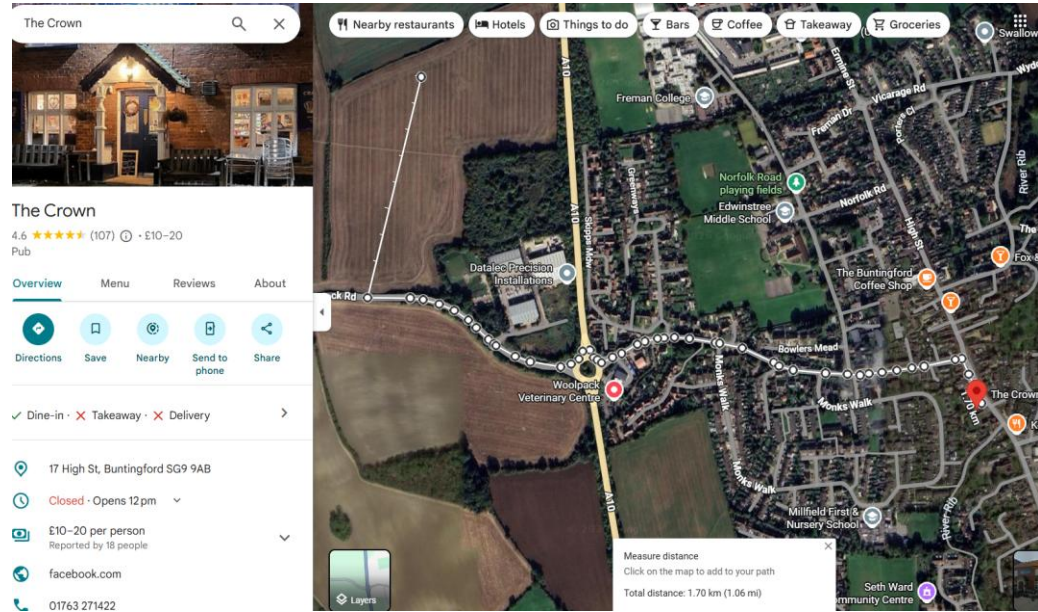
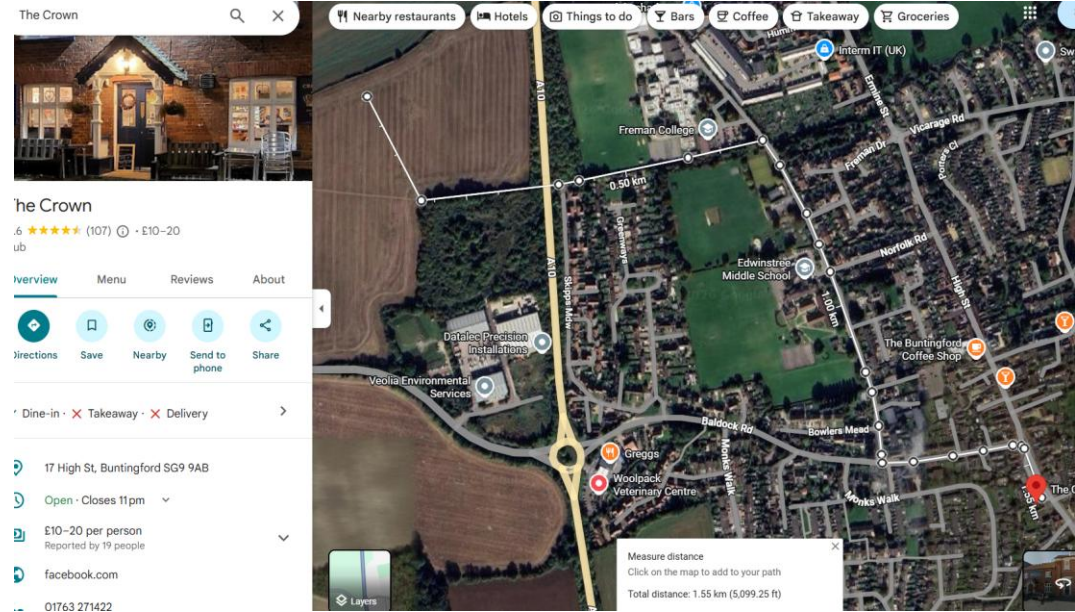
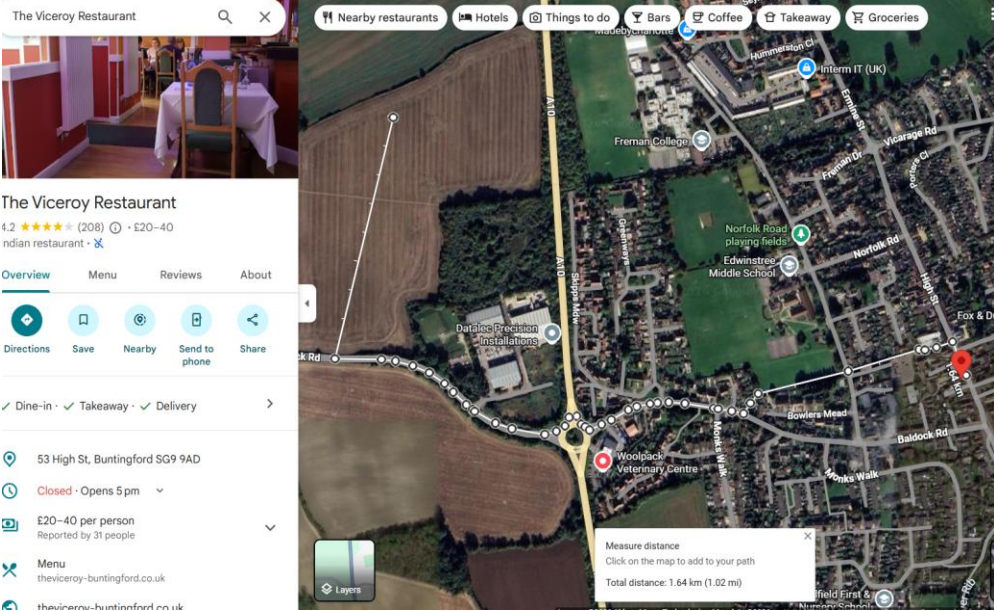
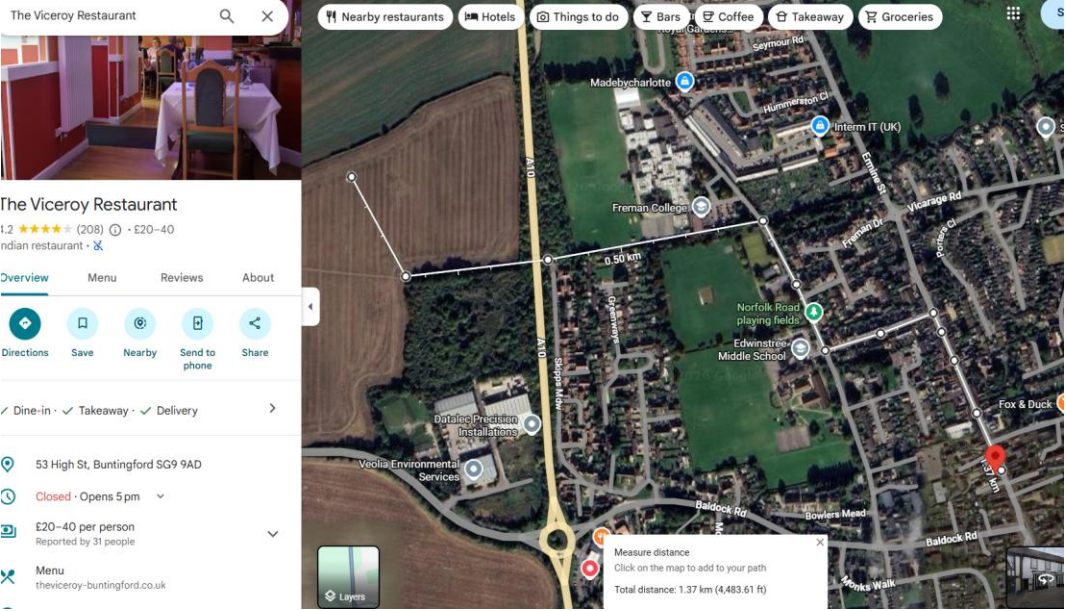
Ref	Services and Facilities	Route 2b	Route 3
23	Buntingford Medical Centre		
24	Dr M Partington - The Medical Centre		

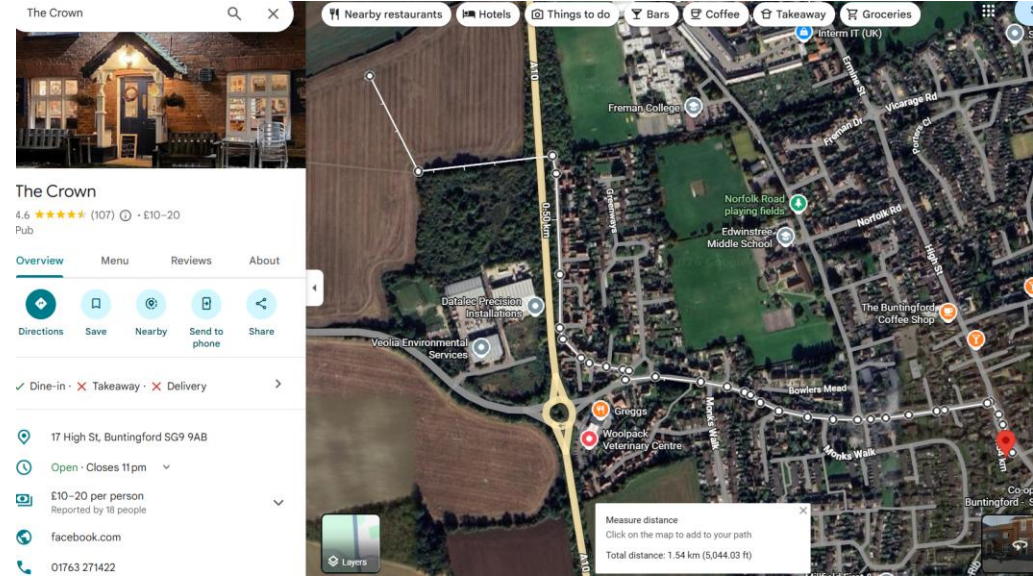
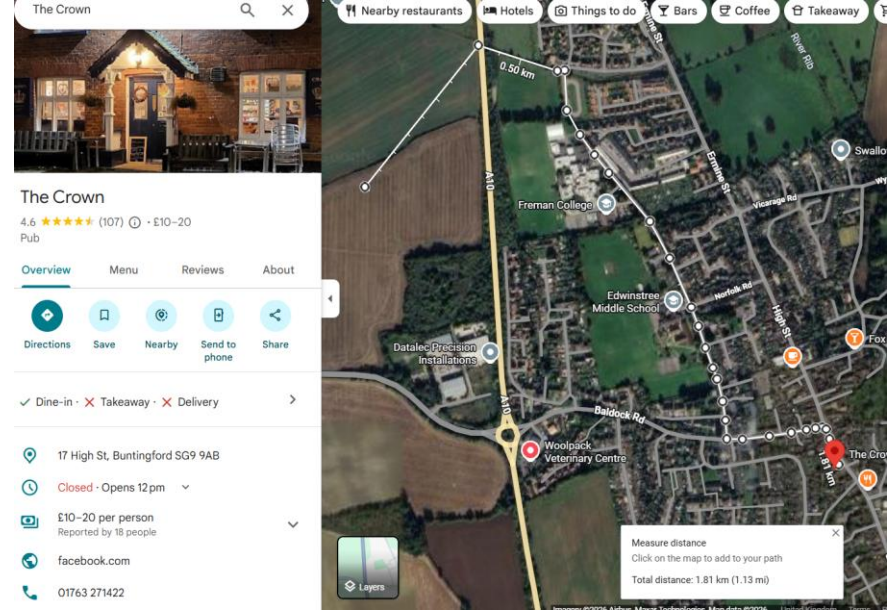
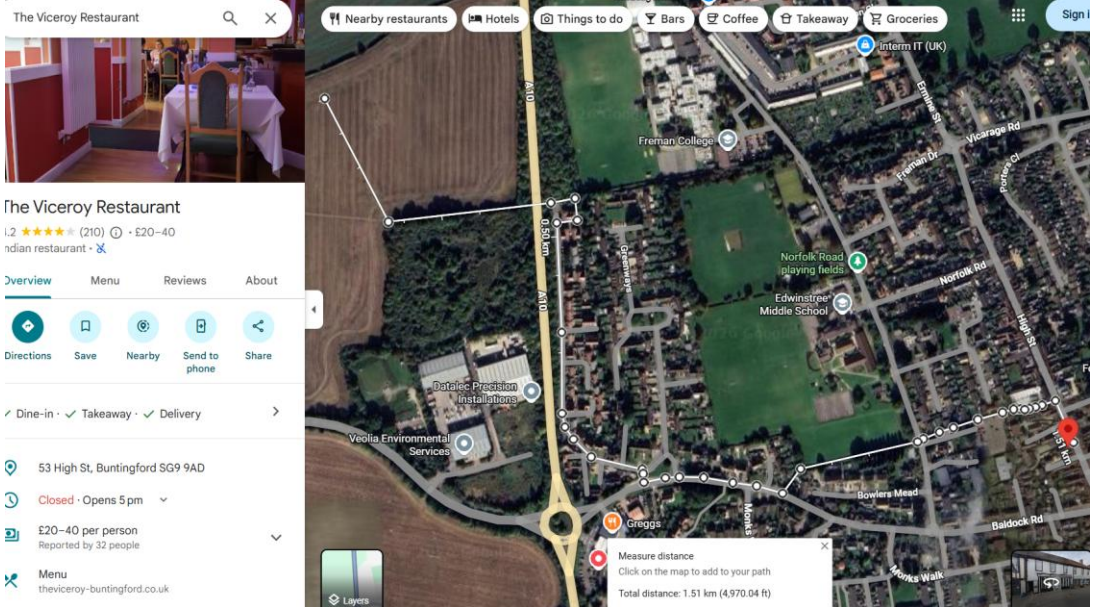
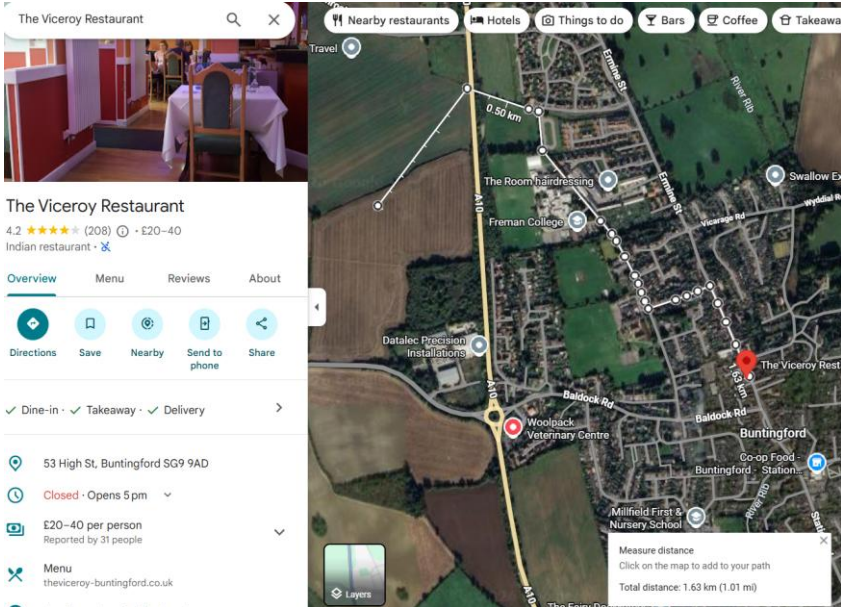
Ref	Services and Facilities	Route 1	Route 2a
25	MFG Howegreen		
26	Allied Pharmacy		

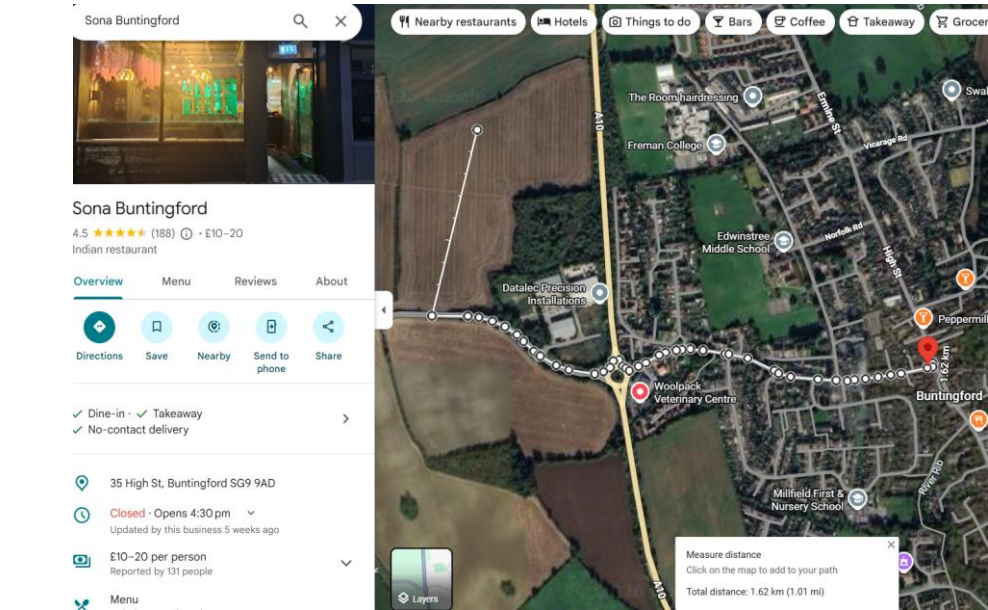
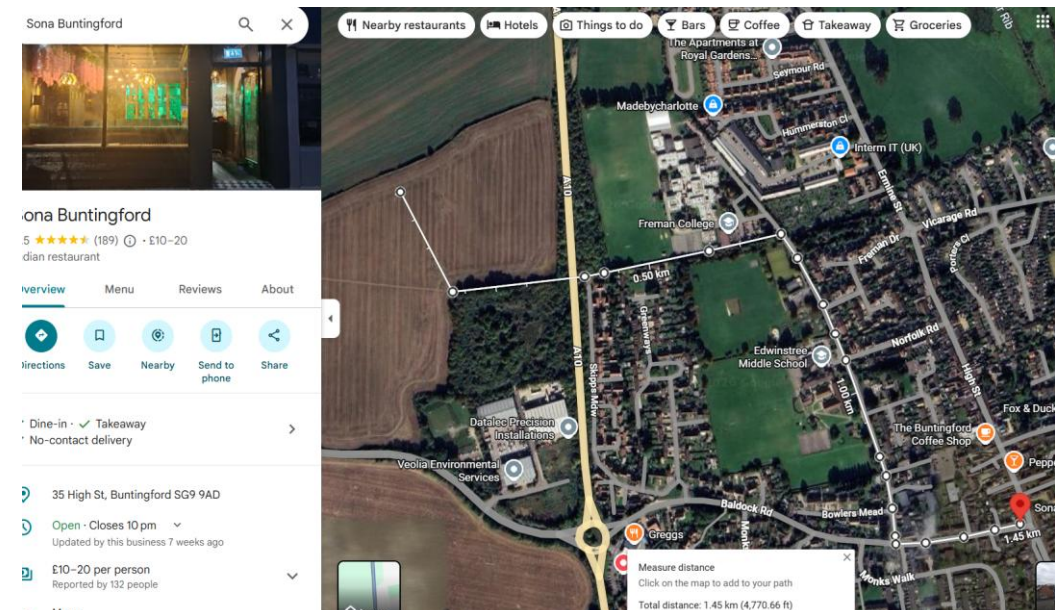
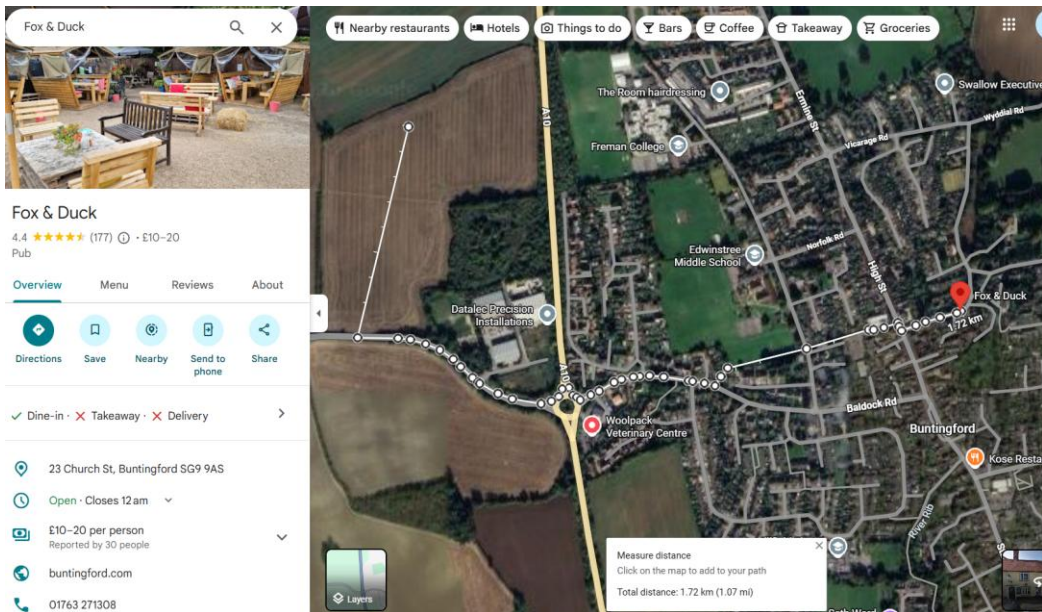
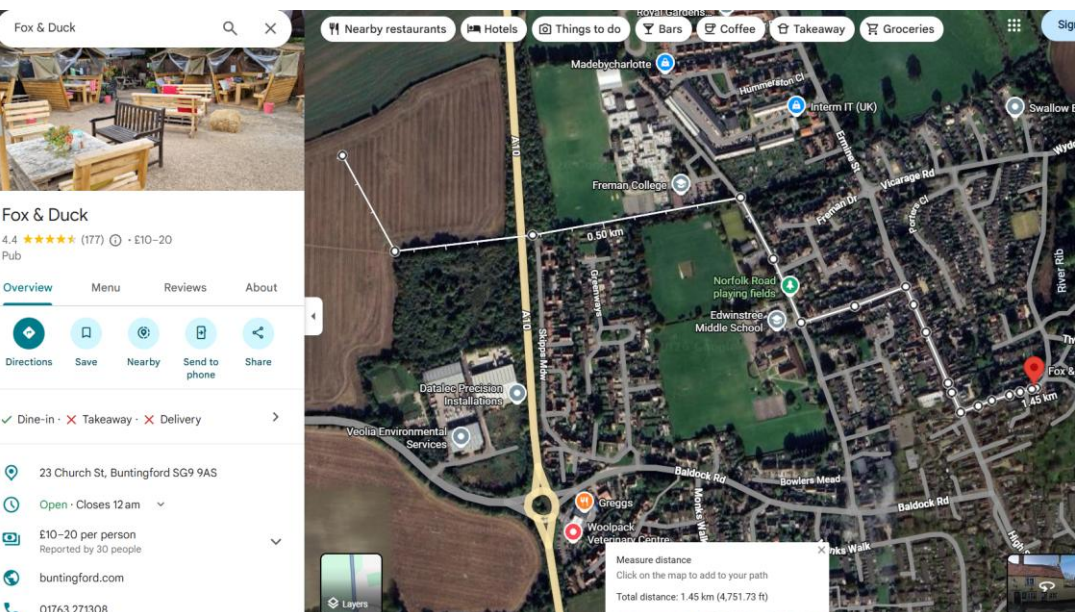
Ref	Services and Facilities	Route 2b	Route 3
25	MFG Howegreen		
26	Allied Pharmacy		

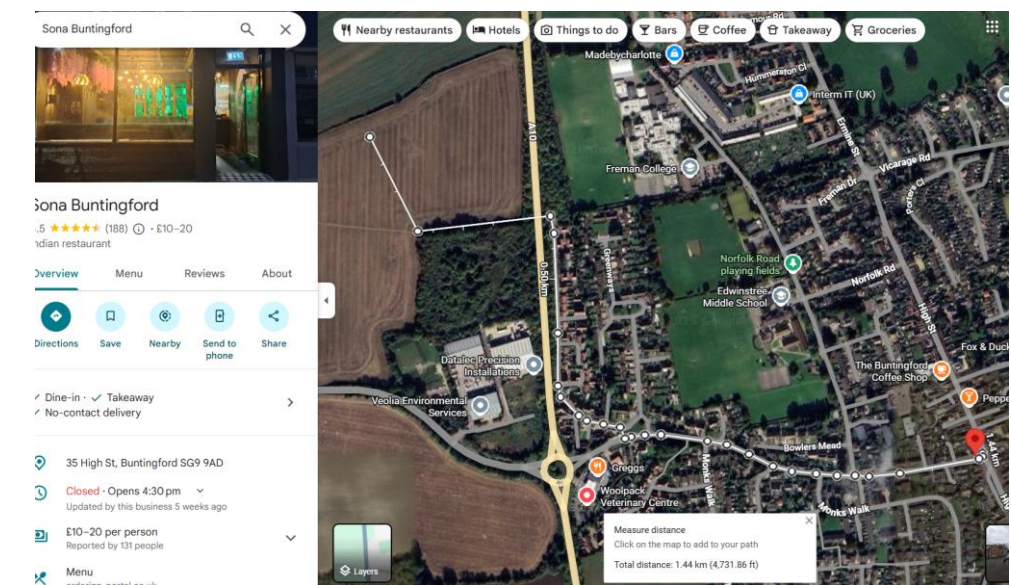
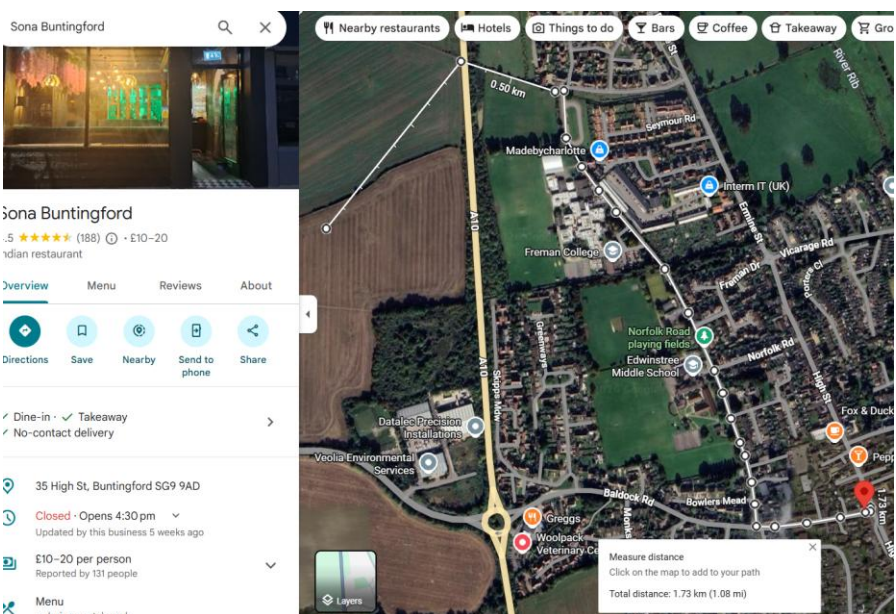
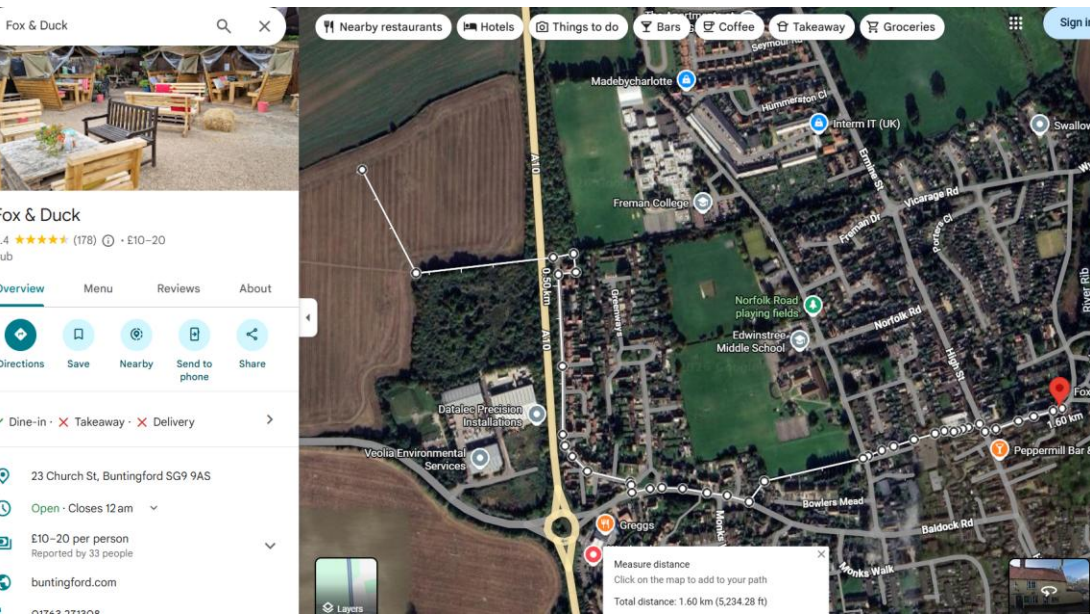
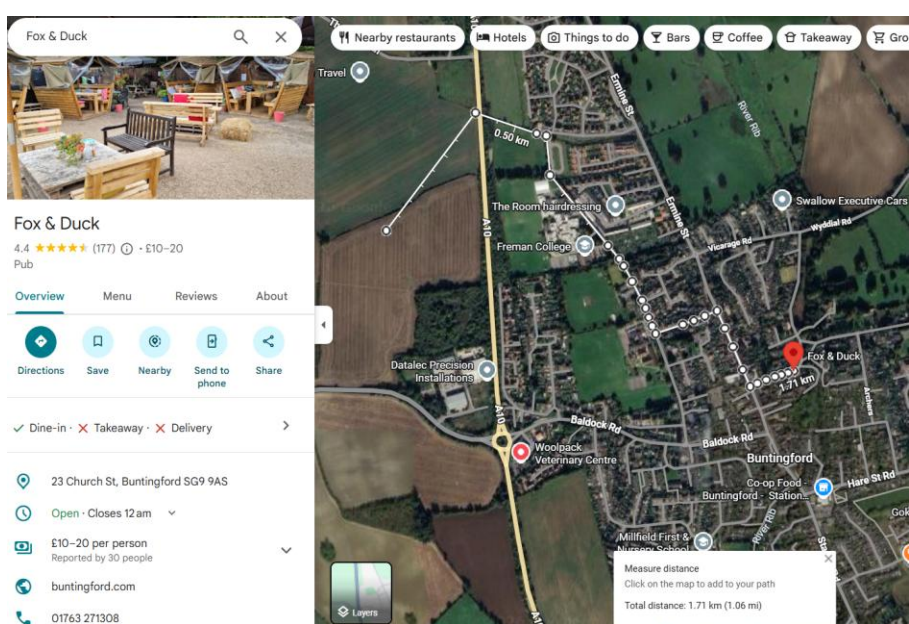
Ref	Services and Facilities	Route 1	Route 2a
27	Buntinford Post Office		
28	Black Bull		

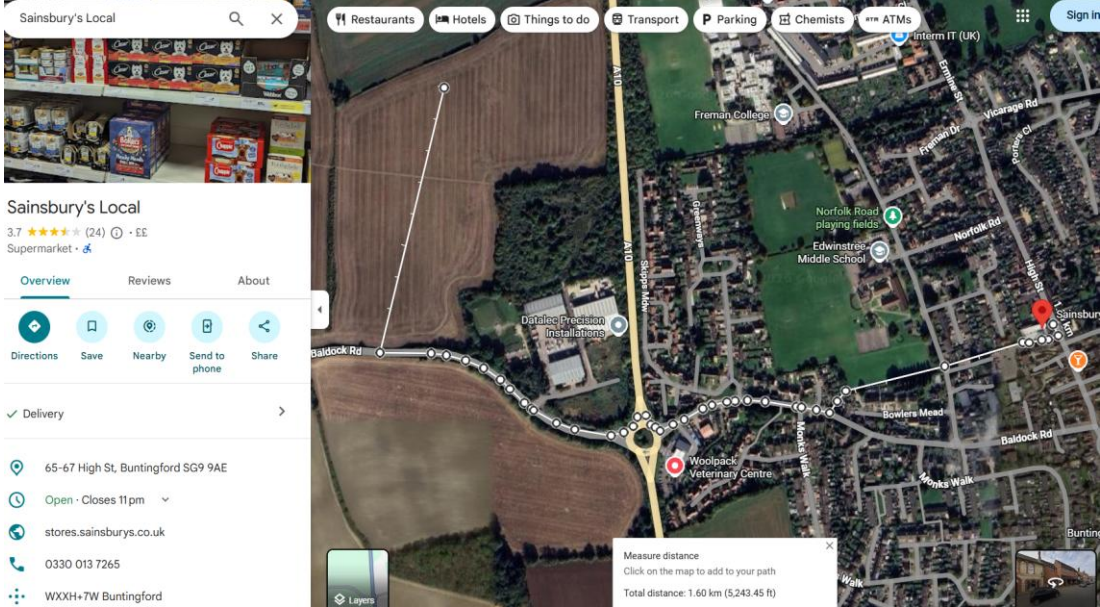
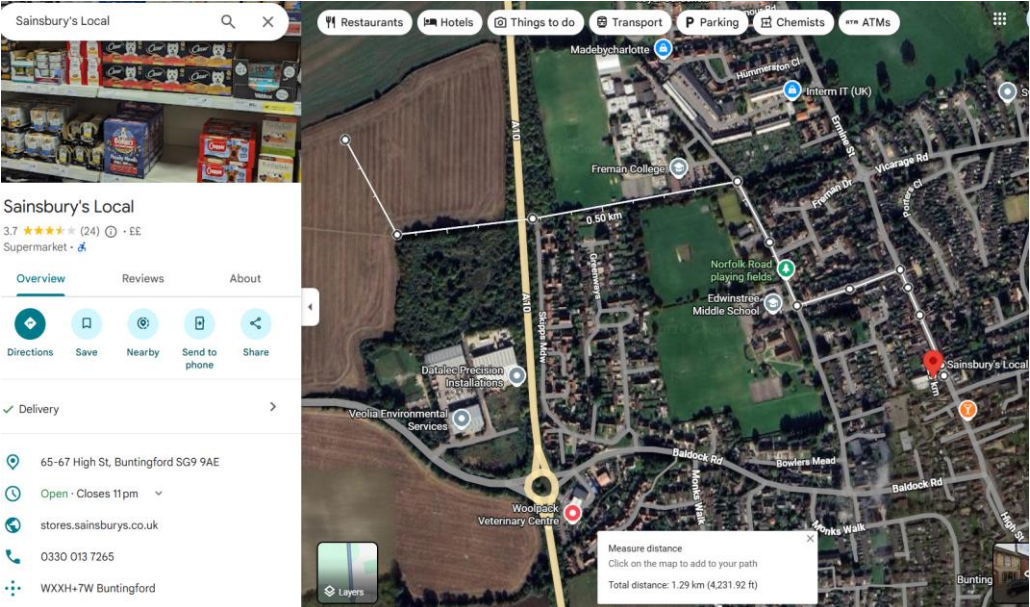
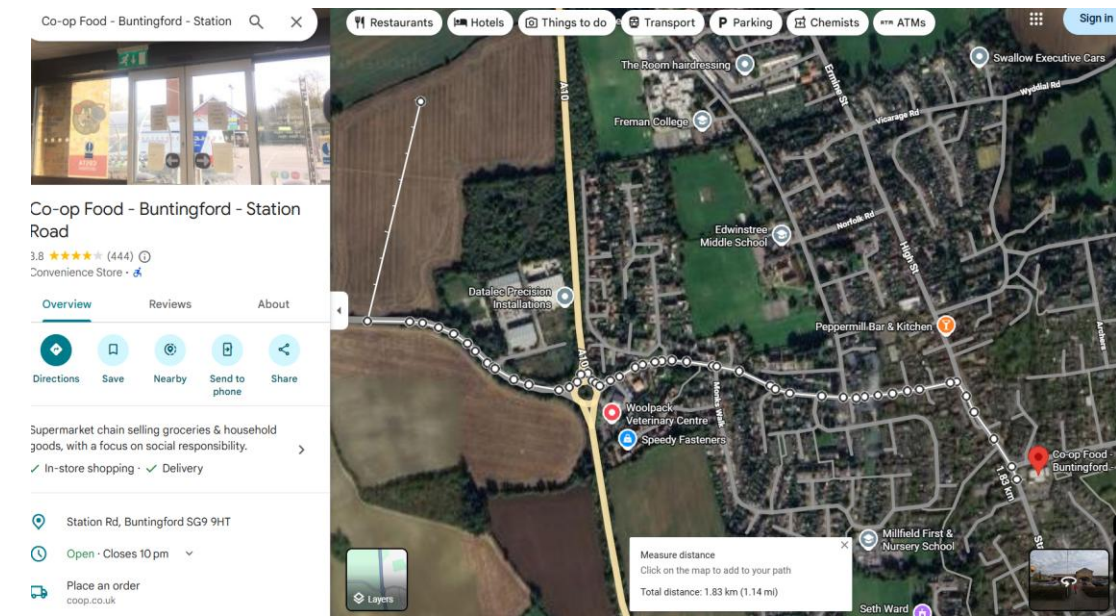
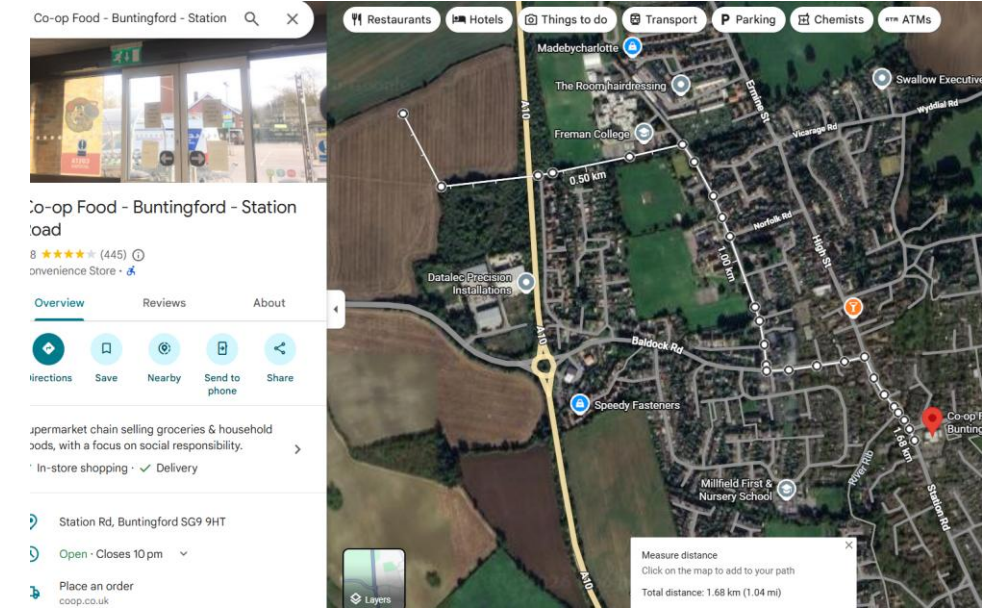
Ref	Services and Facilities	Route 2b	Route 3
27	Buntinford Post Office		
28	Black Bull		

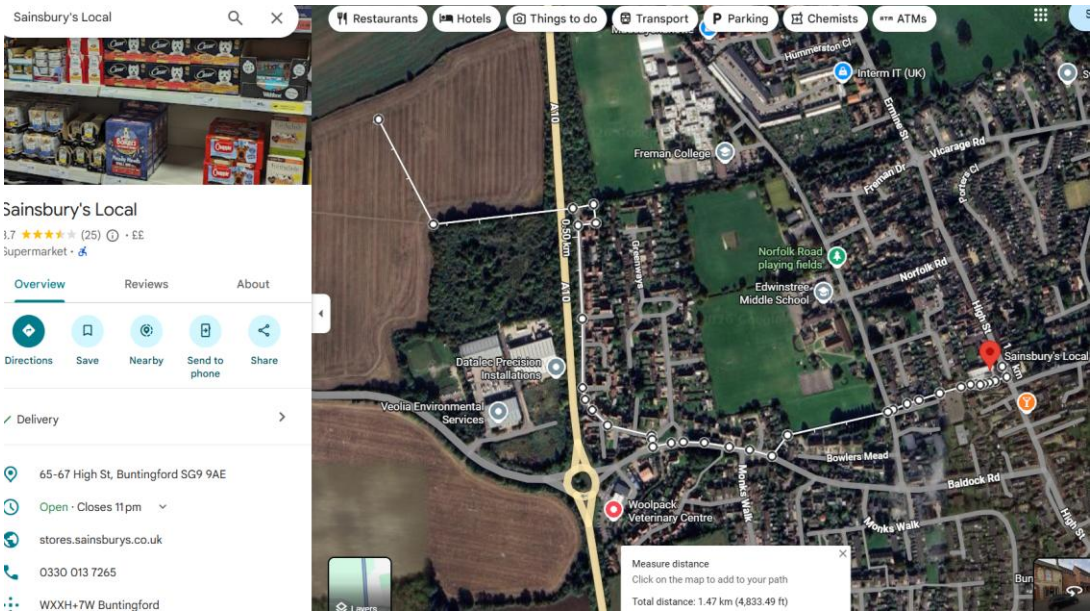
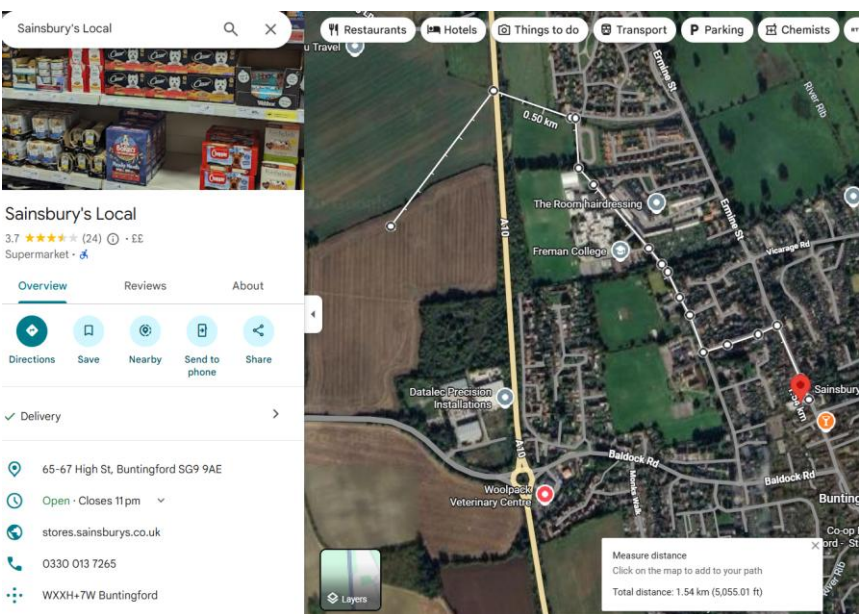
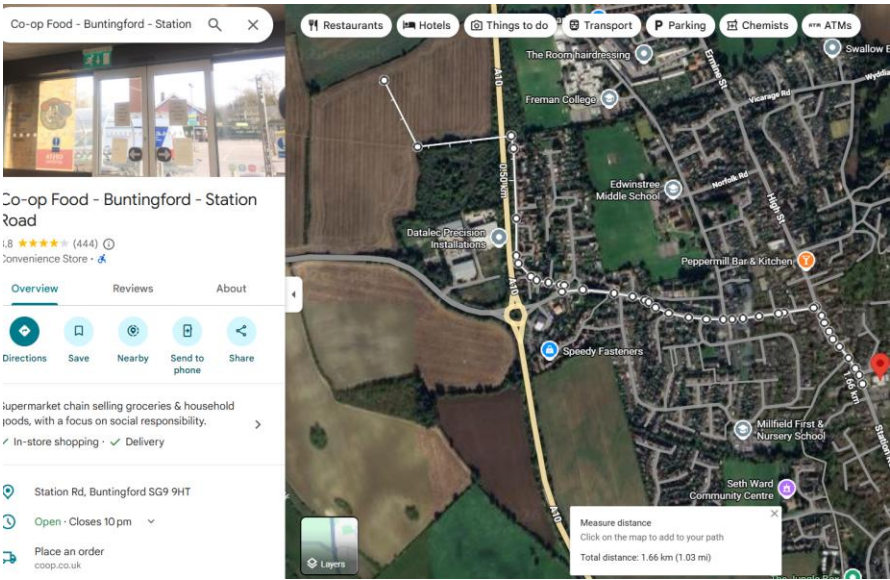
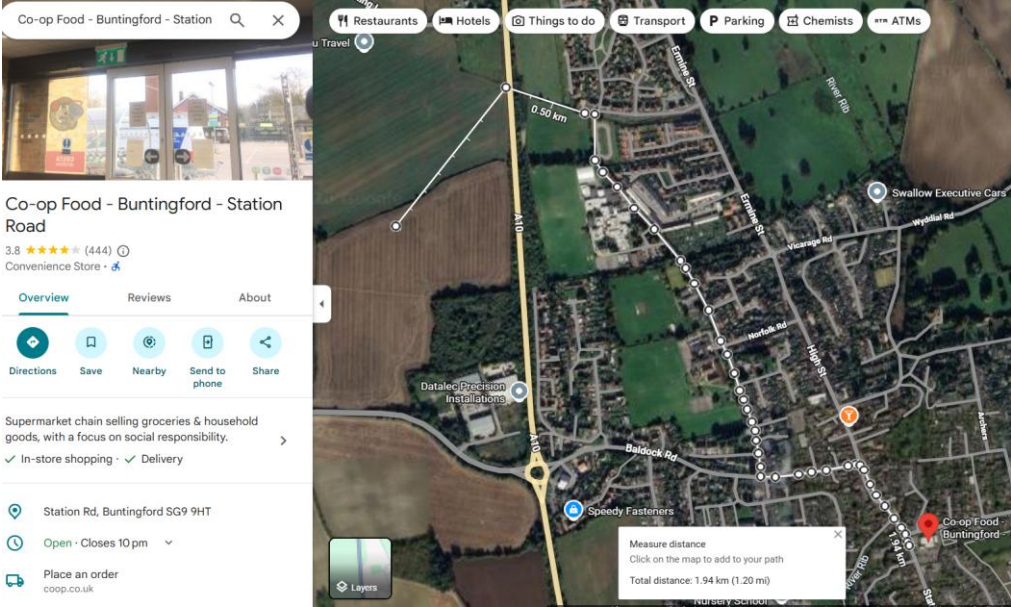
Ref	Services and Facilities	Route 1	Route 2a
29	The Crown		
30	The Viceroy Restaurant		

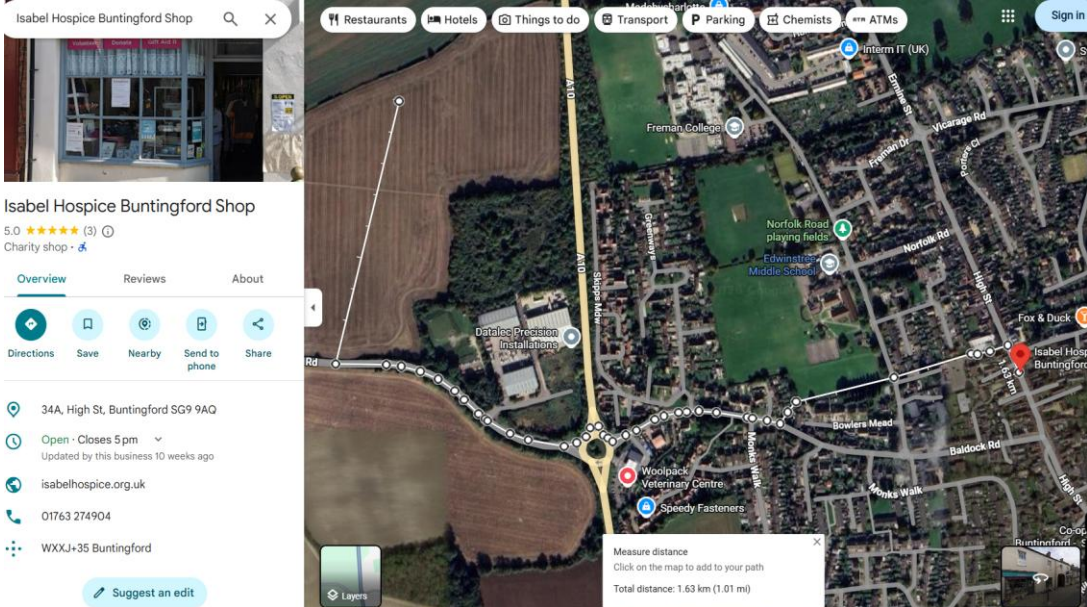
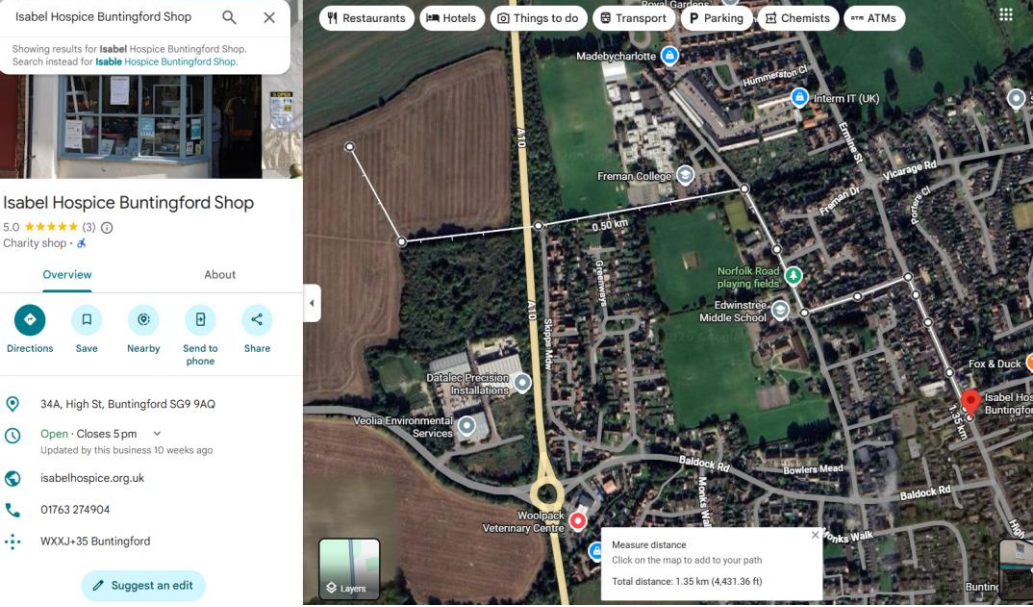
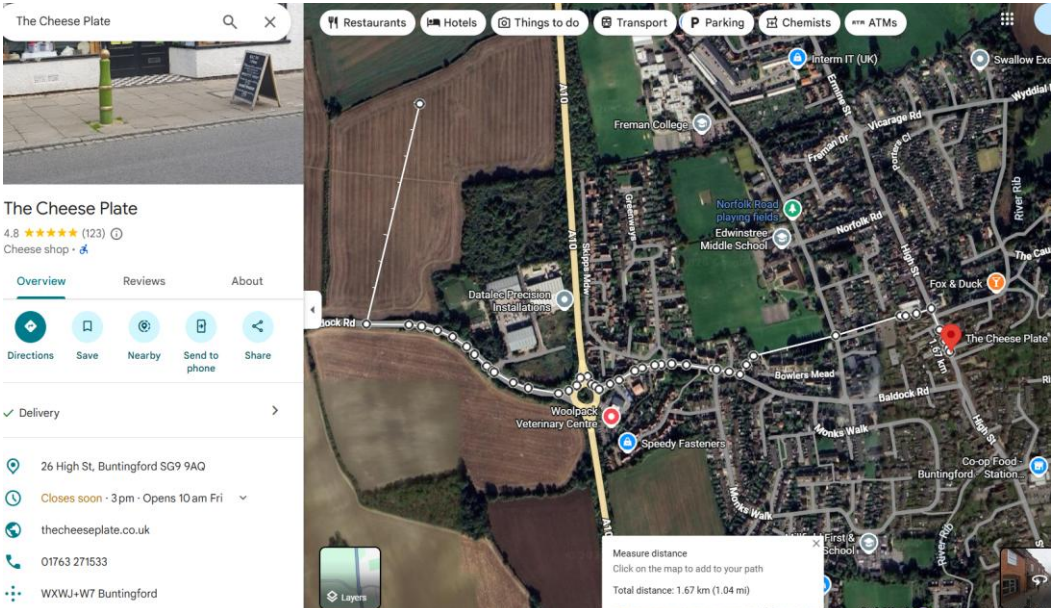
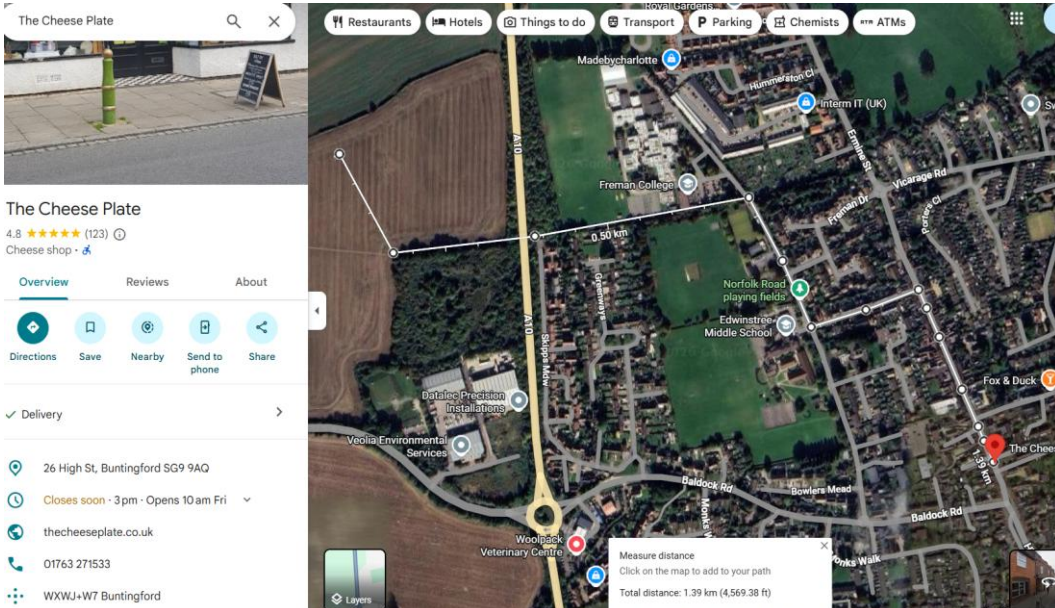
Ref	Services and Facilities	Route 2b	Route 3
29	The Crown		
30	The Viceroy Restaurant		

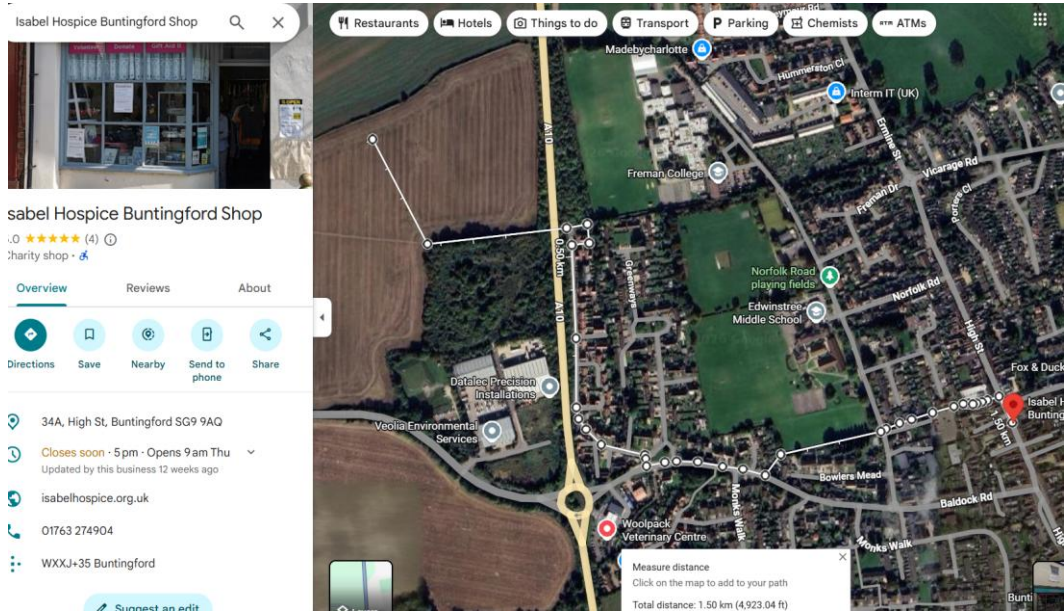
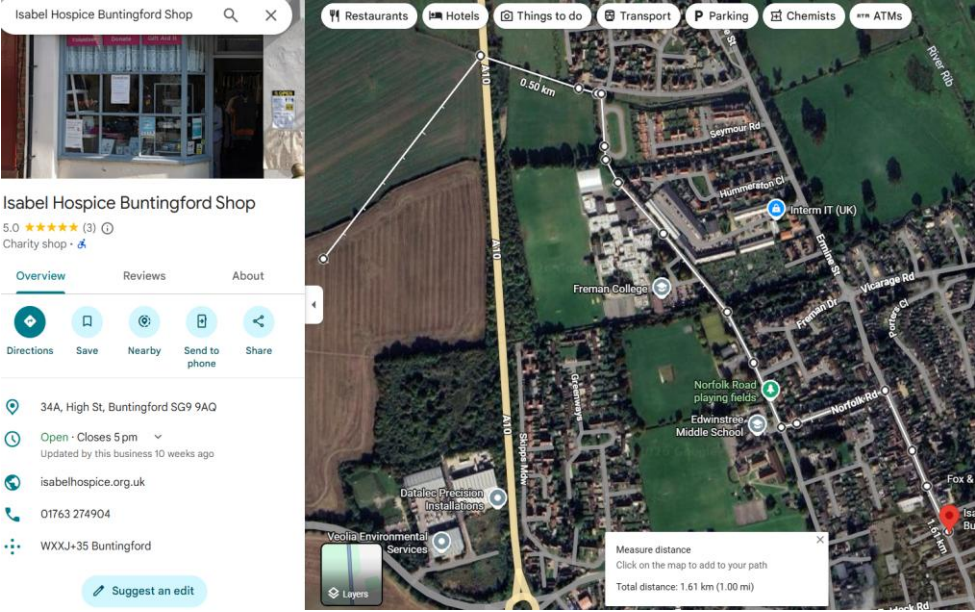
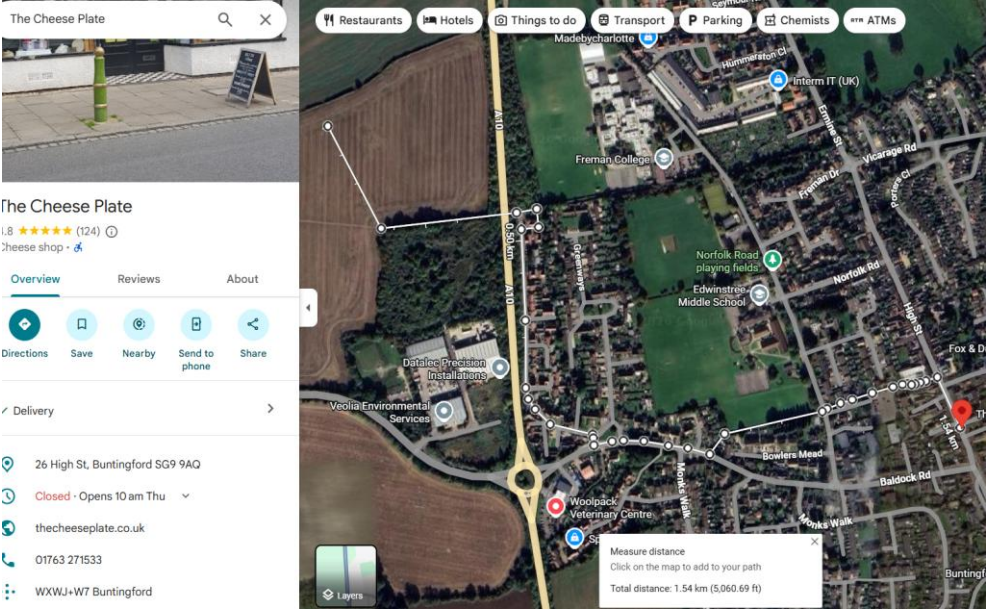
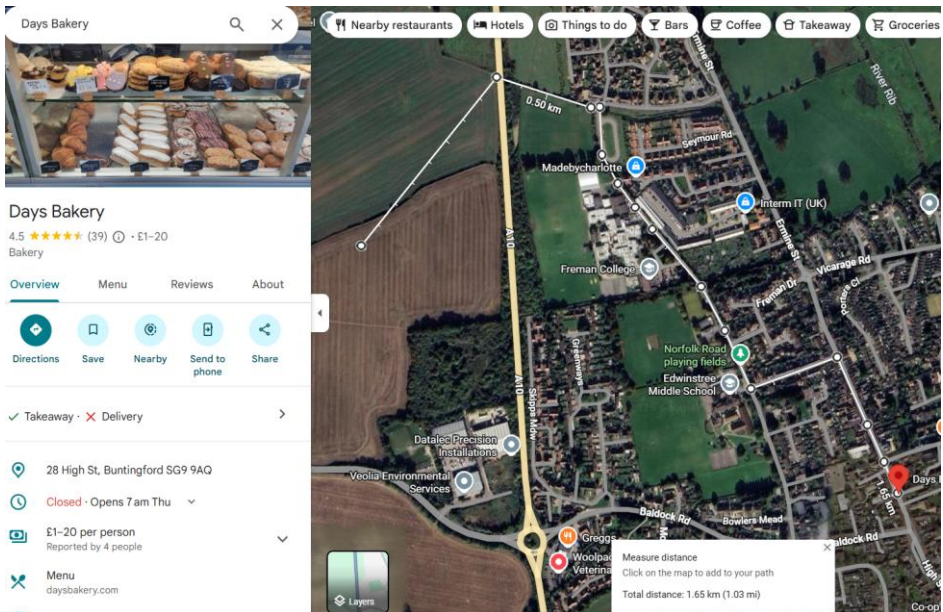
Ref	Services and Facilities	Route 1	Route 2a
31	Sona Buntingford Restaurant		
32	Fox & Duck		

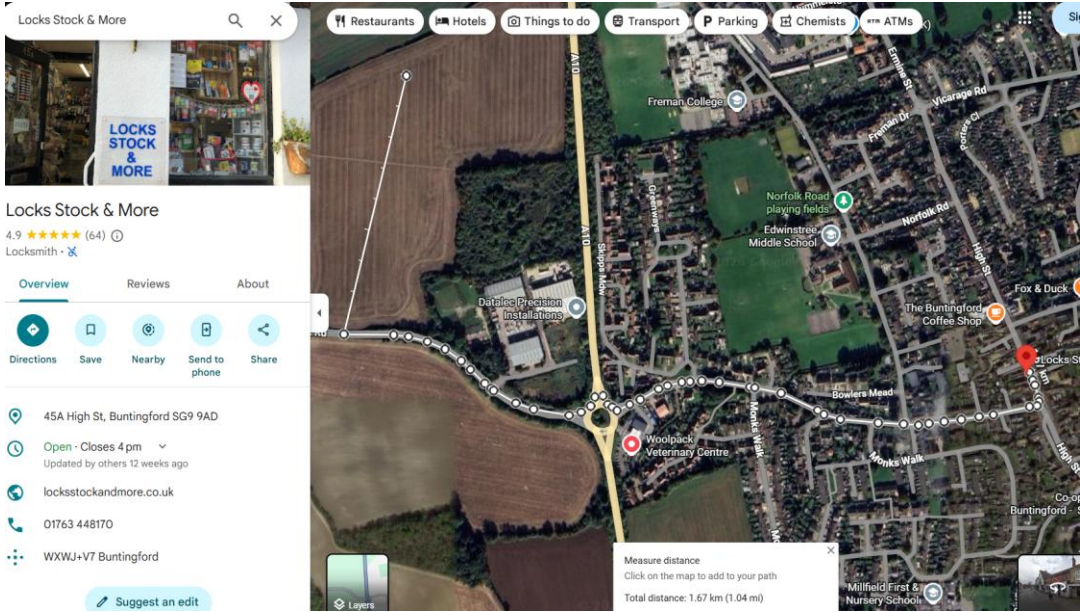
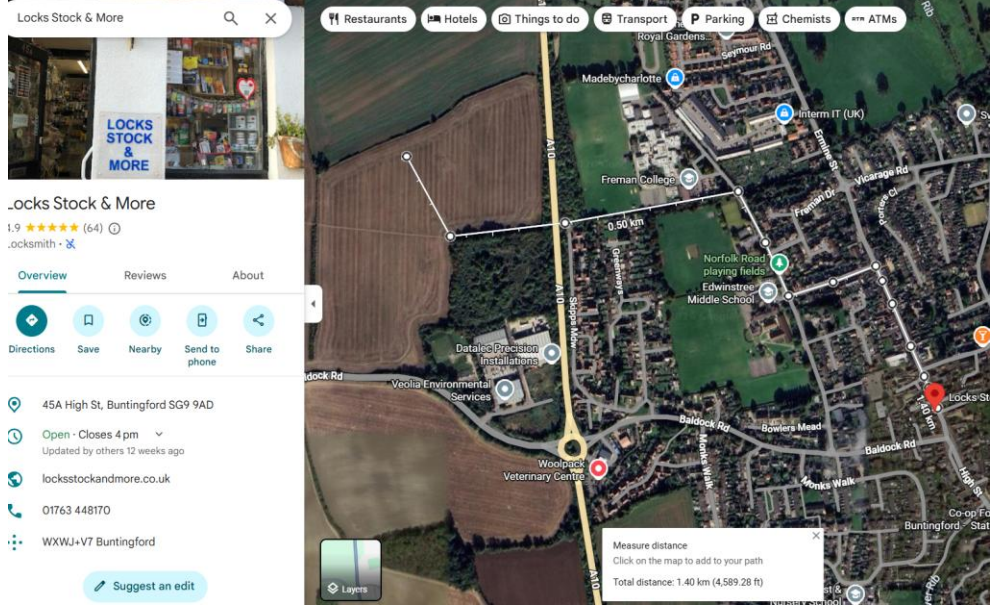
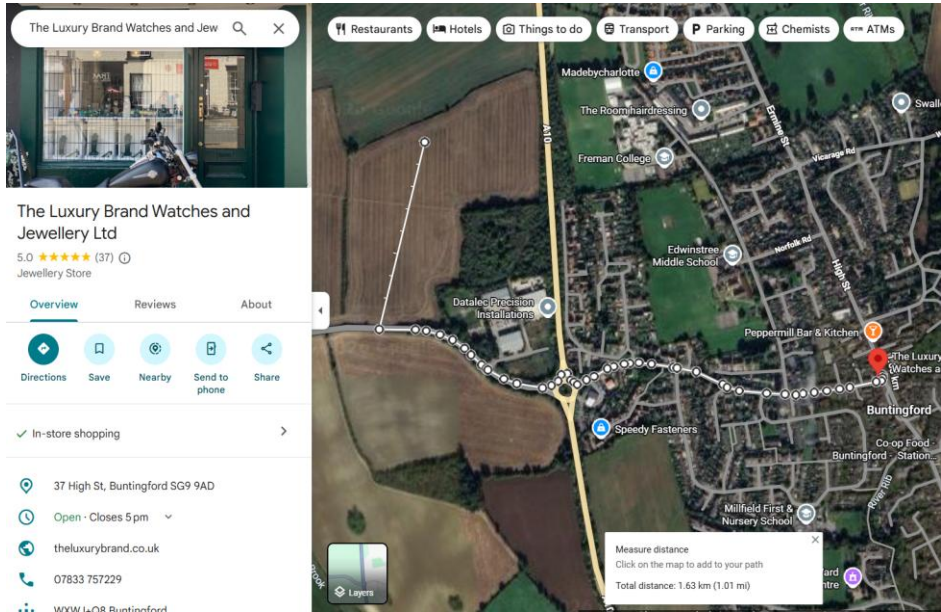
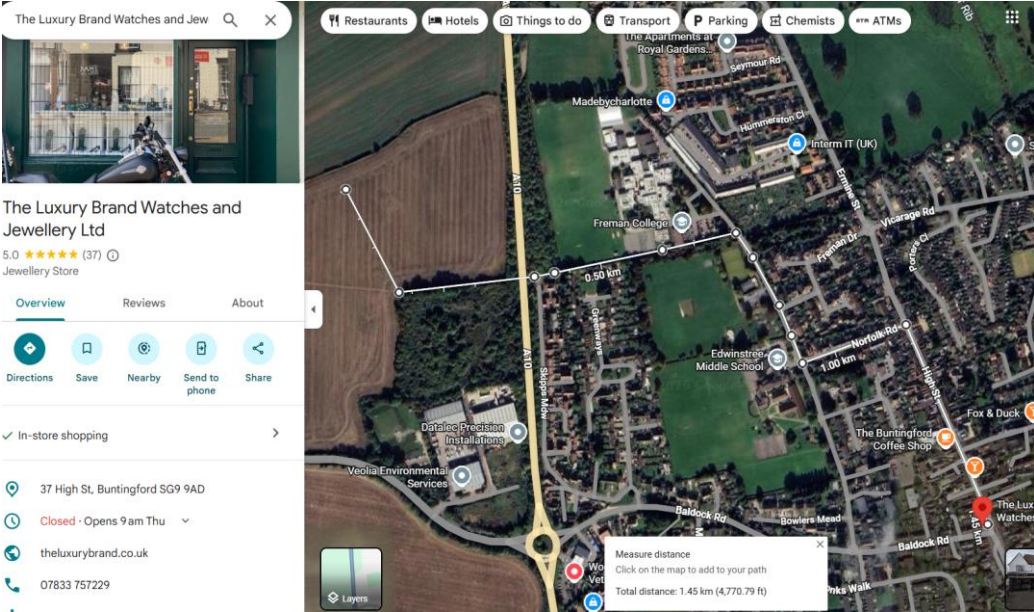
Ref	Services and Facilities	Route 2b	Route 3
31	Sona Buntingford Restaurant		
32	Fox & Duck		

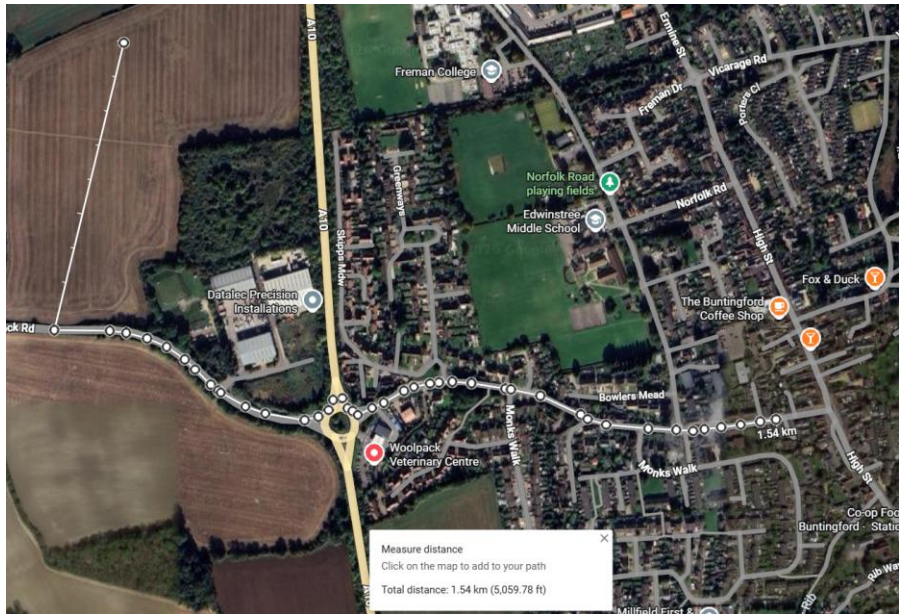
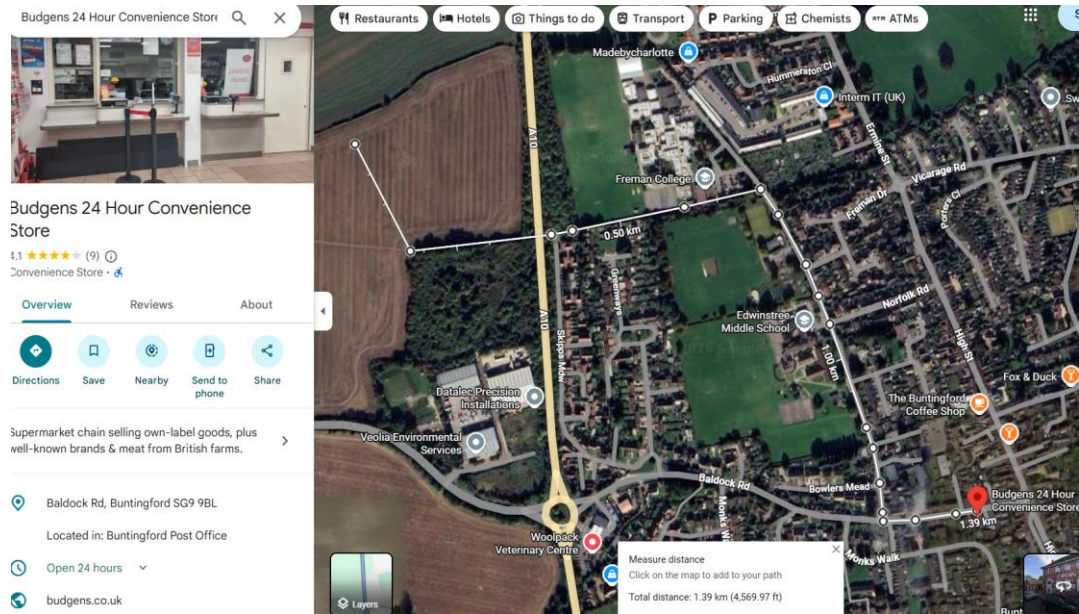
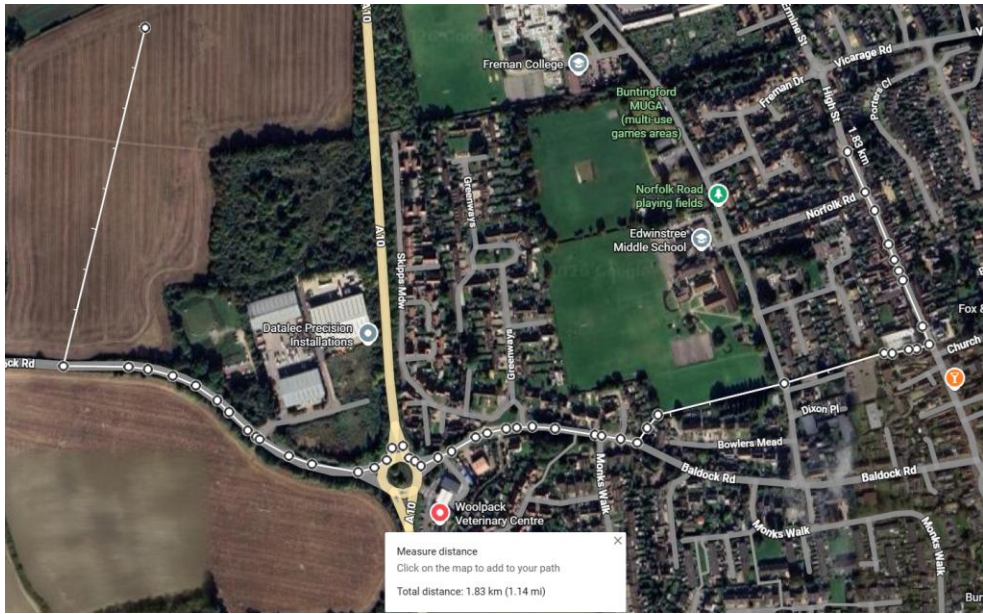
Ref	Services and Facilities	Route 1	Route 2a
33	Sainsburys Local		
34	Co-op Food		

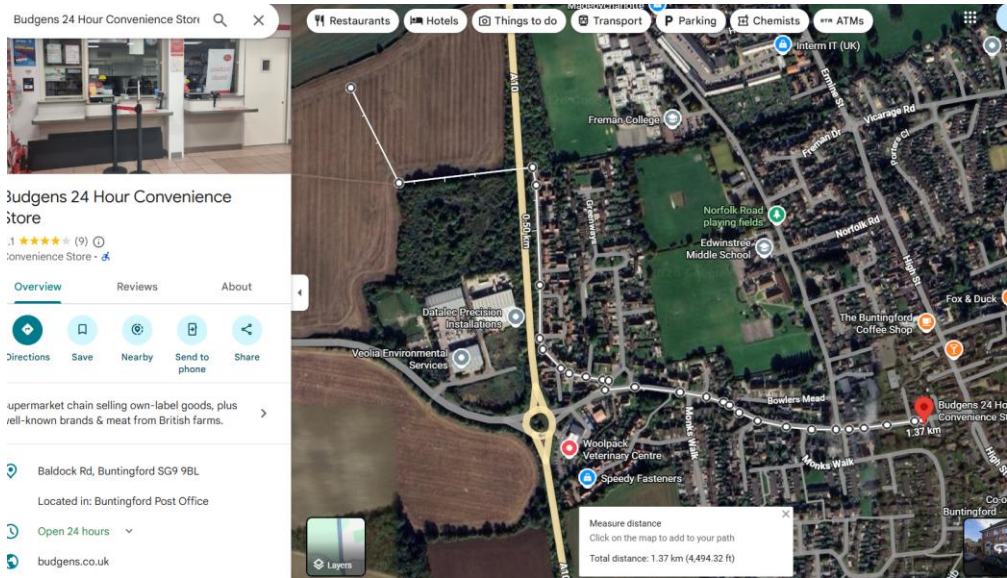
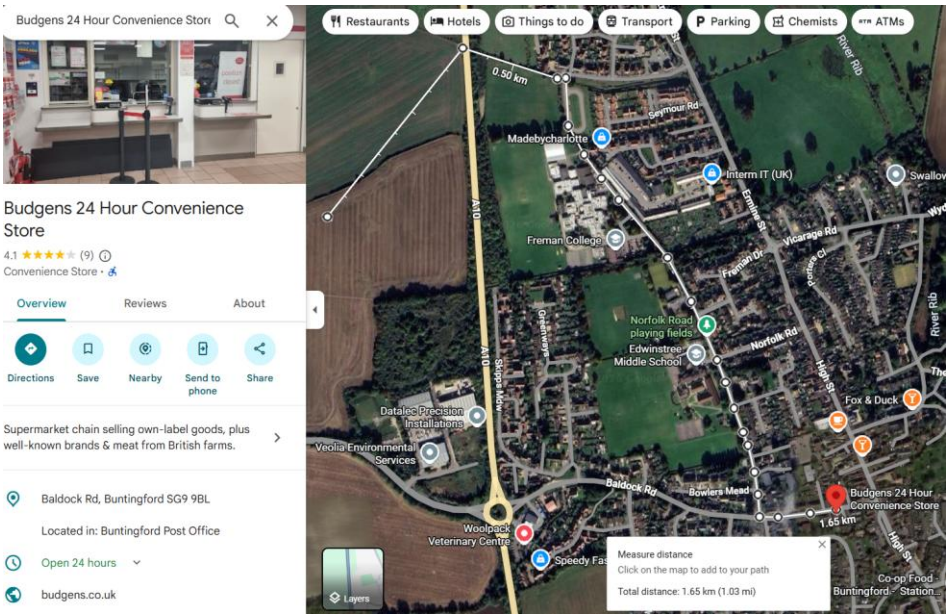
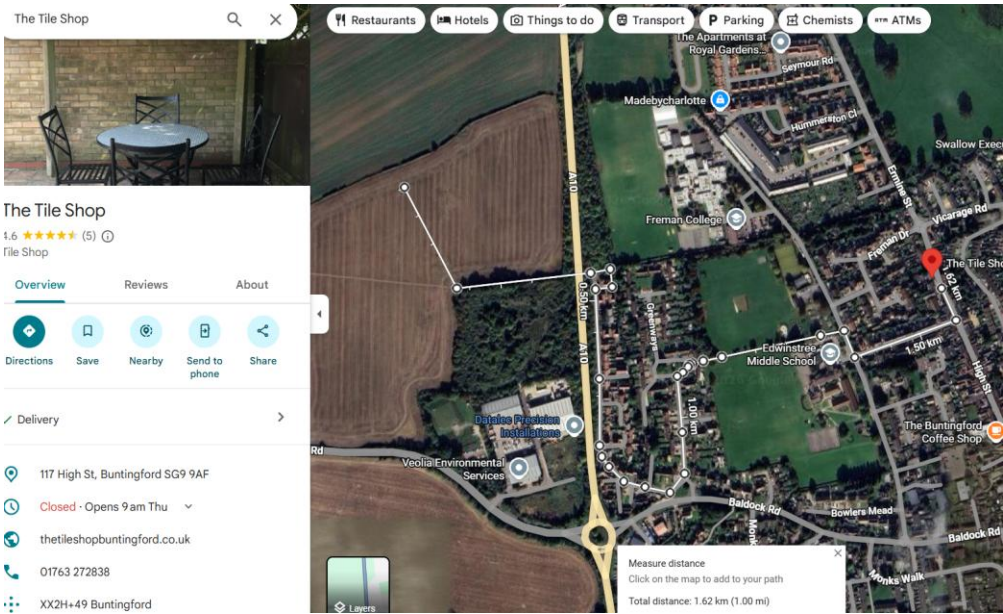
Ref	Services and Facilities	Route 2b	Route 3
33	Sainsburys Local		
34	Co-op Food		

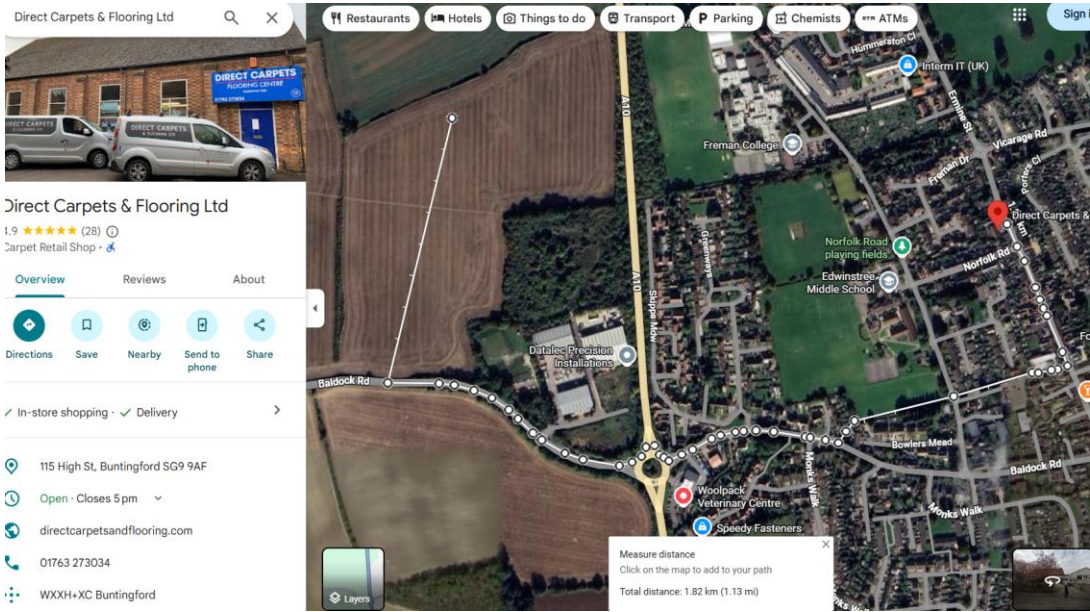
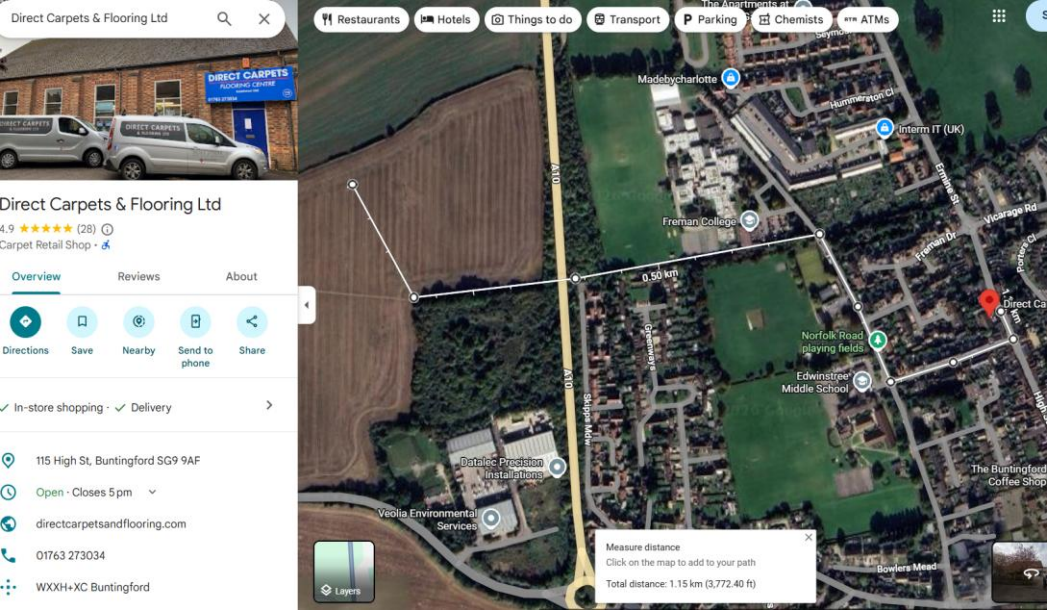
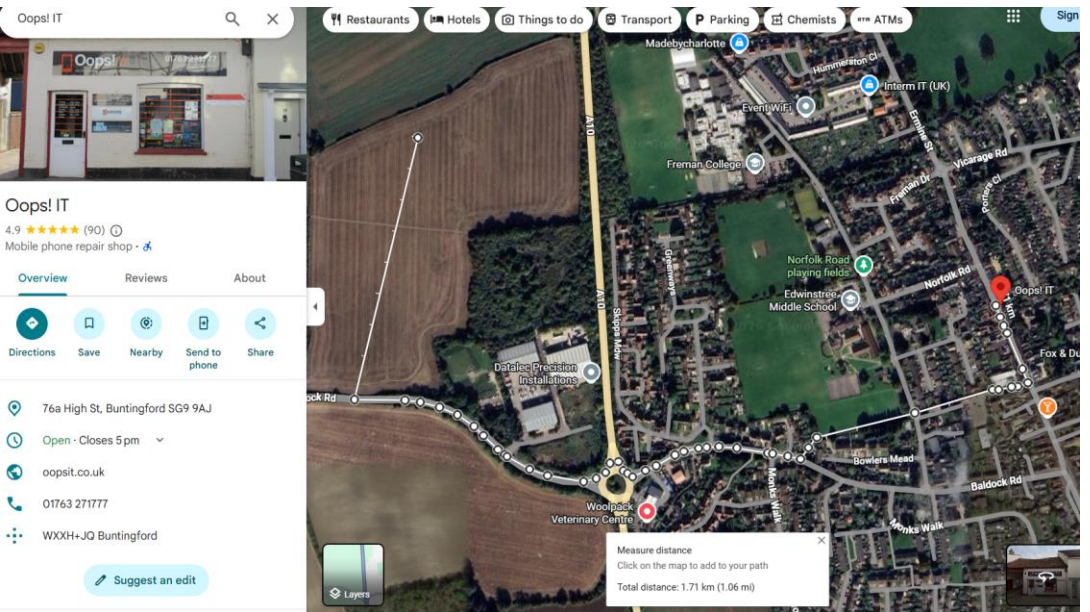
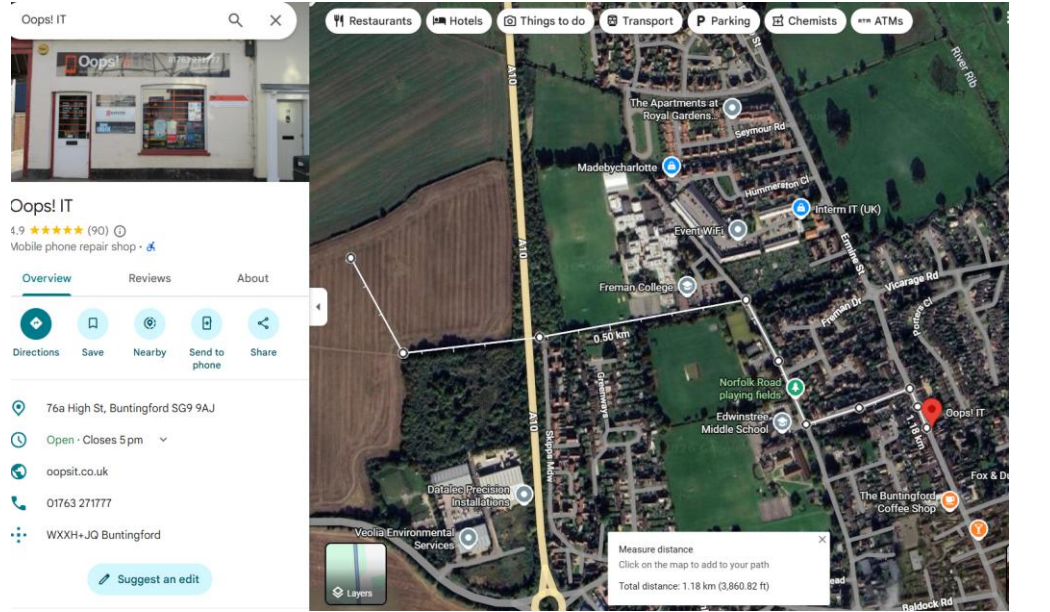
Ref	Services and Facilities	Route 1	Route 2a
35	Isable Hospice Buntingford Shop		
36	The Cheese Plate		

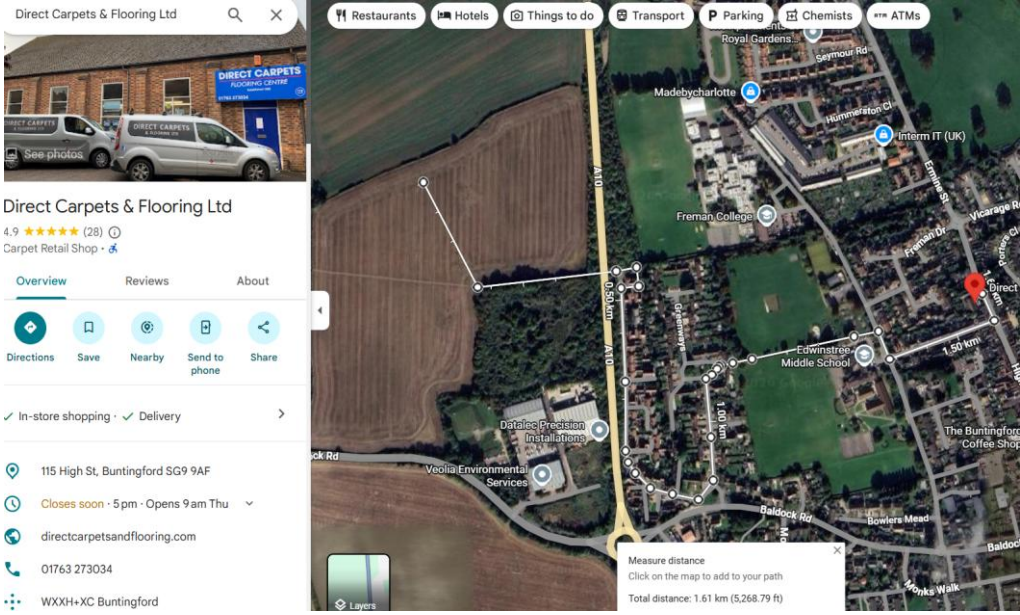
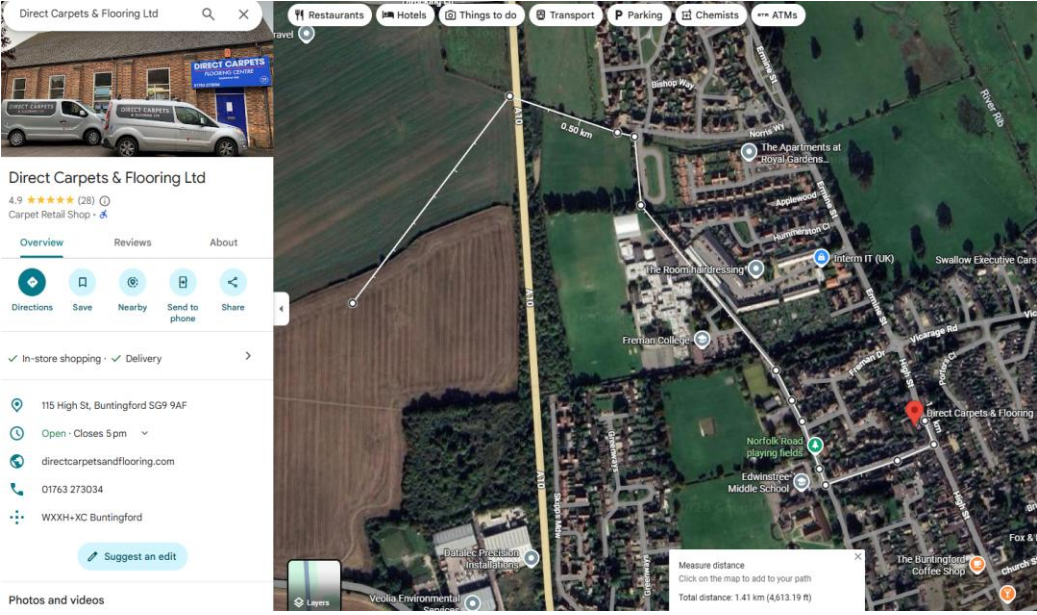
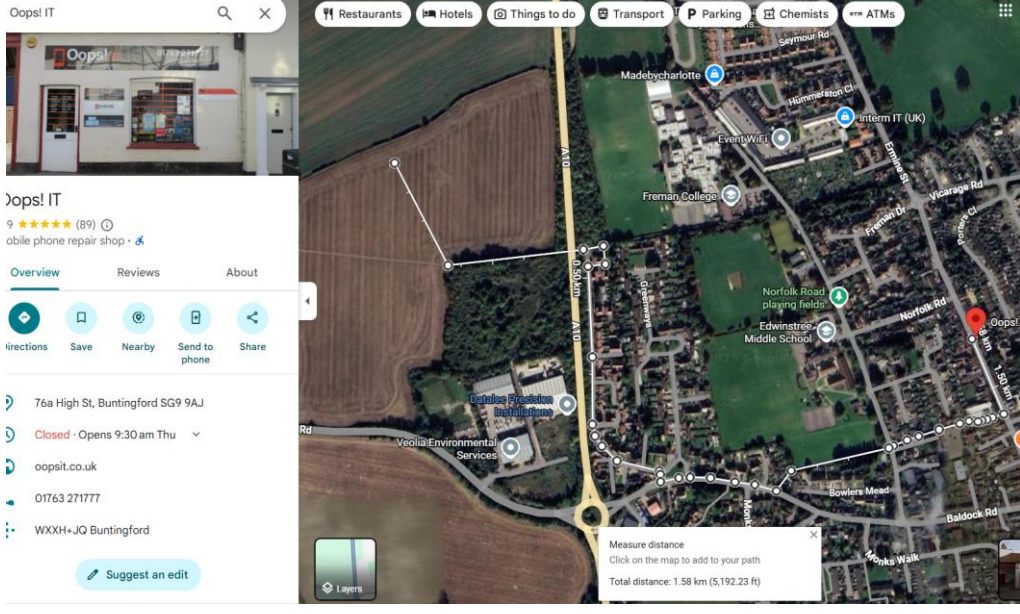
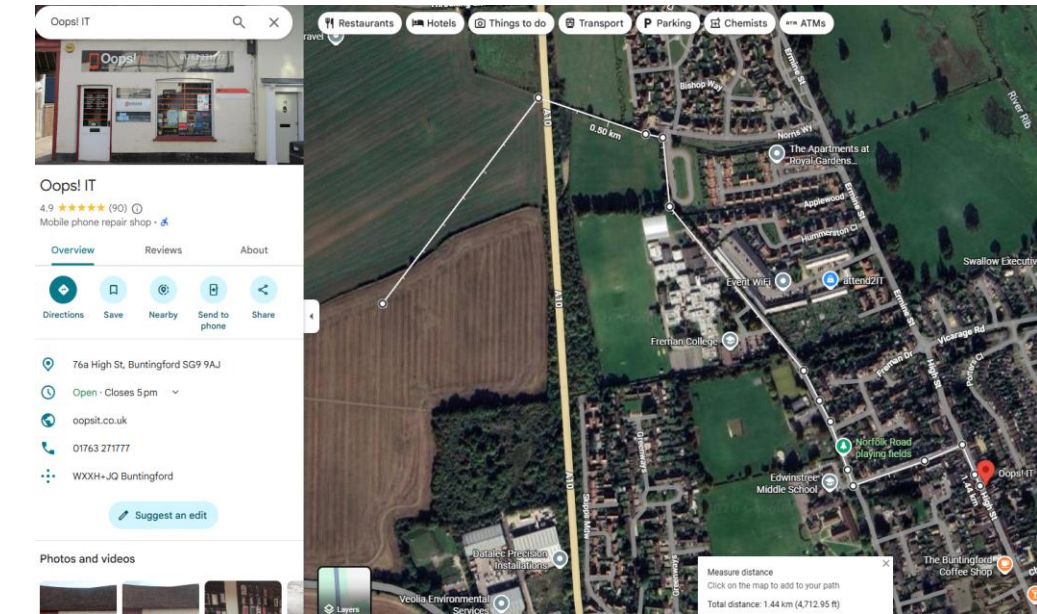
Ref	Services and Facilities	Route 2b	Route 3
35	Isable Hospice Buntingford Shop		
36	The Cheese Plate		

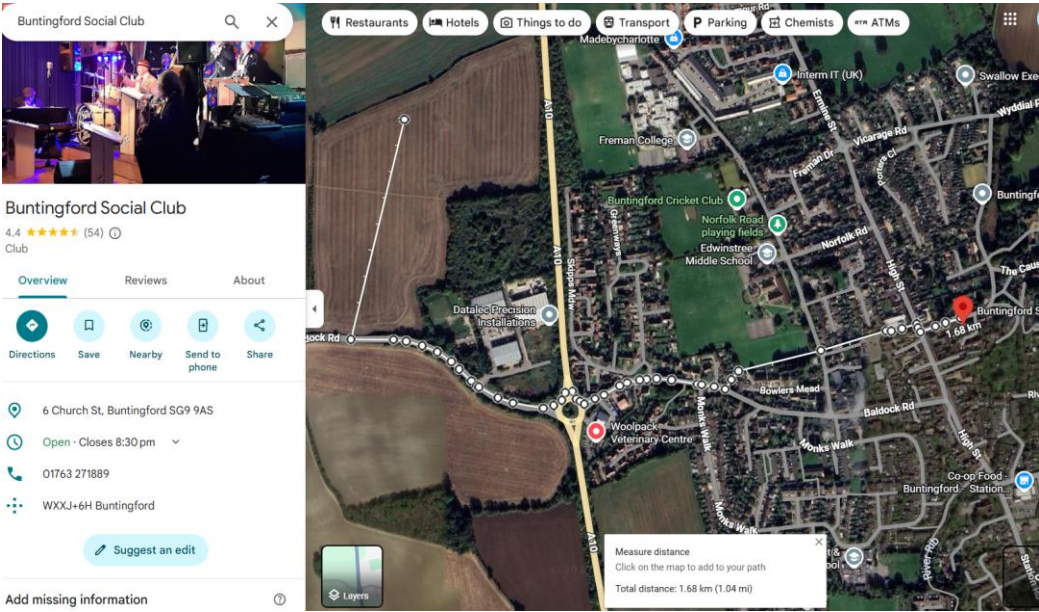
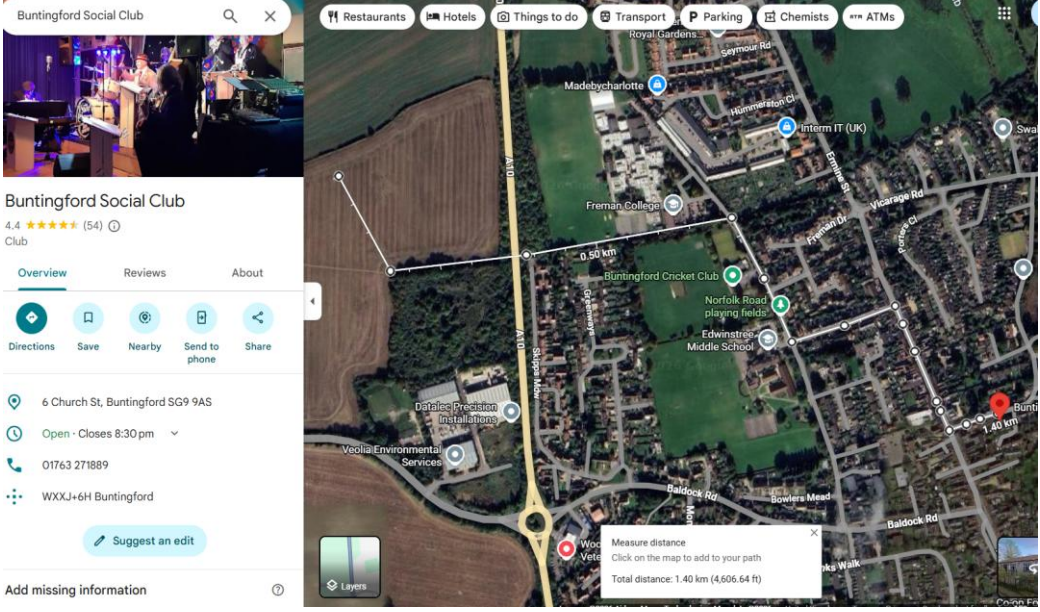
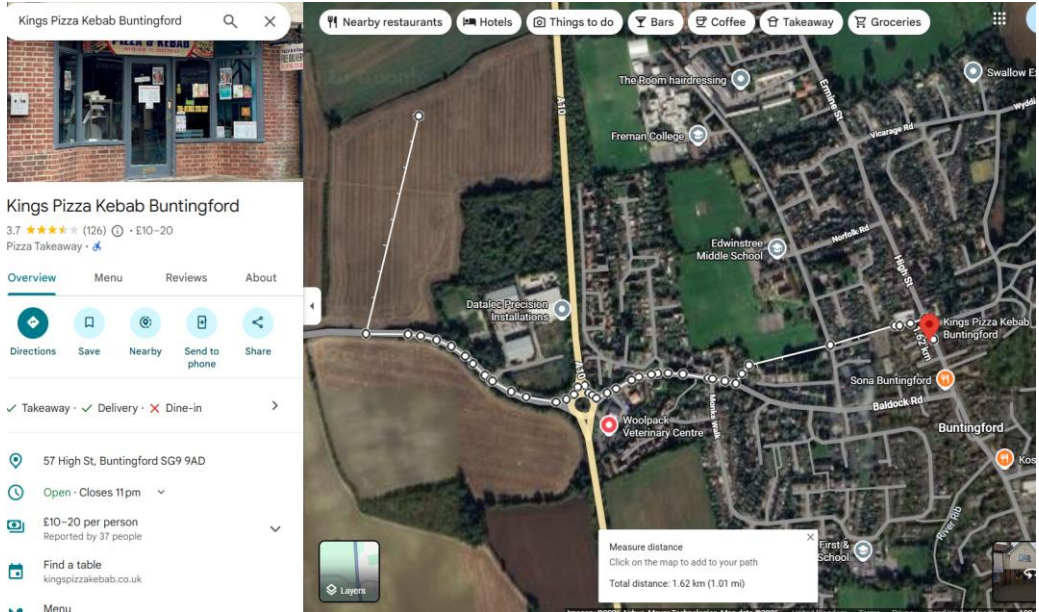
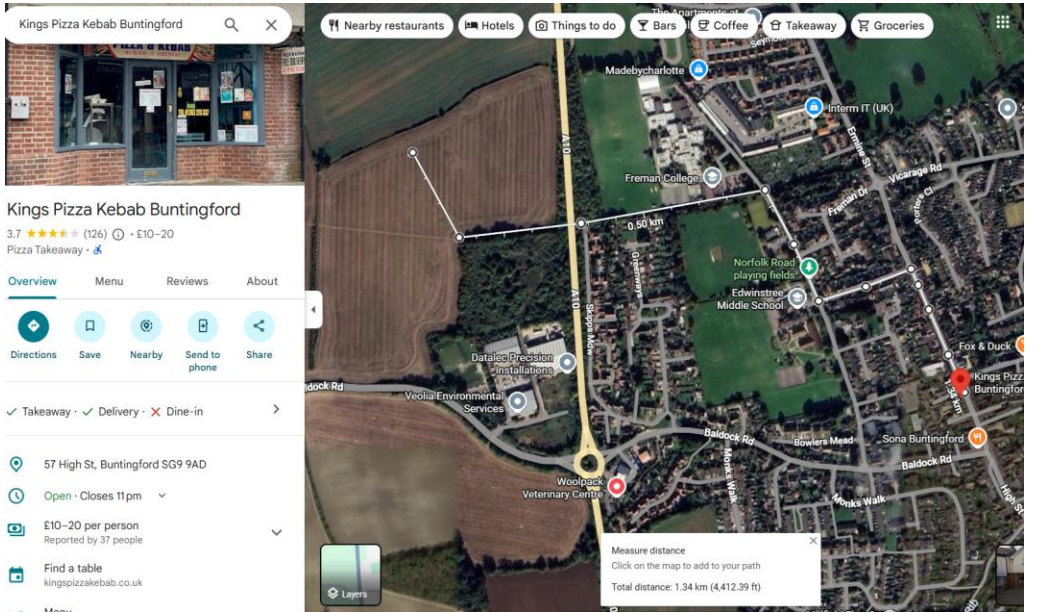
Ref	Services and Facilities	Route 1	Route 2a
37	Locks Stock & More		
38	Luxury Brand Watches		

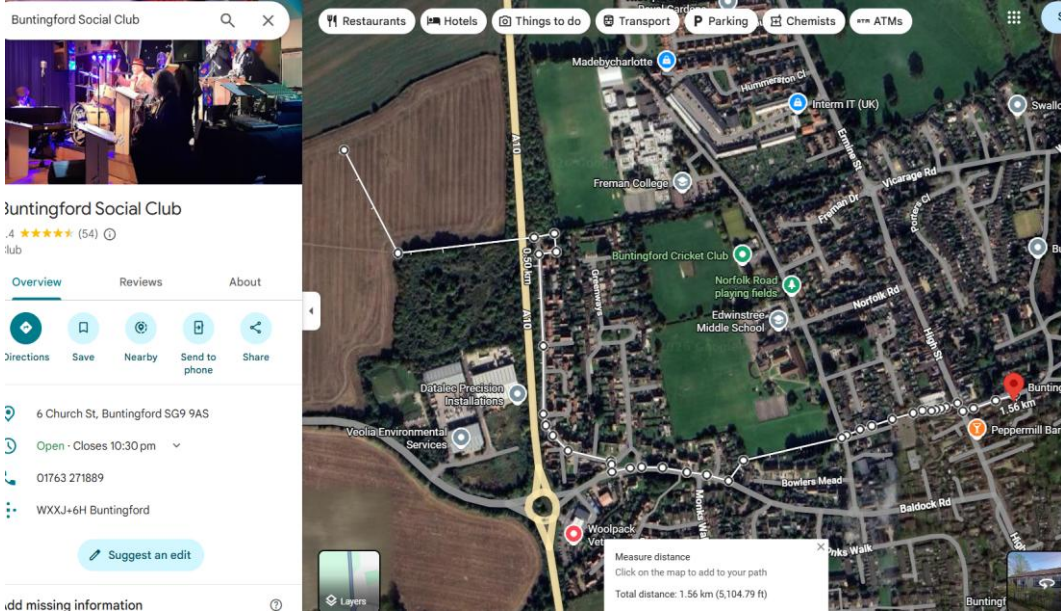
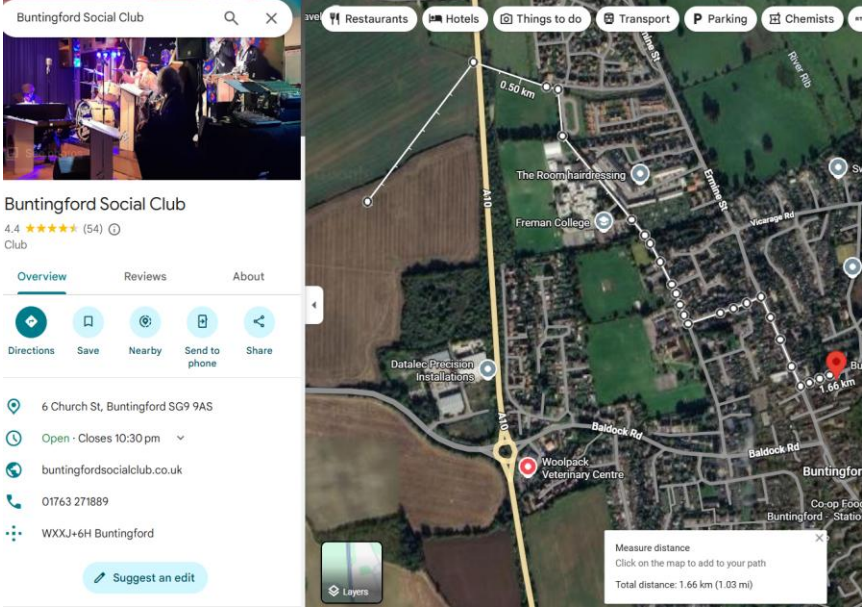
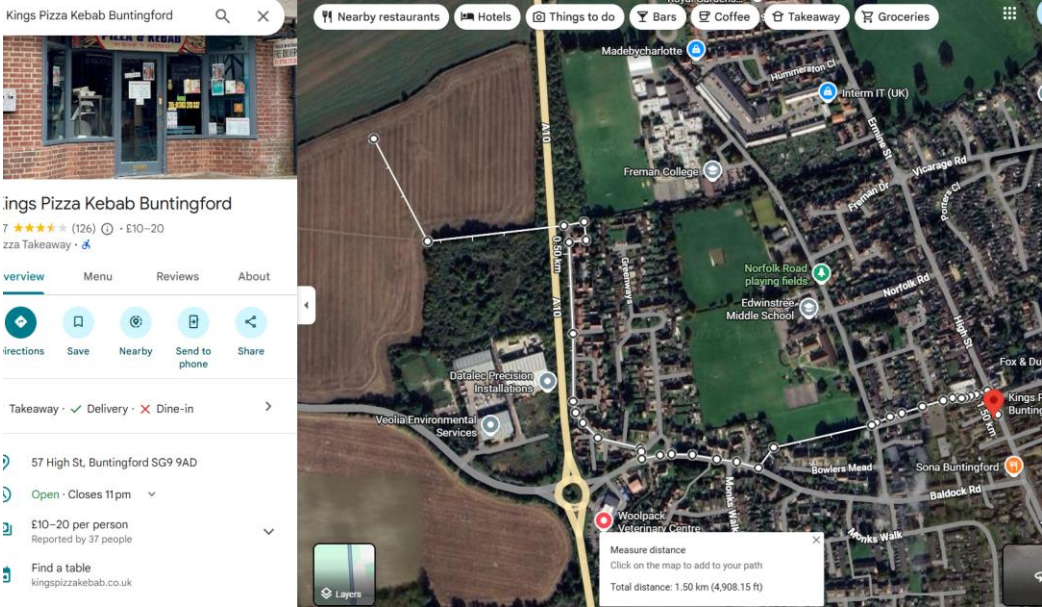
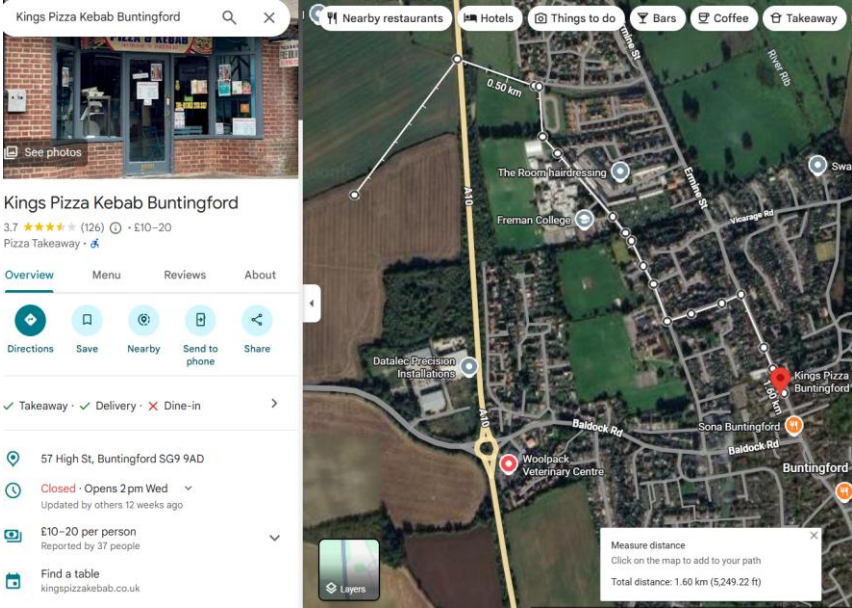
Ref	Services and Facilities	Route 1	Route 2a
39	Budgens 24 Hour Convenience Store		
40	The Tile Shop		

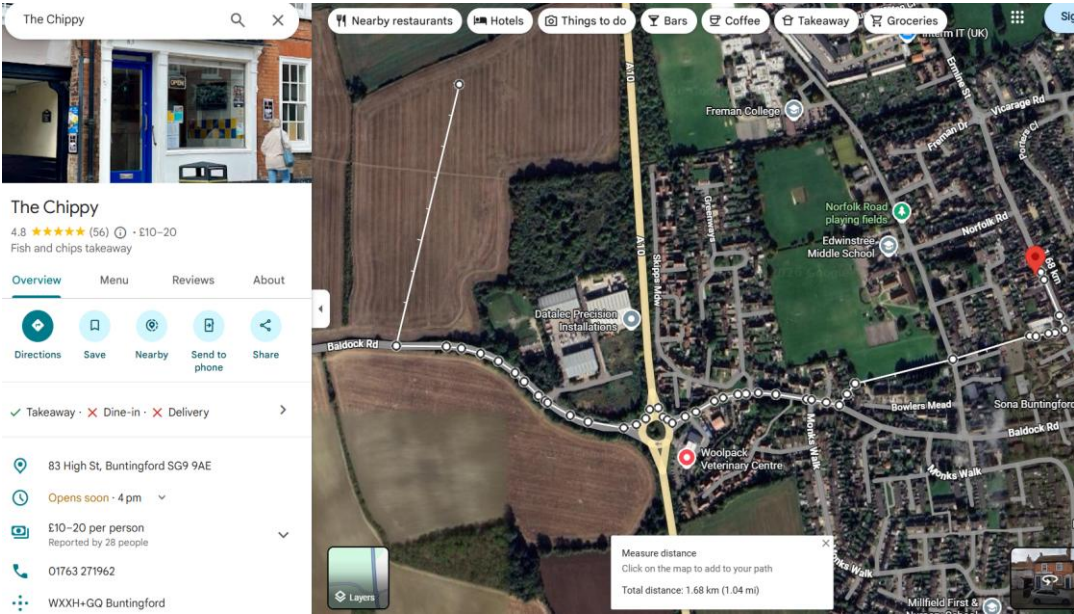
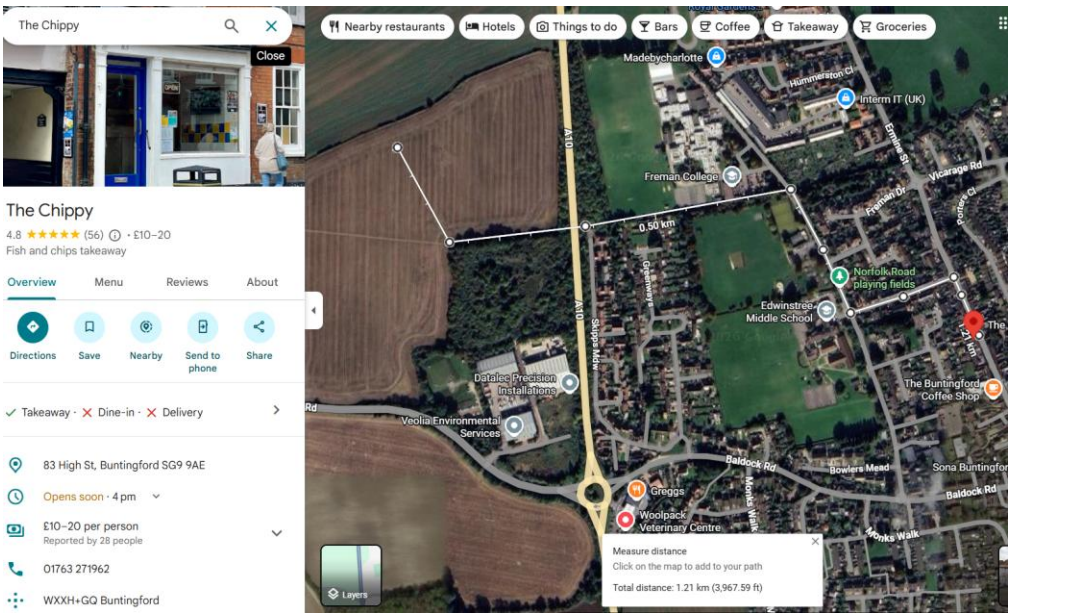
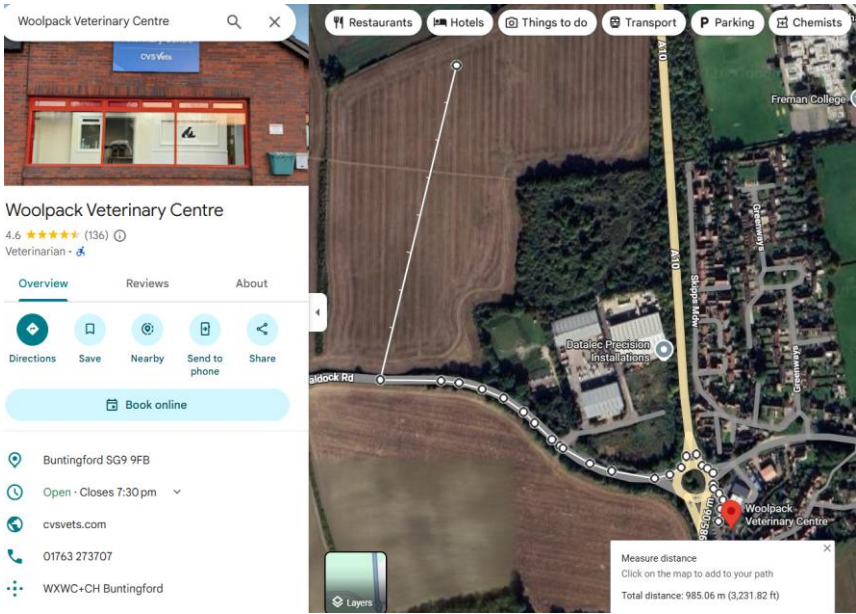
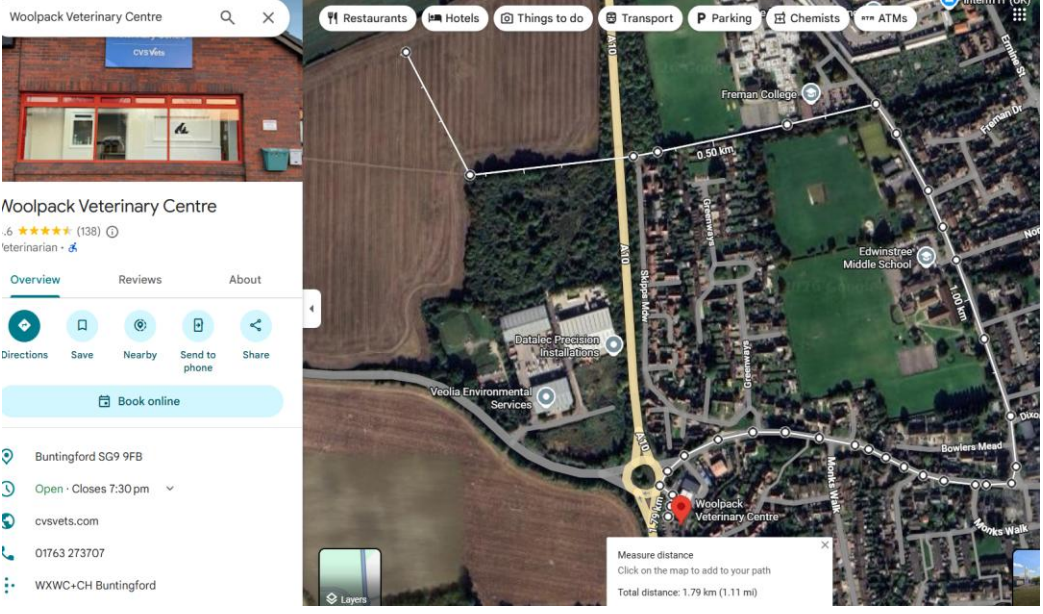
Ref	Services and Facilities	Route 2b	Route 3
39	Budgens 24 Hour Convenience Store		
40	The Tile Shop		

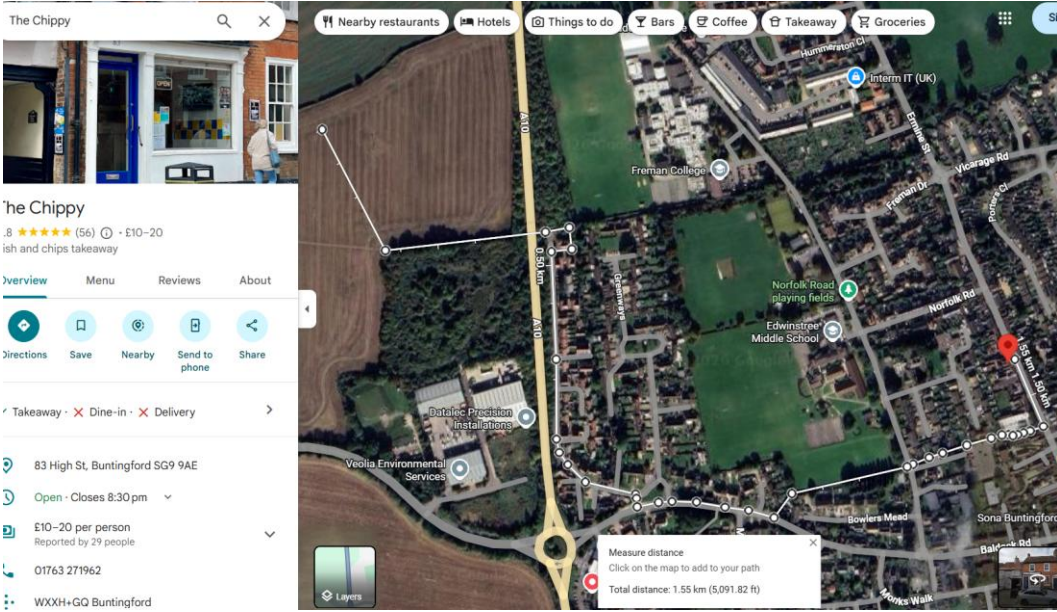
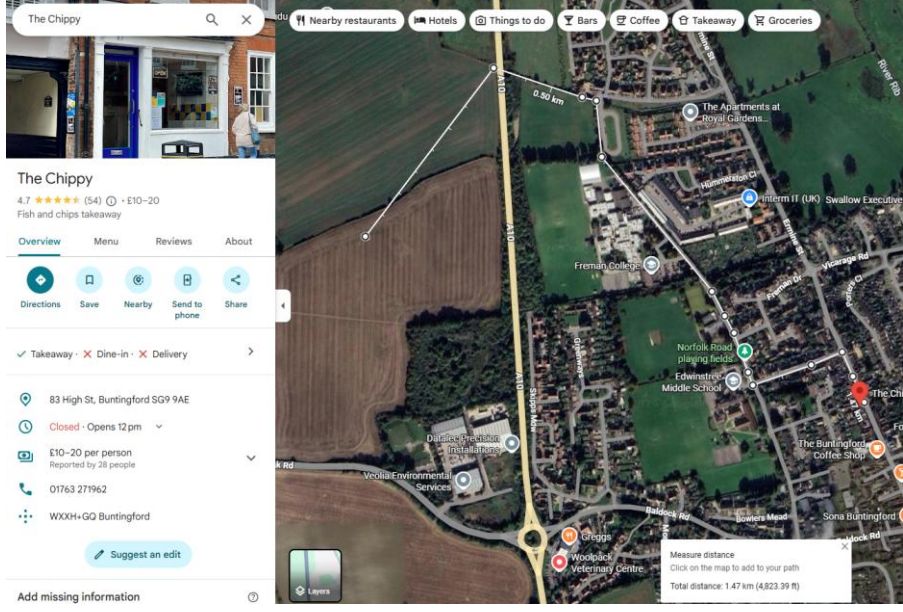
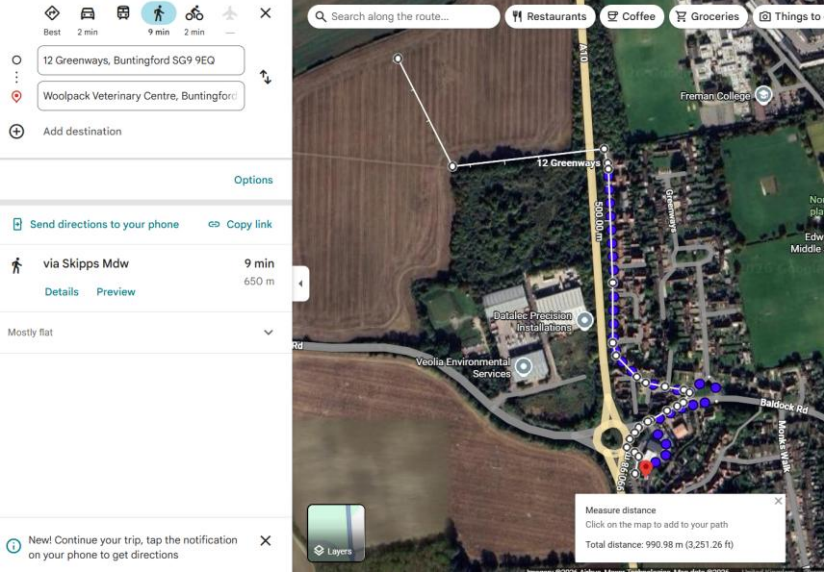
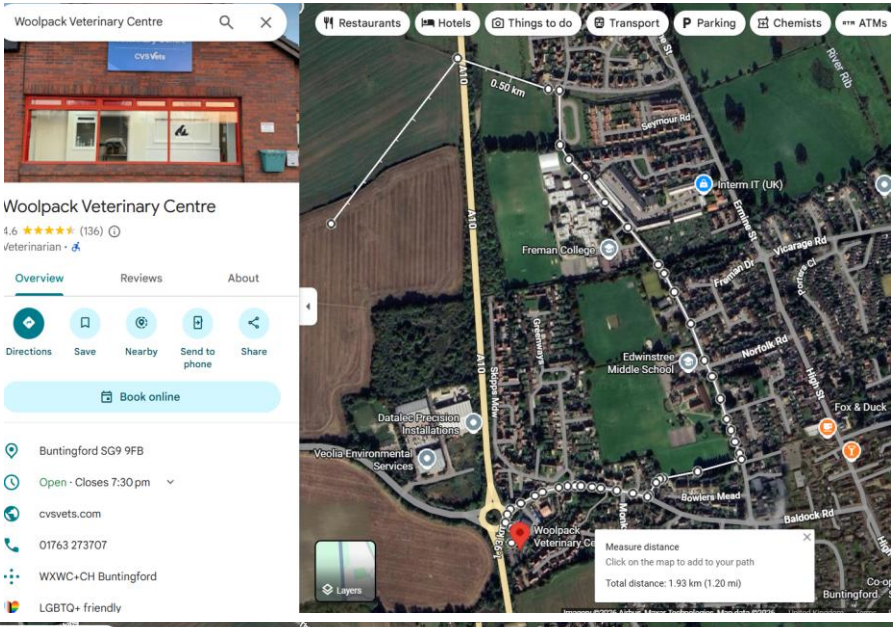
Ref	Services and Facilities	Route 1	Route 2a
41	Direct Carpets & Flooring		
42	Oops! IT		

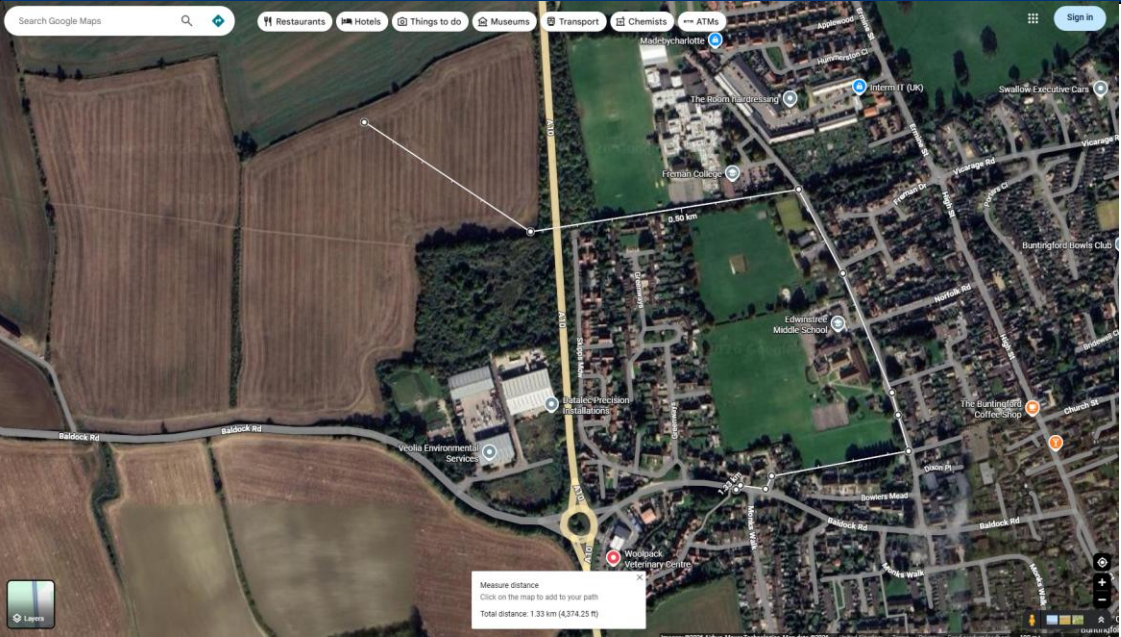
Ref	Services and Facilities	Route 2b	Route 3
41	Direct Carpets & Flooring		
42	Oopts! IT		

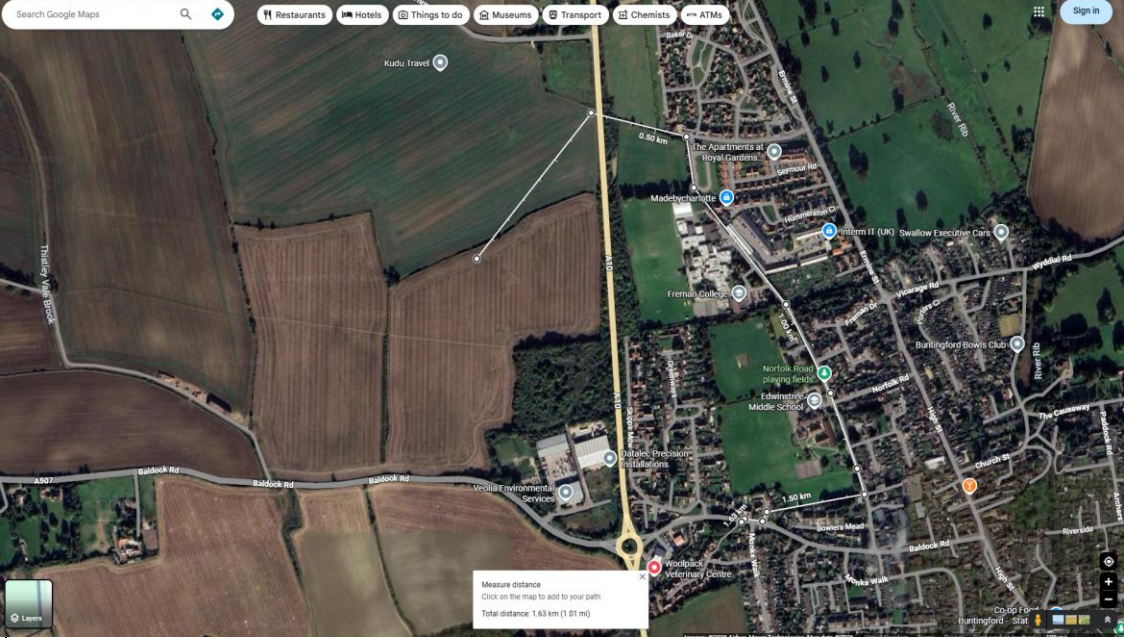
Ref	Services and Facilities	Route 1	Route 2a
43	Buntingford Social Club		
44	Kings Pizza Kebab Buntingford		

Ref	Services and Facilities	Route 2b	Route 3
43	Buntingford Social Club		
44	Kings Pizza Kebab Buntingford		

Ref	Services and Facilities	Route 1	Route 2a
45	The Chippy		
46	Woolpack Veterinary Centre		

Ref	Services and Facilities	Route 2b	Route 3
45	The Chippy		
46	Woolpack Veterinary Centre		

Ref	Services and Facilities	Route 1	Route 2a
52	Greenways Bus Stop		

Ref	Services and Facilities	Route 2b	Route 3
52	Greenways Bus Stop		

PoE Appendix G: How Far are People Willing to Walk and Cycle? (Gareth Wakenshaw and Nick Bunn) (2017)



Gareth Wakenshaw and Nick Bunn
WYG

Is current guidance on walking and cycling distances in need of an overhaul? And, if so, why does this matter? These distances form the basis of many decisions about where we live and work. Distances are used as criteria in assessing land allocations in Local Plans and in determining planning applications. They are also used in decision-making around transport infrastructure, including bus stops.

We decided, firstly, to investigate the distances on which existing guidance is based and then, secondly, to research the National Travel Survey (NTS) data to find out how far people actually walk and cycle.

The old *Planning Policy Guidance 13*: Transport advised that walking and cycling could replace short car trips of 2km and 5km respectively. In 2012, PPG13 was withdrawn and replaced with the *National Planning Policy Framework*, which does not provide any specific guidance on walking or cycling distances.

The Institute of Highways & Transportation 2000 Guidelines for Providing for Journeys on Foot provided 'suggested acceptable' walking distances but gave no evidence in support.

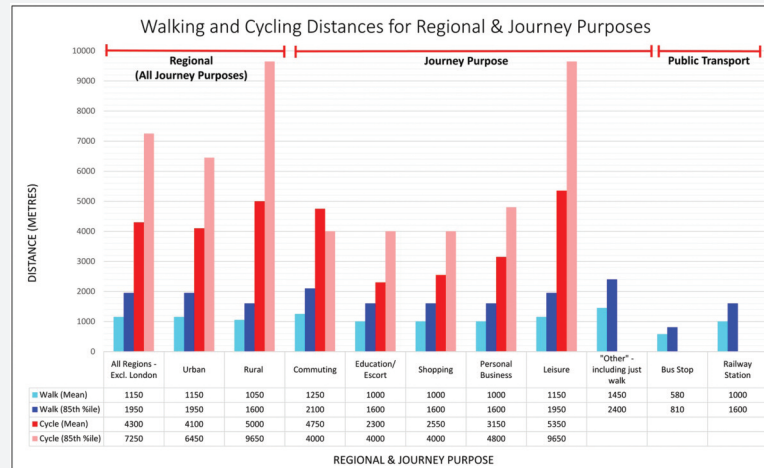
The Chartered Institute of Highways & Transportation (CIHT's) current 2015, *Planning for Walking* offers no firm guidance either other than: "Most people will only walk if their destination is less than a mile away". But it does recognise the lack of supporting evidence and that more work is needed.

CIHT's 2014 *Planning for Cycling* guidance also provides limited guidance. So, it is clear that existing guidance is limited for walking, missing for cycling, and backed by out of date evidence.

The NTS is a UK-wide survey of around 15,000 households and around half fully co-operate. This is around 18,000 individuals (Department for Transport, 2010, 2011 and 2012). We used the 2010 to 2012 NTS dataset, which provides more than 30,000 records for walking and over 15,000 records for cycling from home for a range of journey purposes.

VIEWPOINT

Distance guidelines not fair reflection on how far people are willing to cycle and walk



We then reported the mean and 85th percentile walking and cycling distances. The mean establishes the average distance people walk and cycle, whilst the 85th percentile can be taken as the distance people are prepared to walk or cycle and beyond which they are less likely to do so.

We first explored the walking and cycling distances for regional variation and then for journey purpose.

The graph above summarises the reported walking and cycling distances in different regions and different journey purposes. Perhaps surprisingly, it shows that people walk further in urban areas compared to rural areas, particularly at the 85th percentile level.

There is variation in the mean and 85th percentile walk distance for different journey purposes, with commuting and 'other', including just walk purposes having the longest walking distances.

Walking is mainly used for leisure and 'other' purposes, which together account for 40% of all walking journeys. Education and shopping each account for just under 20% of walking trips, with mean and 85th percentile walking distances of 1,000m and 1,600m respectively. The walking distance for commuting is longer, with an 85th percentile of 2,100m, but only 7% of walking journeys are for commuting.

People cycle much further in rural areas compared with urban areas, particularly at the 85th percentile

level. There is variation in the distances cycled at the average and 85th percentile distances for all journey purposes. Cycling is mainly used for commuting and leisure, accounting for 68.3% of all trips, and the longest distances of 8,050m and 9,650m respectively at the 85th percentile.

Shopping and education account for 11.6% and 10.6% of all trips and have the lowest cycled distances of 4,000m at the 85th percentile.

What does this mean, particularly for the accessibility of

development sites? Based on our research, the catchment for accessibility to a range of facilities should be based on the 85th percentile for the relevant journey purpose, e.g. an employment development should use the commuter distance of 2,100m, a new school should use 1,600m (education/escort education), whilst a residential development should use 1,950m (all journey purposes). Likewise for cycling, an employment development should use a catchment of 9,150m; a new school should use 4,000m; whilst a residential development should use 7,250m.

Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m at the 85th percentile, notably longer than CIHT's 400m maximum distance. The average walk distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT's guidance of 800m.

From our research, it is clear that current guidance distances do not reflect those which people are prepared to walk and cycle to different facilities. That is why we believe there should be new distances, taking into account journey purpose using up-to-date information. **LTT**

Nick Bunn and Gareth Wakenshaw are transport planners at professional services firm WYG

In Passing

LTT This month marks the 50th anniversary of the introduction of the maximum legal blood alcohol drink-driving limit in the UK (80mg of alcohol per 100ml of blood, then and now) and official statistics on alcohol-related road deaths, which began in 1979, indicate that the number of fatalities caused by drink-driving has fallen from 1,640 in that year to 200 in 2015 – a drop of 88%. It hardly feels like a cause for celebration when more than 1,800 people are still being killed on or roads each year. Nevertheless, it would seem churlish not to raise a small glass in honour of the DfT's 50-year plus THINK! campaign to drastically reduce the amount of drink-driving, given its manifest success. But please give us your car keys first.

LTT The phrase 'replacement bus service' is one that will chill the blood of any regular user of our nation's railways but *The Daily Mail*, which never knowingly passes up an opportunity to terrify its readers, recently warned said readers that, due to the recent shenanigans at Ryanair,

the phrase could soon become all too familiar to airline passengers. "Ryanair could replace flights with buses as it offers 'comparable transport' in order to limit its £1bn compensation bill," the paper warned. "The airline has promised to ensure refunds to 750,000 passengers after cancelling 20,000 flights, which means that customers stranded after their flights were cancelled can fly for free with rivals if there are no Ryanair seats available. However, rules dictate that if this is impossible then they could also offer to pay for trains, car hire or even buses." Oh, the horror.

LTT News that a city of close to a million people is planning to start handing out free public transport passes to every city centre worker, regardless of income or intent to actually use the things, in order to reduce road traffic congestion and pressure on inner city parking spaces, might cause some readers to speculate on where this city might be. Sweden, perhaps? Or maybe the Netherlands? Nope

– the city in question is Columbus, Ohio, in the good ol' car-loving US of A. So is this move a game changer for car use across the Atlantic? We'll have to wait and see, unfortunately, as a two-year trial of the scheme isn't due to begin until the summer of 2018. So watch this (parking) space.

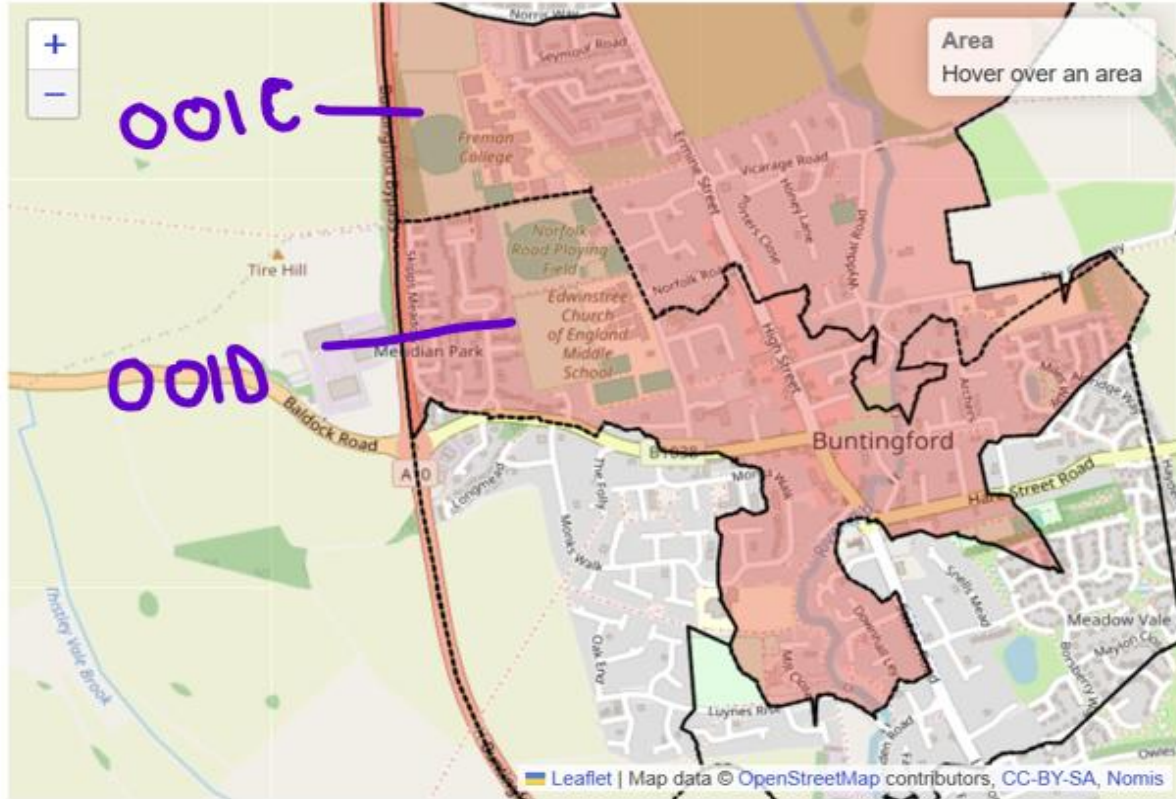
LTT When is a bus not a bus? When it's art, at least according to Reading Buses, which is supporting a local artist's plans to turn one of its double-deckers into a mobile art gallery. Local artists are being invited to contribute ideas exploring the theme of public mobility and how it relates to the sense of place and community by October 16, which is next Monday, so any Reading residents who fancy getting involved had better get their skates on. Once galleried up, the bus in question will be operational on regular routes operated by Reading Buses, according to the company, although it doesn't say where the passengers are going to go to make room for the art.

PoE Appendix H: Index of Multiple Deprivation 2025 (IMD25) Crime Statistics

LSOA code (2021)	LSOA name (2021)	Local Authority District code (2024)	Local Authority District name (2024)	Crime Rank (where 1 is most deprived)	Crime Decile (where 1 is most deprived 10% of LSOAs)
E01035591	East Hertfordshire 004E	E07000242	East Hertfordshire	3096	1
E01035597	East Hertfordshire 017G	E07000242	East Hertfordshire	3071	1
E01023488	East Hertfordshire 015B	E07000242	East Hertfordshire	9324	3
E01023484	East Hertfordshire 016C	E07000242	East Hertfordshire	9242	3
E01035590	East Hertfordshire 004D	E07000242	East Hertfordshire	8855	3
E01035596	East Hertfordshire 017F	E07000242	East Hertfordshire	8154	3
E01035595	East Hertfordshire 007H	E07000242	East Hertfordshire	7868	3
E01023487	East Hertfordshire 015A	E07000242	East Hertfordshire	7593	3
E01023499	East Hertfordshire 011A	E07000242	East Hertfordshire	13144	4
E01023518	East Hertfordshire 012D	E07000242	East Hertfordshire	12190	4
E01023514	East Hertfordshire 012C	E07000242	East Hertfordshire	11999	4
E01023447	East Hertfordshire 007E	E07000242	East Hertfordshire	10273	4
E01023519	East Hertfordshire 012E	E07000242	East Hertfordshire	16310	5
E01023470	East Hertfordshire 014A	E07000242	East Hertfordshire	15494	5
E01023449	East Hertfordshire 004A	E07000242	East Hertfordshire	14604	5
E01035594	East Hertfordshire 007G	E07000242	East Hertfordshire	14008	5
E01023479	East Hertfordshire 017E	E07000242	East Hertfordshire	20131	6
E01035588	East Hertfordshire 001F	E07000242	East Hertfordshire	19905	6
E01023466	East Hertfordshire 001D	E07000242	East Hertfordshire	19864	6
E01023513	East Hertfordshire 012B	E07000242	East Hertfordshire	19803	6
E01023506	East Hertfordshire 006B	E07000242	East Hertfordshire	19686	6
E01023448	East Hertfordshire 007F	E07000242	East Hertfordshire	18942	6
E01023439	East Hertfordshire 005B	E07000242	East Hertfordshire	18532	6
E01023490	East Hertfordshire 015D	E07000242	East Hertfordshire	18200	6
E01023469	East Hertfordshire 018B	E07000242	East Hertfordshire	17962	6
E01023504	East Hertfordshire 018E	E07000242	East Hertfordshire	17117	6
E01023445	East Hertfordshire 007C	E07000242	East Hertfordshire	16898	6
E01023491	East Hertfordshire 009A	E07000242	East Hertfordshire	23488	7
E01023480	East Hertfordshire 018C	E07000242	East Hertfordshire	23392	7
E01023496	East Hertfordshire 009C	E07000242	East Hertfordshire	22976	7
E01023454	East Hertfordshire 003C	E07000242	East Hertfordshire	22737	7
E01023442	East Hertfordshire 005E	E07000242	East Hertfordshire	22733	7
E01023494	East Hertfordshire 019A	E07000242	East Hertfordshire	22671	7
E01023472	East Hertfordshire 014C	E07000242	East Hertfordshire	22358	7
E01023486	East Hertfordshire 010B	E07000242	East Hertfordshire	21790	7
E01023505	East Hertfordshire 018F	E07000242	East Hertfordshire	21280	7
E01023511	East Hertfordshire 013B	E07000242	East Hertfordshire	20959	7
E01023438	East Hertfordshire 005A	E07000242	East Hertfordshire	20442	7
E01023502	East Hertfordshire 011D	E07000242	East Hertfordshire	20270	7
E01023441	East Hertfordshire 005D	E07000242	East Hertfordshire	26732	8
E01023471	East Hertfordshire 014B	E07000242	East Hertfordshire	26714	8
E01023503	East Hertfordshire 011E	E07000242	East Hertfordshire	26658	8
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E01023476	East Hertfordshire 017B	E07000242	East Hertfordshire	25151	8
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E01023477	East Hertfordshire 017C	E07000242	East Hertfordshire	24436	8
E01023444	East Hertfordshire 007B	E07000242	East Hertfordshire	24414	8
E01023493	East Hertfordshire 003F	E07000242	East Hertfordshire	24284	8
E01023512	East Hertfordshire 012A	E07000242	East Hertfordshire	24115	8
E01023489	East Hertfordshire 015C	E07000242	East Hertfordshire	23636	8
E01023492	East Hertfordshire 009B	E07000242	East Hertfordshire	29938	9
E01035589	East Hertfordshire 001G	E07000242	East Hertfordshire	29730	9
E01023515	East Hertfordshire 013C	E07000242	East Hertfordshire	29440	9
E01023497	East Hertfordshire 009D	E07000242	East Hertfordshire	29326	9
E01023510	East Hertfordshire 013A	E07000242	East Hertfordshire	29150	9
E01035609	East Hertfordshire 019C	E07000242	East Hertfordshire	29089	9
E01023483	East Hertfordshire 016B	E07000242	East Hertfordshire	28705	9
E01023517	East Hertfordshire 013E	E07000242	East Hertfordshire	28693	9
E01023463	East Hertfordshire 003E	E07000242	East Hertfordshire	28579	9
E01023443	East Hertfordshire 007A	E07000242	East Hertfordshire	28566	9
E01023458	East Hertfordshire 008C	E07000242	East Hertfordshire	28226	9
E01023509	East Hertfordshire 019B	E07000242	East Hertfordshire	27943	9
E01023501	East Hertfordshire 011C	E07000242	East Hertfordshire	27795	9
E01023474	East Hertfordshire 014E	E07000242	East Hertfordshire	27526	9
E01023467	East Hertfordshire 019E	E07000242	East Hertfordshire	27404	9
E01035593	East Hertfordshire 006E	E07000242	East Hertfordshire	27120	9
E01023495	East Hertfordshire 019D	E07000242	East Hertfordshire	27084	9
E01023459	East Hertfordshire 008D	E07000242	East Hertfordshire	33365	10
E01023482	East Hertfordshire 016A	E07000242	East Hertfordshire	33264	10
E01023516	East Hertfordshire 013D	E07000242	East Hertfordshire	33162	10
E01023473	East Hertfordshire 014D	E07000242	East Hertfordshire	33030	10
E01023452	East Hertfordshire 003A	E07000242	East Hertfordshire	32717	10
E01023500	East Hertfordshire 011B	E07000242	East Hertfordshire	32615	10
E01023457	East Hertfordshire 008B	E07000242	East Hertfordshire	32437	10
E01023455	East Hertfordshire 003D	E07000242	East Hertfordshire	32393	10

E01023456	East Hertfordshire 008A	E07000242	East Hertfordshire	32289	10
E01023485	East Hertfordshire 010A	E07000242	East Hertfordshire	32165	10
E01023460	East Hertfordshire 008E	E07000242	East Hertfordshire	31937	10
E01023468	East Hertfordshire 018A	E07000242	East Hertfordshire	31432	10
E01023481	East Hertfordshire 018D	E07000242	East Hertfordshire	31416	10
E01023451	East Hertfordshire 004C	E07000242	East Hertfordshire	31166	10
E01023461	East Hertfordshire 008F	E07000242	East Hertfordshire	31130	10
E01023440	East Hertfordshire 005C	E07000242	East Hertfordshire	30721	10
E01023520	East Hertfordshire 012F	E07000242	East Hertfordshire	30582	10

Selection of areas



- ☐ E01023462 : East Hertfordshire 001A
- ☒ E01023465 : East Hertfordshire 001C
- ☒ E01023466 : East Hertfordshire 001D
- ☐ E01035587 : East Hertfordshire 001E

Domains of deprivation

The 'IoD2025 Domains' worksheet in this file contains the ranks and deciles for the Index of Multiple Deprivation 2025 (IMD25) and the seven domains at Lower-layer Super Output Area (LSOA) level.

The LSOA with a rank of 1 is **the most deprived** and the LSOA with a rank of 33,755 is **the least deprived**.

The **deciles** are calculated by ranking the 33,755 LSOAs in England from most deprived to least deprived and dividing them **into 10 equal groups**. LSOAs in decile 1 fall **within the most deprived 10% of LSOAs nationally** and **LSOAs in decile 10 fall within the least deprived 10% of LSOAs nationally**.

LSOAs are small areas designed to be of a similar population size, with an average of approximately 1,500 residents or 650 households. They were produced by the Office for National Statistics for the reporting of small area statistics.

Following the 2021 Census, the geography of LSOA was revised and the number of areas has increased from 32,844 (as used for the Indices of Deprivation 2015 and 2019) to 33,755 (as used for the Indices of Deprivation 2025).

PoE Appendix I: Bus Timetables

Hertford – Buntingford – Royston

18•331

MONDAYS TO FRIDAYS

from 31st August 2025

	Operator:	RI	KT	KT	KT	RI	KT	RI	KT	KT	RI	KT	RI
	Service:	18	331	331	331	18	331	18	331	331	18	331	18
	Notes:			NSch	Sch								
Hertford , Bus Station, Stop 4				0735	0735		0855		0955	1055		1155	
Ware , Hertford Regional College, Stop D ➡				0744	0744		0904		1004	1104		1204	
Ware , High Street, The Priory		0636	0746	0746		0906		1006	1106			1206	
Ware , Wadesmill Road, opp Wodson Park		0639	0749	0749		0909		1009	1109			1209	
Thundridge , Wadesmill Road, Maltons			0750	0750		0910		1010	1110			1210	
Wadesmill , Ermine St, opp The Feathers Inn			0752	0752		0912		1012	1112			1212	
High Cross , Ermine St, opp White Horse PH			0753	0753		0913		1013	1113			1213	
Colliers End , Ermine Street, Lamb & Flag			0756	0756		0916		1016	1116			1216	
Standon , Kents Lane, South Road		0651	0801	0801		0921		1021	1121			1221	
Standon , Station Road, Heron Restaurant		0652	0802	0802		0922		1022	1122			1222	
Puckeridge , Station Rd, opp Crown & Falcon PH		0655	0805	0805		0925		1025	1125			1225	
Westmill , Ermine Street, Westmill Turn		0701				0932			1132				
Braughing , B1368, opp The Golden Fleece PH			0810	0810				1030				1230	
Dassels , B1368, Hobbs Lane			0813	0813				1033				1233	
Hare Street , B1368, Swan Lane			0816	0816				1036				1236	
Buntingford , London Road, Kingfisher Park	0630	0703				0934	1000		1134			1245	
Buntingford , High Street, The Crown Inn	0632	0705	0822	0822		0936	1002	1042	1136			1242	1247
Buntingford , Bowling Grn Ln, Edwinstree Sch				0825									
Buntingford , Bowling Green Ln, Freman College				0826									
Connections with Service 18:				C	C							C	
Buntingford , Baldock Road, opp Greenways	0634		0824	0829	0834	0938	1004	1044	1138		1244	1249	
Buntingford , Neale Drive, Phillips Way	0637				0837		1007					1252	
Chipping , Ermine St, opp The Countryman PH	0640				0840		1010					1255	
Buckland , Hill View, Whiteley Lane	0642				0842		1012					1257	
Reed , Blacksmiths Lane, Village Hall	0645				0845		1015					1300	
Barkway , Royston Road, opp Windmill Close	0650				0850		1020					1305	
Barley , Church End, opp Church	0655				0855		1025					1310	
Barley , Picknag Road, High Street	0657				0857		1027					1312	
Royston , Barkway Road, Shaftesbury Way	0702				0902		1032					1317	
Royston , Bus Station, Stop 2	0703				0903		1033			1148		1318	
Royston Railway Station , Stop C ➡	0707				0907		1037			1152		1322	
Royston , Tesco	0709				0909		1039			1154		1324	
Royston , Burns Road, Roysia Surgery	0711				0911		1041			1156		1326	
Royston , Sassoon Drive	0713				0913		1043			1158		1328	

NOTES: ➡ - Near Railway Station **Sch** - Schooldays Only **NSch** - Non Schooldays Only
C - Service 331 from Hertford connects with Service 18 towards Royston - Through fares are available - Change of Bus is Required.

Hertford – Buntingford – Royston

18•331

MONDAYS TO FRIDAYS

from 31st August 2025

Operator: KT KT RI KT RI KT KT RI KT KT KT
Service: 331 331 18 331 18 331 331 18 331 331 331
Notes:

Hertford , Bus Station, Stop 4	1255	1355		1455		1555	1655		1800	1855	2055
Ware , Hertford Regional College, Stop D ➡	1304	1404		1504		1604	1704		1811	1903	2103
Ware , High Street, The Priory	1306	1406		1506		1606	1706		1813	1905	2105
Ware , Wadesmill Road, opp Wodson Park	1309	1409		1509		1609	1709		1816	1908	2108
Thundridge , Wadesmill Road, Maltons	1310	1410		1510		1610	1710		1817	1909	2109
Wadesmill , Ermine St, opp The Feathers Inn	1312	1412		1512		1612	1712		1819	1910	2110
High Cross , Ermine St, opp White Horse PH	1313	1413		1513		1613	1713		1820	1911	2111
Colliers End , Ermine Street, Lamb & Flag	1316	1416		1516		1616	1716		1823	1914	2114
Standon , Kents Lane, South Road	1321	1421		1521		1621	1721		1828	1918	2118
Standon , Station Road, Heron Restaurant	1322	1422		1522		1622	1722		1829	1919	2119
Puckeridge , Station Rd, opp Crown & Falcon PH	1325	1425		1525		1625	1725		1832	1922	2122
Westmill , Ermine Street, Westmill Turn	1332			1532					1839		
Braughing , B1368, opp The Golden Fleece PH		1430				1630	1730			1926	2126
Dassels , B1368, Hobbs Lane		1433				1633	1733			1929	2129
Hare Street , B1368, Swan Lane		1436				1636	1736			1932	2132
Buntingford , London Road, Kingfisher Park	1334			1534	1620				1750	1841	
Buntingford , High Street, The Crown Inn	1336	1442		1536	1622	1642	1742		1752	1843	1938
Connections with Service 18:				C							
Buntingford , Baldock Road, opp Greenways	1338	1444		1538	1624	1644	1744		1754	1845	1940
Buntingford , Neale Drive, Phillips Way					1627	1649			1757		
Chipping , Ermine St, opp The Countryman PH					1630				1800		
Buckland , Hill View, Whiteley Lane					1632				1802		
Reed , Blacksmiths Lane, Village Hall					1635				1805		
Barkway , Royston Road, opp Windmill Close					1640				1810		
Barley , Church End, opp Church					1645				1815		
Barley , Picknag Road, High Street					1647				1817		
Royston , Barkway Road, Shaftesbury Way					1652				1822		
Royston , Bus Station, Stop 2			1448		1653				1823		
Royston Railway Station , Stop C ➡			1452		1657				1827		
Royston , Tesco			1454		1659				1829R		
Royston , Burns Road, Roysia Surgery									1831R		

NOTES: ➡ - Near Railway Station R - Serves Royston Railway Station onwards travel are request stops only
C - Service 331 from Hertford connects with Service 18 towards Royston - Through fares are available - Change of Bus is Required.

Hertford – Buntingford – Royston

18•331

SATURDAYS

from 31st August 2025

Operator:	KT	RI	KT	KT	RI	KT	KT	RI	KT	RI	KT	KT
Service:	331	18	331	331	18	331	331	18	331	18	331	331
Notes:												

Hertford , Bus Station, Stop 4			0759	0855		0955	1055		1155		1255	1355
Ware , Hertford Regional College, Stop D ➡			0806	0904		1004	1104		1204		1304	1404
Ware , High Street, The Priory	0716		0808	0906		1006	1106		1206		1306	1406
Ware , Wadesmill Road, opp Wodson Park	0719		0811	0909		1009	1109		1209		1309	1409
Thundridge , Wadesmill Road, Maltons	0720		0812	0910		1010	1110		1210		1310	1410
Wadesmill , Ermine St, opp The Feathers Inn	0721		0813	0912		1012	1112		1212		1312	1412
High Cross , Ermine St, opp White Horse PH	0722		0814	0913		1013	1113		1213		1313	1413
Colliers End , Ermine Street, Lamb & Flag	0725		0817	0916		1016	1116		1216		1316	1416
Standon , Kents Lane, South Road	0729		0821	0921		1021	1121		1221		1321	1421
Standon , Station Road, Heron Restaurant	0730		0822	0922		1022	1122		1222		1322	1422
Puckeridge , Station Rd, opp Crown & Falcon PH	0733		0825	0925		1025	1125		1225		1325	1425
Westmill , Ermine Street, Westmill Turn				0932			1132				1332	
Braughing , B1368, opp The Golden Fleece PH	0737		0829			1030			1230			1430
Dassels , B1368, Hobbs Lane	0740		0832			1033			1233			1433
Hare Street , B1368, Swan Lane	0743		0835			1036			1236			1436
Buntingford , London Road, Kingfisher Park		0830		0934	1000		1134			1245	1334	
Buntingford , High Street, The Crown Inn	0748	0832	0841	0936	1002	1042	1136		1242	1247	1336	1442
Connections with Service 18:									C			
Buntingford , Baldock Road, opp Greenways	0750	0834	0843	0938	1004	1044	1138		1244	1249	1338	1444
Buntingford , Neale Drive, Phillips Way		0837				1007				1252		
Chipping , Ermine St, opp The Countryman PH		0840				1010				1255		
Buckland , Hill View, Whiteley Lane		0842				1012				1257		
Reed , Blacksmiths Lane, Village Hall		0845				1015				1300		
Barkway , Royston Road, opp Windmill Close		0850				1020				1305		
Barley , Church End, opp Church		0855				1025				1310		
Barley , Picknag Road, High Street		0857				1027				1312		
Royston , Barkway Road, Shaftesbury Way		0902				1032				1317		
Royston , Bus Station, Stop 2		0903				1033		1148		1318		
Royston Railway Station , Stop C ➡		0907				1037		1152		1322		
Royston , Tesco		0909				1039		1154		1324		
Royston , Burns Road, Roysia Surgery		0911				1041		1156		1326		
Royston , Sassoon Drive		0913				1043		1158		1328		

NOTES: **C** - Service 331 from Hertford connects with Service 18 towards Royston - Through fares are available - Change of Bus is Required.
➡ - Near Railway Station

Hertford – Buntingford – Royston

18•331

SATURDAYS

from 31st August 2025

Operator: RI KT RI KT RI KT RI KT KT KT
Service: 18 331 18 331 18 331 18 331 331 331
Notes:

Hertford , Bus Station, Stop 4	1455	1555	1655	1755	1855	2055
Ware , Hertford Regional College, Stop D ➡	1504	1604	1704	1803	1903	2103
Ware , High Street, The Priory	1506	1606	1706	1805	1905	2105
Ware , Wadesmill Road, opp Wodson Park	1509	1609	1709	1808	1908	2108
Thundridge , Wadesmill Road, Maltons	1510	1610	1710	1809	1909	2109
Wadesmill , Ermine St, opp The Feathers Inn	1512	1612	1712	1810	1910	2110
High Cross , Ermine St, opp White Horse PH	1513	1613	1713	1811	1911	2111
Colliers End , Ermine Street, Lamb & Flag	1516	1616	1716	1814	1914	2114
Standon , Kents Lane, South Road	1521	1621	1721	1818	1918	2118
Standon , Station Rd, Heron Restaurant	1522	1622	1722	1819	1919	2119
Puckeridge , Station Rd, opp Crown & Falcon PH	1525	1625	1725	1822	1922	2122
Westmill , Ermine Street, Westmill Turn	1532		1732		1928	
Braughing , B1368, opp The Golden Fleece PH		1630		1826		2126
Dassels , B1368, Hobbs Lane		1633		1829		2129
Hare Street , B1368, Swan Lane		1639		1832		2132
Buntingford , London Road, Kingfisher Park	1534	1545		1734	1745	
Buntingford , High Street, The Crown Inn	1536	1547	1642	1736	1747	1837
Connections with Service 18:	C	C				
Buntingford , Baldock Road, opp Greenways	1538	1549	1644	1738	1749	1839
Buntingford , Neale Drive, Phillips Way		1552		1752		
Chipping , Ermine St, opp The Countryman PH		1555		1755		
Buckland , Hill View, Whiteley Lane		1557		1757		
Reed , Blacksmiths Lane, Village Hall		1600		1800		
Barkway , Royston Road, opp Windmill Close		1605		1805		
Barley , Church End, opp Church		1610		1810		
Barley , Picknage Road, High Street		1612		1812		
Royston , Barkway Road, Shaftesbury Way		1617		1817		
Royston , Bus Station, Stop 2	1448	1618	1648	1818		
Royston Railway Station , Stop C ➡	1452	1622	1652	1822		
Royston , Tesco	1454	1624	1654	1824		
Royston , Burns Road, Roysia Surgery		1626		1826		
Royston , Sassoon Drive		1628				

NOTES: **C** - Service 331 from Hertford connects with Service 18 towards Royston - Through fares are available - Change of Bus is Required.
➡ - Near Railway Station

Hertford – Buntingford

331

SUNDAYS from 31st August 2025

Notes:

Hertford, Bus Station, Stop 4	0837	1017	1217	1417	1617	1817
Ware, Hertford Regional College, Stop D ➡	0844	1024	1224	1424	1624	1824
Ware, High Street, The Priory	0846	1026	1226	1426	1626	1826
Ware, Wadesmill Road, opp Wodson Park	0849	1029	1229	1429	1629	1829
Thundridge, Wadesmill Road, Maltons		1030	1230	1430	1630	1830
Wadesmill, Ermine St, opp The Feathers Inn		1032	1232	1432	1632	1832
High Cross, Ermine St, opp White Horse PH		1033	1233	1433	1633	1833
Colliers End, Ermine Street, Lamb & Flag		1036	1236	1436	1636	1836
Standon, Kents Lane, South Road	0857	1041	1241	1441	1641	1841
Standon, Station Road, Heron Restaurant	0858	1042	1242	1442	1642	1842
Puckeridge, Station Rd, opp Crown & Falcon PH	0901	1045	1245	1445	1645	1845
Westmill, Ermine Street, Westmill Turn	0908					
Braughing, B1368, opp The Golden Fleece PH		1050	1250	1450	1650	1850
Dassels, B1368, Hobbs Lane		1053	1253	1453	1653	1853
Hare Street, B1368, Swan Lane		1056	1256	1456	1656	1856
Buntingford, London Road, Kingfisher Park	0910					
Buntingford, High Street, The Crown Inn	0912	1102	1302	1502	1702	1902
Buntingford, Baldock Road, opp Greenways	0914	1104	1304	1504	1704	1904

NOTES: ➡ - Near Railway Station

OPERATORS:	RI - Richmond's Coaches	Customer Care: 01763 848 226
	KT - Arriva	Customer Care: 0344 800 4411
	A2B Travel Group	Customer Care: 0800 001 6255

Service 331 - On Public Holidays (except over Christmas) - A SUNDAY Service Operates

Service 331 operates with financial assistance from Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Intalink Connect tickets are valid on these services.

Royston – Buntingford – Hertford

18•331

MONDAYS TO FRIDAYS

from 31st August 2025

	Operator:	KT	KT	KT	RI	RI	KT	RI	KT	RI	KT	KT	RI
	Service:	331	331	331	18	18	331	18	331	18	331	331	18
	Notes:		Sch	NSch	Sch	NSch							
Royston , Sassoon Drive					0714	0744		0914		1044			1159
Royston , Burns Road, Roysia Surgery					0716	0746		0916		1046			1201
Royston , Tesco					0719	0749		0919		1049			1204
Royston Railway Station , Stop B ➡					0721	0751		0921		1051			1206
Royston , Bus Station, Stop 2					0725	0755		0925		1055			1210
Royston , Barkway Road, opp Shaftesbury Way								0927					1212
Barley , Picknag Road, High Street								0932					1217
Barley , Church End, Church								0934					1219
Barkway , Royston Road, Windmill Close								0939					1224
Reed , Blacksmiths Lane, opp Village Hall								0943					1228
Reed , Ermine Street, opp Silver Ball Cafe					0732	0802		0944					1229
Buckland , Hill View, opp Whiteley Lane					0735	0805		0947					1232
Chipping , Ermine Street, The Countryman PH					0737	0807		0949					1234
Buntingford , Neale Drive, opp Phillips Way		0714	0726		0740	0810		0952					1237
Connections with Service 331:							C			C			
Buntingford , Baldock Road, Greenways	0630	0719	0731	0743	0813	0850	0955	0956		1050	1156	1240	
Buntingford , High Street, opp The Crown Inn	0633	0722	0734	0745	0815	0853	0957	0959		1053	1159	1242	
Buntingford , London Rd, opp Kingfisher Park				0747	0817		0959	1001			1201	1244	
Hare Street , B1368, opp Swan Lane	0638	0728	0740			0859				1059			
Dassels , B1368, opp Hobbs Lane	0641	0731	0743			0902				1102			
Braughing , B1368, The Golden Fleece PH	0644	0734	0746			0905				1105			
Westmill , Ermine Street, opp Westmill Turn								1003			1203		
Puckeridge , Station Road, Crown & Falcon PH	0648	0739	0751			0910		1010		1110	1210		
Standon , Station Road, opp Heron Restaurant	0651	0742	0754			0913		1013		1113	1213		
Standon , Standon Hill, opp South Road	0652	0743	0755			0914		1014		1114	1214		
Colliers End , Ermine Street, opp Lamb & Flag	0657	0751	0801			0920		1020		1120	1220		
High Cross , Ermine Street, White Horse PH	0700	0755	0804			0923		1023		1123	1223		
Wadesmill , Ermine Street, The Feathers Inn	0702	0758	0806			0925		1025		1125	1225		
Thundridge , Wadesmill Road, opp Maltons	0703	0800	0807			0926		1026		1126	1226		
Ware , Wadesmill Road, Wodson Park	0705	0802	0809			0928		1028		1128	1228		
Ware , High Street, Old Town Hall	0709	0807	0813			0932		1032		1132	1232		
Ware , London Rdoa, Gilpin Mews	0711	0811	0815			0934		1034		1134	1234		
Ware , Hertford Regional College, Stop A ➡	0712	0812	0816			0935		1035		1135	1235		
Hertford , Bus Station	0721	0828	0828			0944		1044		1144	1244		

NOTES: ➡ - Near Railway Station **Sch** - Schooldays Only **NSch** - Non Schooldays Only

C - Service 18 from Royston connects with Service 331 towards Hertford - Through fares are available - Change of Bus is Required.

Royston – Buntingford – Hertford

18•331

MONDAYS TO FRIDAYS

from 31st August 2025

Operator: KT RI KT KT RI KT KT KT RI KT KT KT
 Service: 331 18 331 331 18 331 331 331 18 331 331 331
 Notes: Sch NSch

Royston , Sassoon Drive	1334											
Royston , Burns Road, Roysia Surgery	1336											
Royston , Tesco	1339			1459				1704				
Royston Railway Station , Stop B ➡	1341			1501				1706				
Royston , Bus Station, Stop 2	1345			1505				1710				
Royston , Barkway Road, opp Shaftesbury Way				1507				1712				
Barley , Picknag Road, High Street				1512				1717				
Barley , Church End, Church				1514				1719				
Barkway , Royston Road, Windmill Close				1519				1724				
Reed , Blacksmiths Lane, opp Village Hall				1523				1728				
Reed , Ermine Street, opp Silver Ball Cafe				1524				1729				
Buckland , Hill View, opp Whiteley Lane				1527				1732				
Chipping , Ermine Street, The Countryman PH				1529				1734				
Buntingford , Neale Drive, opp Phillips Way				1532				1737				
Connections with Service 331:				C				C				
Buntingford , Baldock Road, Greenways	1250		1356	1450	1535	1544	1550	1700	1740	1755	1855	1951
Buntingford , Bowling Grn Ln, Edwinstree Sch						1547						
Buntingford , Bowling Green Ln, Freman College						1549						
Buntingford , High Street, opp The Crown Inn	1253		1359	1453	1537	1553	1553	1703	1742	1758	1857	1953
Buntingford , London Rd, opp Kingfisher Park			1401		1539			1705	1744		1859	
Hare Street , B1368, opp Swan Lane	1259			1459		1559	1559			1804		1959
Dassels , B1368, opp Hobbs Lane	1302			1502		1602	1602			1807		2002
Braughing , B1368, The Golden Fleece PH	1305			1505		1605	1605			1810		2005
Westmill , Ermine Street, opp Westmill Turn			1403					1707			1901	
Puckeridge , Station Road, Crown & Falcon PH	1310		1410	1510		1610	1610	1714		1815	1907	2010
Standon , Station Road, opp Heron Restaurant	1313		1413	1513		1613	1613	1717		1818	1910	2013
Standon , Standon Hill, opp South Road	1314		1414	1514		1614	1614	1720		1819	1911	2014
Colliers End , Ermine Street, opp Lamb & Flag	1320		1420	1520		1620	1620	1724		1823		2017
High Cross , Ermine Street, White Horse PH	1323		1423	1523		1623	1623	1727		1826		2019
Wadesmill , Ermine Street, The Feathers Inn	1325		1425	1525		1625	1625	1729		1828		2020
Thundridge , Wadesmill Road, opp Maltons	1326		1426	1526		1626	1626	1730		1829		2021
Ware , Wadesmill Road, Wodson Park	1328		1428	1528		1628	1628	1732		1831	1919	2023
Ware , High Street, Old Town Hall	1332		1432	1532		1632	1632	1736		1835	1922	2026
Ware , London Road, Gilpin Mews	1334		1434	1534		1634	1634	1738		1837	1924	2027
Ware , Hertford Regional College, Stop A ➡	1335		1435	1535		1635	1635	1739		1838	1925	2028
Hertford , Bus Station	1344		1444	1544		1644	1644	1748		1847	1933	2036

NOTES: ➡ - Near Railway Station **Sch** - Schooldays Only **NSch** - Non Schooldays Only
C - Service 18 from Royston connects with Service 331 towards Hertford - Through fares are available - Change of Bus is Required.

Buntingford – Hertford

331

MONDAYS TO FRIDAYS
from 31st August 2025
Notes:

Buntingford , Baldock Road, Greenways	2151
Buntingford , High Street, opp The Crown Inn	2153
Hare Street , B1368, opp Swan Lane	2159
Dassels , B1368, opp Hobbs Lane	2202
Braughing , B1368, The Golden Fleece PH	2205
Puckeridge , Station Road, Crown & Falcon PH	2210
Standon , Station Road, opp Heron Restaurant	2213
Standon , Standon Hill, opp South Road	2214
Colliers End , Ermine Street, opp Lamb & Flag	2217
High Cross , Ermine Street, White Horse PH	2219
Wadesmill , Ermine Street, The Feathers Inn	2220
Thundridge , Wadesmill Road, opp Maltons	2221
Ware , Wadesmill Road, Wodson Park	2223
Ware , High Street, Old Town Hall	2226
Ware , London Road, Gilpin Mews	2227
Ware , Hertford Regional College, Stop A ➡	2228
Hertford , Bus Station	2236

NOTES: ➡ - Near Railway Station

Royston – Buntingford – Hertford

18•331

SATURDAYS

from 31st August 2025

Operator: KT KT RI KT RI KT KT RI KT RI KT KT
Service: 331 331 18 331 18 331 331 18 331 18 331 331
Notes:

Royston , Sassoon Drive			0914		1044			1159		1334		
Royston , Burns Road, Roysia Surgery			0916		1046			1201		1336		
Royston , Tesco			0919		1049			1204		1339		
Royston Railway Station , Stop B ➡			0921		1051			1206		1341		
Royston , Bus Station, Stop 2			0925		1055			1210		1345		
Royston , Barkway Road, opp Shaftesbury Way			0927					1212				
Barley , Picknag Road, High Street			0932					1217				
Barley , Church End, Church			0934					1219				
Barkway , Royston Road, Windmill Close			0939					1224				
Reed , Blacksmiths Lane, opp Village Hall			0943					1228				
Reed , Ermine Street, opp Silver Ball Cafe			0944					1229				
Buckland , Hill View, opp Whiteley Lane			0947					1232				
Chipping , Ermine Street, The Countryman PH			0949					1234				
Buntingford , Neale Drive, opp Phillips Way			0952					1237				
Connections with Service 331:			C				C					
Buntingford , Baldock Road, Greenways	0755	0850	0955	0956		1050	1156	1240	1250		1356	1450
Buntingford , High Street, opp The Crown Inn	0757	0853	0957	0959		1053	1159	1242	1253		1359	1453
Buntingford , London Rd, opp Kingfisher Park			0959	1001			1201	1244			1401	
Hare Street , B1368, opp Swan Lane	0802	0859				1059			1259			1459
Dassels , B1368, opp Hobbs Lane	0805	0902				1102			1302			1502
Braughing , B1368, The Golden Fleece PH	0808	0905				1105			1305			1505
Westmill , Ermine Street, opp Westmill Turn				1003			1203				1403	
Puckeridge , Station Road, Crown & Falcon PH	0813	0910		1010		1110	1210		1310		1410	1510
Standon , Station Road, opp Heron Restaurant	0816	0913		1013		1113	1213		1313		1413	1513
Standon , Standon Hill, opp South Road	0817	0914		1014		1114	1214		1314		1414	1514
Colliers End , Ermine Street, opp Lamb & Flag	0822	0920		1020		1120	1220		1320		1420	1520
High Cross , Ermine Street, White Horse PH	0825	0923		1023		1123	1223		1323		1423	1523
Wadesmill , Ermine Street, The Feathers Inn	0826	0925		1025		1125	1225		1325		1425	1525
Thundridge , Wadesmill Road, opp Maltons	0827	0926		1026		1126	1226		1326		1426	1526
Ware , Wadesmill Road, Wodson Park	0829	0928		1028		1128	1228		1328		1428	1528
Ware , High Street, Old Town Hall	0832	0932		1032		1132	1232		1332		1432	1532
Ware , London Road, Gilpin Mews	0834	0934		1034		1134	1234		1334		1434	1534
Ware , Hertford Regional College, Stop A ➡	0835	0935		1035		1135	1235		1335		1435	1535
Hertford , Bus Station	0842	0944		1044		1144	1244		1344		1444	1544

NOTES: ➡ - Near Railway Station

C - Service 18 from Royston connects with Service 331 towards Hertford - Through fares are available - Change of Bus is Required.

Royston – Buntingford – Hertford

18•331

SATURDAYS

from 31st August 2025

Operator: RI KT RI KT RI KT KT KT KT
Service: 18 331 18 331 18 331 331 331 331
Notes:

Royston , Sassoon Drive			1634						
Royston , Burns Road, Roysia Surgery			1636						
Royston , Tesco	1459		1639		1704				
Royston Railway Station , Stop B ➡	1501		1641		1706				
Royston , Bus Station, Stop 2	1505		1645		1710				
Royston , Barkway Road, opp Shaftesbury Way	1507				1712				
Barley , Picknag Road, High Street	1512				1717				
Barley , Church End, Church	1514				1719				
Barkway , Royston Road, Windmill Close	1519				1724				
Reed , Blacksmiths Lane, opp Village Hall	1523				1728				
Reed , Ermine Street, opp Silver Ball Cafe	1524				1729				
Buckland , Hill View, opp Whiteley Lane	1527				1732				
Chipping , Ermine Street, The Countryman PH	1529				1734				
Buntingford , Neale Drive, opp Phillips Way	1532				1737				
Connections with Service 331:									
	C			C					
Buntingford , Baldock Road, Greenways	1535	1550		1656	1740	1750	1845	1951	2151
Buntingford , High Street, opp The Crown Inn	1537	1553		1659	1742	1753	1847	1953	2153
Buntingford , London Rd, opp Kingfisher Park	1539			1701	1744		1849		
Hare Street , B1368, opp Swan Lane	1559				1759		1959		2159
Dassels , B1368, opp Hobbs Lane	1602				1802		2002		2202
Braughing , B1368, The Golden Fleece PH	1605				1805		2005		2205
Westmill , Ermine Street, opp Westmill Turn				1703			1851		
Puckeridge , Station Road, Crown & Falcon PH	1610			1710		1810	1857	2010	2210
Standon , Station Road, opp Heron Restaurant	1613			1713		1813	1900	2013	2213
Standon , Standon Hill, opp South Road	1614			1714		1814	1901	2014	2214
Colliers End , Ermine Street, opp Lamb & Flag	1620			1720		1820		2017	2217
High Cross , Ermine Street, White Horse PH	1623			1723		1823		2019	2219
Wadesmill , Ermine Street, The Feathers Inn	1625			1725		1825		2020	2220
Thundridge , Wadesmill Road, opp Maltons	1626			1726		1826		2021	2221
Ware , Wadesmill Road, Wodson Park	1628			1728		1828	1909	2023	2223
Ware , High Street, Old Town Hall	1632			1732		1831	1912	2026	2226
Ware , London Road, Gilpin Mews	1634			1734		1833		2027	2227
Ware , Hertford Regional College, Stop A ➡	1635			1735		1834		2028	2228
Hertford , Bus Station	1644			1744		1842		2035	2235

NOTES: C - Service 18 from Royston connects with Service 331 towards Hertford - Through fares are available - Change of Bus is Required.
➡ - Near Railway Station

Buntingford – Hertford

331

SUNDAYS from 31st August 2025

Notes:

Buntingford, Baldock Road, Greenways	0746	0916	1116	1316	1516	1716	1906
Buntingford, High Street, opp The Crown Inn	0748	0918	1118	1318	1518	1718	1908
Buntingford, London Rd, opp Kingfisher Park							1910
Hare Street, B1368, opp Swan Lane	0754	0924	1124	1324	1524	1724	
Dassels, B1368, opp Hobbs Lane	0757	0927	1127	1327	1527	1727	
Braughing, B1368, The Golden Fleece PH	0800	0930	1130	1330	1530	1730	
Westmill, Ermine Street, opp Westmill Turn							1912
Puckeridge, Station Road, Crown & Falcon PH	0805	0935	1135	1335	1535	1735	1919
Standon, Station Road, opp Heron Restaurant	0808	0938	1138	1338	1538	1738	1922
Standon, Standon Hill, opp South Road	0809	0939	1139	1339	1539	1739	1923
Colliers End, Ermine Street, opp Lamb & Flag	0814	0944	1144	1344	1544	1744	
High Cross, Ermine Street, White Horse PH	0817	0947	1147	1347	1547	1747	
Wadesmill, Ermine Street, The Feathers Inn	0818	0948	1148	1348	1548	1748	
Thundridge, Wadesmill Road, opp Maltons	0819	0949	1149	1349	1549	1749	
Ware, Wadesmill Road, Wodson Park	0821	0951	1151	1351	1551	1751	1931
Ware, High Street, Old Town Hall	0824	0954	1154	1354	1554	1754	1934
Ware, London Road, Gilpin Mews	0825	0955	1155	1355	1555	1755	1935
Ware, Hertford Regional College, Stop A ➡	0826	0956	1156	1356	1556	1756	1936
Hertford, Bus Station	0833	1003	1203	1403	1603	1803	1943

NOTES: ➡ - Near Railway Station

OPERATORS:	RI - Richmond's Coaches	Customer Care:	01763 848 226
	KT - Arriva	Customer Care:	0344 800 4411
	A2B Travel Group	Customer Care:	0800 001 6255

Service 331 - On Public Holidays (except over Christmas) - A SUNDAY Service Operates

Service 331 operates with financial assistance from Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Intalink Connect tickets are valid on these services.

36

36A

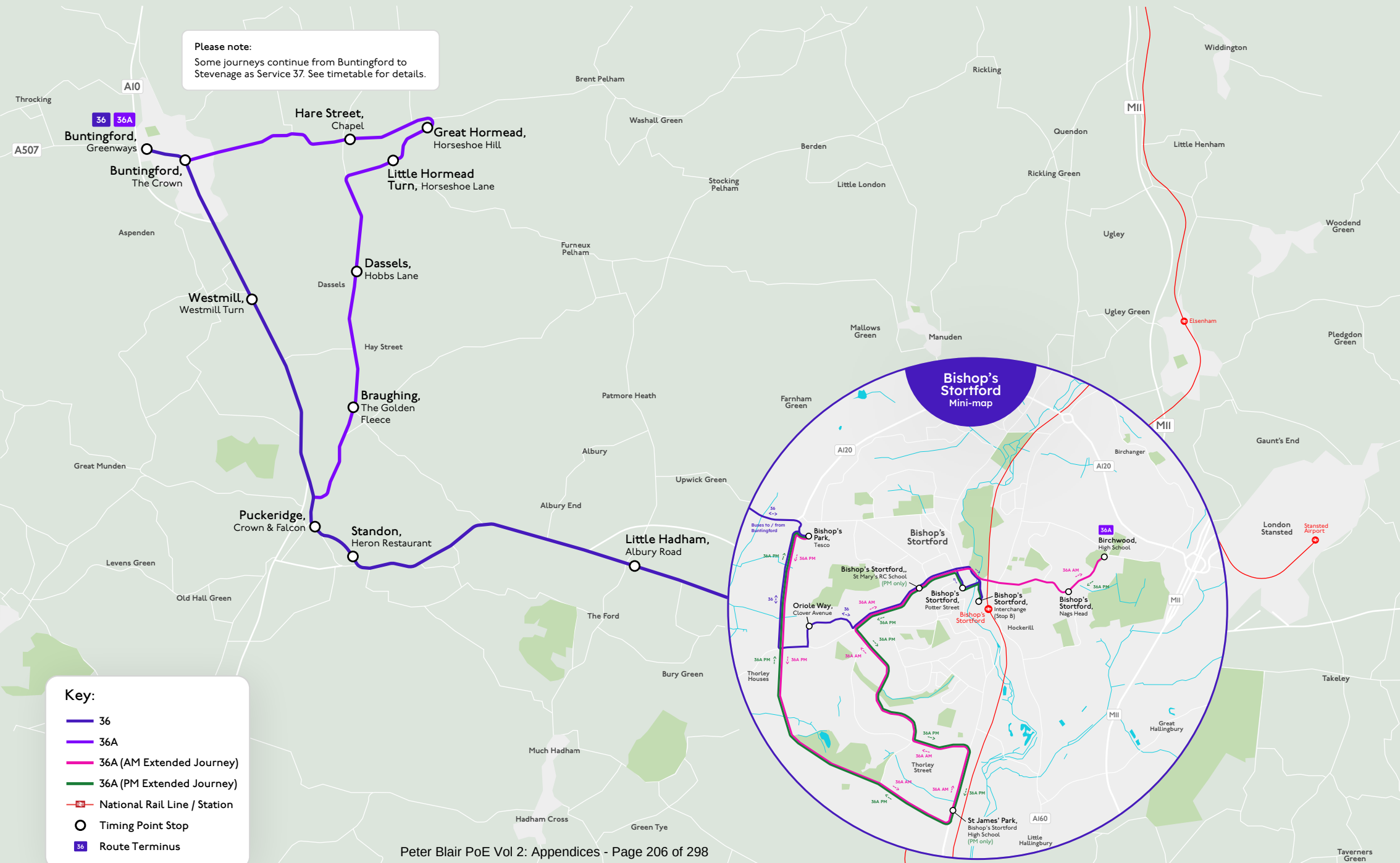
ROUTE MAP

CENTRAL
CONNECT

Valid from Monday 21st July 2025

Please note:

Some journeys continue from Buntingford to Stevenage as Service 37. See timetable for details.



Bishop's Stortford – Buntingford

Including journeys on services 36A and 36B

36

MONDAYS TO FRIDAYS

from 21st July 2025

Service:	36B		36B		36A	
Notes:						
B Stortford , Parsonage Ln, Birchwood School					1525	
B Stortford , Dunmow Road, Nags Head PH					1530	
Bishop's Stortford , Interchange, Stop E ➡	0645	0850	1040	1140	1240	1340 1440 1540 1740 1910
Bishop's Stortford , Potter Street, Stop H	0646	0851	1041	1141	1241	1341 1441 1541 1741 1911
Bishop's Stortford , St Mary's RC School						1545
Thorley Park , V-Sur-Marne, The Colts						1552
St James' Park , Beaumont Ave, opp High Sch						1555
Bishop's Park , Oriole Way, opp Clover Ave	0650	0855	1045	1145	1245	1345 1445 1745 1915
Bishop's Park , Tesco	0655	0900	1050		1250	1450 1605 1750 1920
Little Hadham , Stortford Rd, opp Albury Rd	0700	0905	1055		1255	1455 1610 1755 1925
Standon , Station Road, Heron Restaurant	0706	0911	1101		1301	1501 1616 1801 1931
Puckeridge , Station Rd, opp Crown & Falcon PH	0709	0914	1104		1304	1504 1619 1804 1934
Braughing , B1368, opp The Golden Fleece PH						1624
Dassels , B1368, Hobbs Lane						1628
Little Hormead Turn , Horseshoe Lane						1633
Great Hormead , Horseshoe Hill, opp Willow Cl						1637
Hare Street , B1038, opp Chapel						1639
Westmill , Ermine Street, Westmill Turn	0714	0919	1109		1309	1509 1809 1939
Buntingford , High Street, The Crown Inn	0720	0925	1115		1315	1515 1645 1815 1945
Buntingford , Baldock Rd, opp Greenways					1817 1947	

SATURDAYS

from 21st July 2025

Service:	36B	
Notes:		
Bishop's Stortford , Interchange, Stop E ➡	0645	0845 1045 1245 1445 1645 1845
Bishop's Stortford , Potter Street, Stop H	0646	0846 1046 1246 1446 1646 1846
Bishop's Park , Oriole Way, opp Clover Avenue	0650	0850 1050 1250 1450 1650 1850
Bishop's Park , Tesco	0655	0855 1055 1255 1455 1655
Little Hadham , Stortford Rd, opp Albury Rd	0700	0900 1100 1300 1500 1700
Standon , Station Road, Heron Restaurant	0706	0906 1106 1306 1506 1706
Puckeridge , Station Rd, opp Crown & Falcon PH	0709	0909 1109 1309 1509 1709
Westmill , Ermine St, Westmill Turn	0714	0914 1114 1314 1514 1714
Buntingford , High Street, The Crown Inn	0720	0920 1120 1320 1520 1720

NOTES: ➡ - Near Railway Station

OPERATOR: Central Connect Customer Care: 0115 777 3187

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk

Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Intalink Connect tickets are valid on these services.



Buntingford – Bishop's Stortford

Including journeys on service 36A

36

MONDAYS TO FRIDAYS

from 21st July 2025

Service: 36A 36A

Notes:

Buntingford , Baldock Rd, Greenways	0705	0850							
Buntingford , High Street, opp The Crown Inn	0707	0852	1017	1217	1417	1627	1827	2007	
Westmill , Ermine Street, opp Westmill Turn			1020	1220	1420	1630	1830	2010	
Hare Street , B1038, Chapel	0712	0856							
Great Hormead , Horseshoe Hill, Willow Close	0715	0859							
Little Hormead Turn , Horseshoe Lane	0718	0902							
Dassels , B1368, opp Hobbs Lane	0723	0907							
Braughing , B1368, The Golden Fleece PH	0727	0910							
Puckeridge , Station Rd, Crown & Falcon PH	0733	0915	1025	1225	1425	1635	1835	2015	
Standon , Station Road, opp Heron Restaurant	0737	0917	1027	1227	1427	1637	1837	2017	
Little Hadham , Stortford Road, Albury Road	0747	0925	1035	1235	1435	1645	1845	2025	
Bishop's Park , Tesco	0755	0931	1041	1241	1441	1651	1851	2031	
Bishop's Park , Oriole Way, Clover Avenue		0936	1046	1146	1246	1346	1446	1656	1856
St James' Park , Beaumont Ave, High School	0807								
Thorley Park , V-Sur-Marne, opp The Colts	0810								
Bishop's Stortford , St Mary's RC School	0815								
Bishop's Stortford , Bridge Street, Stop J	0818	0941	1051	1151	1251	1351	1451	1701	1901
Bishop's Stortford , Interchange, Stop E ➡		0945	1055	1155	1255	1355	1455	1705	1905
B Stortford , Dunmow Rd, opp Nags Head PH	0823								
B Stortford , Dunmow Rd, Birchwood School	0830								

SATURDAYS

from 21st July 2025

Service:

Notes:

Buntingford , Baldock Road, Greenways	0800								
Buntingford , High Street, opp The Crown Inn	0802	1007	1207	1407	1607	1807	1957		
Westmill , Ermine Street, opp Westmill Turn	0805	1010	1210	1410	1610	1810	2000		
Puckeridge , Station Road, Crown & Falcon PH	0810	1015	1215	1415	1615	1815	2005		
Standon , Station Road, opp Heron Restaurant	0812	1017	1217	1417	1617	1817	2007		
Little Hadham , Stortford Road, Albury Road	0820	1025	1225	1425	1625	1823	2013		
Bishop's Park , Tesco	0825	1031	1231	1431	1631	1828	2018		
Bishop's Park , Oriole Way, Clover Avenue	0831	1036	1236	1436	1636	1833	2023		
Bishop's Stortford , Bridge Street, Stop J	0836	1041	1241	1441	1641	1838	2028		
Bishop's Stortford , Interchange ➡	0840	1045	1245	1445	1645	1842	2032		

NOTES: ➡ - Near Railway Station

OPERATOR: Central Connect Customer Care: 0115 777 3187

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

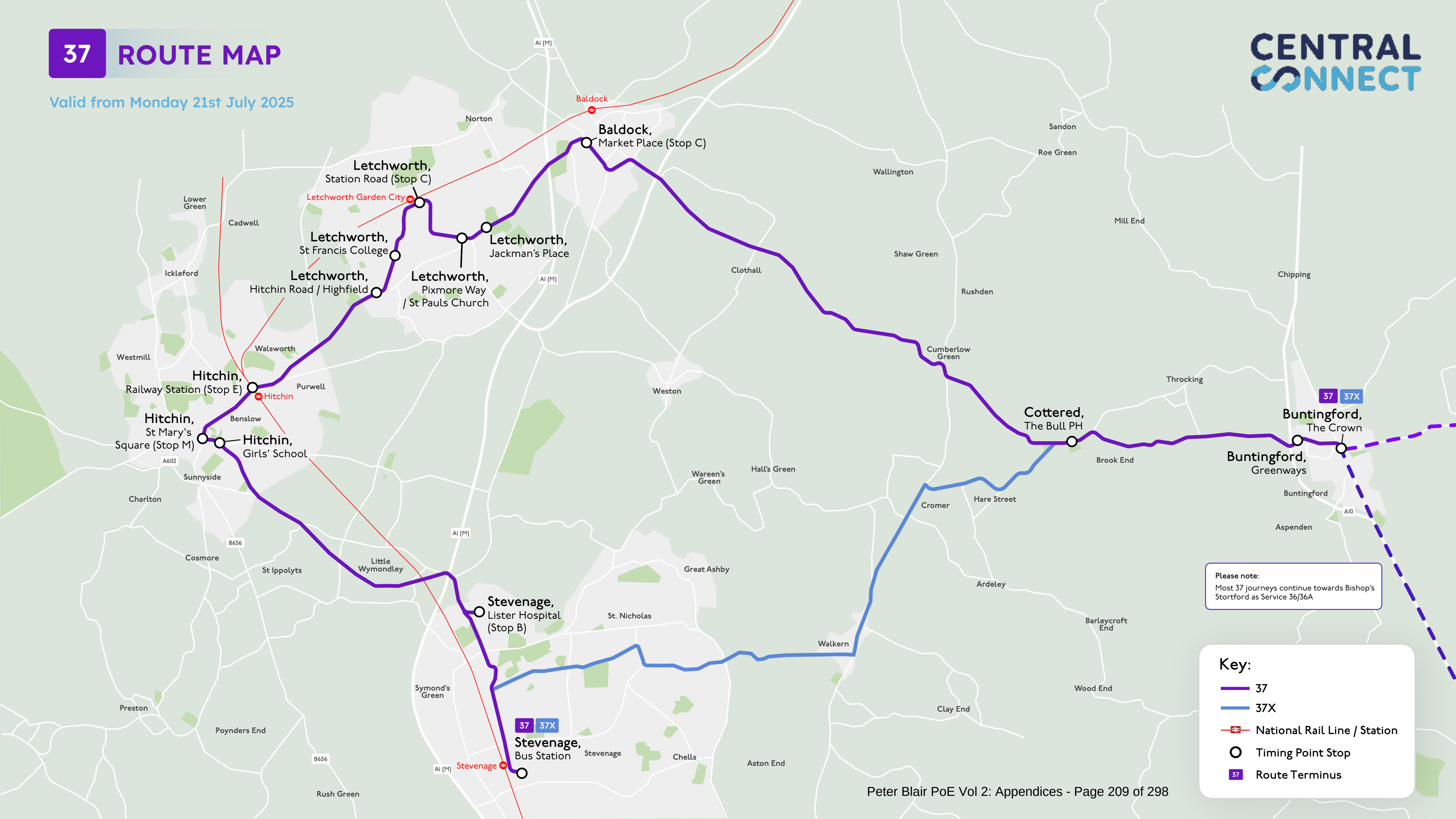


Intalink Connect tickets are valid on these services.

37

ROUTE MAP

Valid from Monday 21st July 2025



Please note:
Most 37 journeys continue towards Bishop's Stortford as Service 36/36A

- Key:
- 37
 - 37X
 - National Rail Line / Station
 - Timing Point Stop
 - Route Terminus

Buntingford – Stevenage

Including journeys on service 37X

37**MONDAYS TO FRIDAYS****from 1st September 2025**

Service: 37X

37X

Notes:

Buntingford , High Street, The Crown Inn	0617	0722	0927	1117	1317	1607	1652
Buntingford , Baldock Road, opp Greenways	0620	0725	0930	1120	1320	1610	1655
Cottered , Baldock Road, opp The Bull PH	0626	0731	0936	1126	1326	1616	1701
Cromer , White Hill, opp Cromer Hall	0631					1621	
Baldock , High Street, Market Place, Stop C		0743	0948	1138	1338		1713
Letchworth , Baldock Rd, opp Jackman's Place		0749	0954	1144	1344		1719
Letchworth , Pixmore Way, St Paul's Church		0750	0955	1145	1345		1720
Letchworth , Station Road, Stop E ⇌		0753	0958	1148	1348		1723
Letchworth , Broadway, opp St Francis' College		0756	1001	1151	1351		1726
Letchworth , Hitchin Road, opp Highfield		0758	1003	1153	1353		1728
Hitchin Railway Station , Stop E ⇌		0808	1013	1203	1403		1738
Hitchin , St Mary's Square, Stop M		0812	1017	1207	1407		1742
Hitchin , Hollow Lane		0814	1018	1208	1408		1743
Walkern , Stevenage Rd, opp Cherry Tree Rise	0635					1625	
Stevenage , Fairlands Way, opp Emperor's Head	0639					1629	
Pin Green , Vardon Rd, opp The Oval Centre	0643					1633	
Pin Green , Grace Way, opp Cemetery	0645					1635	
Stevenage , Lister Hospital, Stop B		0827	1029	1219	1419		1754
Stevenage , Bus Station ⇌	0650	0840	1040	1230	1430	1640	1805

SATURDAYS**from 1st September 2025**

Notes:

Buntingford , High Street, The Crown Inn	0722	0922	1122	1322	1522	1722	
Buntingford , Baldock Rd, opp Greenways	0725	0925	1125	1325	1525	1725	
Cottered , Baldock Road, opp The Bull PH	0731	0931	1131	1331	1531	1731	
Baldock , High Street, Market Place, Stop C	0743	0943	1143	1343	1543	1743	
Letchworth , Baldock Rd, opp Jackman's Place	0749	0949	1149	1349	1549	1749	
Letchworth , Pixmore Way, St Paul's Church	0750	0950	1150	1350	1550	1750	
Letchworth , Station Road, Stop C ⇌	0753	0953	1153	1353	1553	1753	
Letchworth , Broadway, opp St Francis' College	0756	0956	1156	1356	1556	1756	
Letchworth , Hitchin Road, opp Highfield	0758	0958	1158	1358	1558	1758	
Hitchin Railway Station , Stop E ⇌	0808	1008	1208	1408	1608	1808	
Hitchin , St Mary's Square, Stop M	0812	1012	1212	1412	1612	1812	
Hitchin , Hollow Lane	0813	1013	1213	1413	1613	1813	
Stevenage , Lister Hospital, Stop B	0824	1024	1224	1424	1624	1824	
Stevenage , Bus Station ⇌	0835	1035	1235	1435	1635	1835	

NOTES: ⇌ - Near Railway Station**OPERATOR:** Central Connect Customer Care: 0115 777 3187**NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS**www.intalink.org.uk**Further Information - traveline 0871 200 22 33**

Calls cost 12p per minute plus your phone company's access charge.



Intalink Connect tickets are valid on these services.

Stevenage – Buntingford

*Including journey on service 37X***37****MONDAYS TO FRIDAYS****from 1st September 2025**

Service:

37X

Notes:

Stevenage , Bus Station, Stop B ⇌	0910	1110	1310	1520	1720	1850	1900
Stevenage Railway Station , Stop N ⇌	0911	1111	1311	1521	1721	1851	1901
Stevenage , Lister Hospital, Stop A	0918	1118	1318	1528	1728		1908
Pin Green , Grace Way, Cemetery						1854	
Pin Green , Vardon Road, The Oval Centre						1856	
Stevenage , Fairlands Way, Emperor's Head						1858	
Walkern , Stevenage Road, Cherry Tree Rise						1902	
Hitchin , Hollow Lane	0928	1128	1328	1538	1738		1918
Hitchin , St Mary's Square, Stop L	0930	1130	1330	1540	1740		1920
Hitchin Railway Station , Stop F ⇌	0934	1134	1334	1544	1744		1924
Letchworth , Hitchin Road, Highfield	0939	1139	1339	1549	1749		1929
Letchworth , Broadway, St Francis' College	0941	1141	1341	1551	1751		1931
Letchworth , Station Road, Stop E ⇌	0945	1145	1345	1555	1755		1935
Letchworth , Pixmore Way, opp St Paul's Church	0947	1147	1347	1557	1757		1937
Letchworth , Baldock Road, Jackman's Place	0948	1148	1348	1558	1758		1938
Baldock , High Street, Market Place, Stop D	0955	1155	1355	1605	1805		1945
Cromer , White Hill, Cromer Hall						1906	
Cottered , Baldock Road, The Bull PH	1007	1207	1407	1617	1817	1912	1957
Buntingford , Baldock Road, Greenways	1013	1213	1413	1623	1823	1918	2003
Buntingford , High Street, opp The Crown Inn	1015	1215	1415	1625	1825	1920	2005

SATURDAYS**from 1st September 2025**

Notes:

Stevenage , Bus Station, Stop B ⇌	0900	1100	1300	1500	1700	1850	
Stevenage Railway Station , Stop N ⇌	0901	1101	1301	1501	1701	1851	
Stevenage , Lister Hospital, Stop A	0908	1108	1308	1508	1708	1858	
Hitchin , Hollow Lane	0918	1118	1318	1518	1718	1908	
Hitchin , St Mary's Square, Stop L	0920	1120	1320	1520	1720	1910	
Hitchin Railway Station , Stop F ⇌	0924	1124	1324	1524	1724	1914	
Letchworth , Hitchin Road, Highfield	0929	1129	1329	1529	1729	1919	
Letchworth , Broadway, St Francis' College	0931	1131	1331	1531	1731	1921	
Letchworth , Station Road, Stop E ⇌	0935	1135	1335	1535	1735	1925	
Letchworth , Pixmore Way, opp St Paul's Church	0937	1137	1337	1537	1737	1927	
Letchworth , Baldock Road, Jackman's Place	0938	1138	1338	1538	1738	1928	
Baldock , High Street, Market Place, Stop D	0945	1145	1345	1545	1745	1935	
Cottered , Baldock Road, The Bull PH	0957	1157	1357	1557	1757	1947	
Buntingford , Baldock Road, Greenways	1003	1203	1403	1603	1803	1953	
Buntingford , High Street, opp The Crown Inn	1005	1205	1405	1605	1805	1955	

NOTES: ⇌ - Near Railway Station**OPERATOR:** Central Connect Customer Care: 0115 777 3187**NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS**www.intalink.org.uk**Further Information - traveline 0871 200 22 33***Calls cost 12p per minute plus your phone company's access charge.**Intalink Connect tickets are valid on these services.*

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Appendix I-1: Bus Routes





18 Bus Route

(Source: Bustimes.org)

Key:
Site Location ★

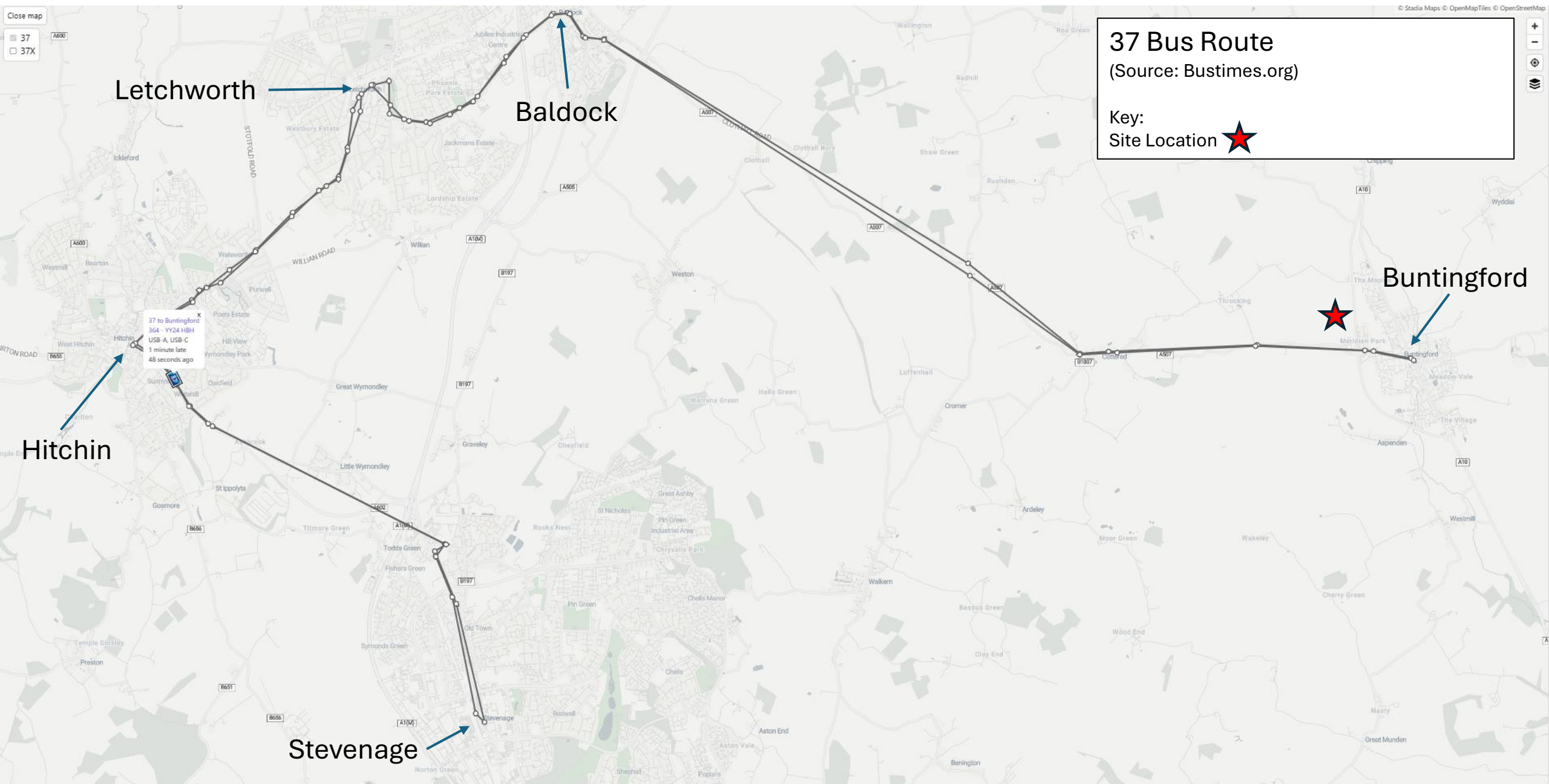
Royston

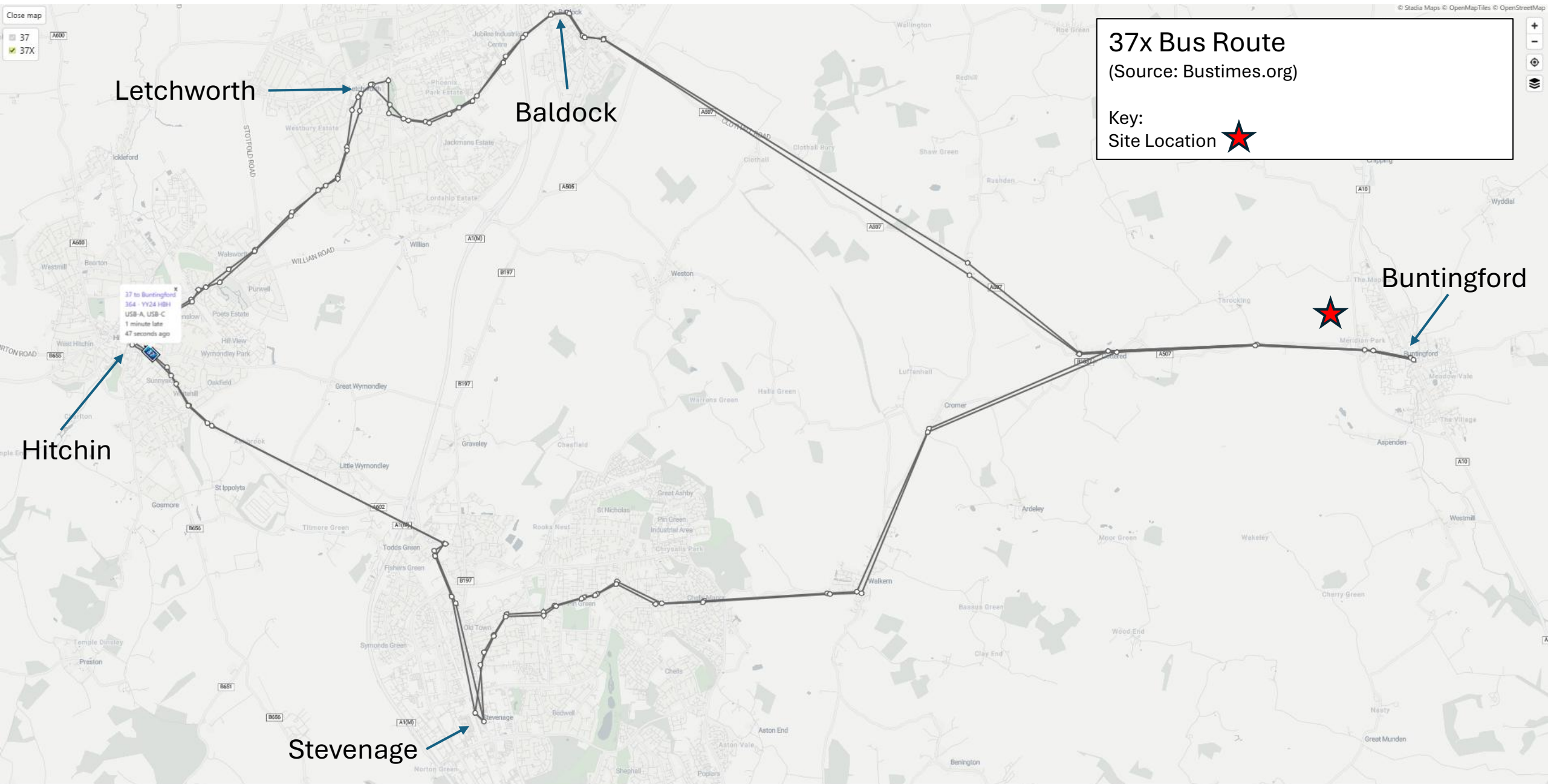
Barley

Reed

Buntingford







Close map

37

37X

© Stadia Maps © OpenMapTiles © OpenStreetMap

37x Bus Route

(Source: Bustimes.org)

Key:

Site Location

Letchworth

Baldock

Hitchin

Stevenage

Buntingford

PoE Appendix J: Sustainable Travel Improvements Matrix

				The development proposals provide a positive enhancement under the following key categories:								
				Pedestrian	Cyclist	Bus	Vehicle Driver Safety	NMU Safety	Reduced Need to Travel	Reduced need to travel by Private Car	Benefit to the Wider Public	Improvement to Sustainable Travel
On-Site	Connection	Off-Site	Infrastructure / Physical Improvements / Funding									
			Proposed Development									
	✓		A priority T-Junction vehicle (which facilitates bus access) off Throcking Lane into the north of the site will be provided.			✓						✓
	✓		A priority all modes roundabout access off A507 Baldock Road to the south of the site will be provided.	✓	✓	✓		✓		✓	✓	✓
✓	✓		An uncontrolled crossing facility on the northern arm of the A507 site access roundabout junction will be provided.	✓	✓			✓		✓	✓	✓
	✓	✓	A shared footway / cycleway into the site from the proposed A507 access.	✓	✓			✓		✓	✓	✓
	✓	✓	A 4m shared footway / cycleway from the proposed A507 roundabout junction to the A10 roundabout.	✓	✓			✓		✓	✓	✓
		✓	A 3m shared footway / cycleway on Baldock Road between the A10 and just west of Bowling Green Lane.	✓	✓			✓		✓	✓	✓
		✓	Uncontrolled pedestrian/cyclist crossing provision the Buntingford Business Park Junction with the A507.	✓	✓			✓		✓	✓	✓
		✓	A Toucan Crossing on the northern arm of A10/A507 roundabout.	✓	✓			✓		✓	✓	✓
		✓	A speed limit reduction to 40mph on the A10 north and south approaches to the A10/A507 roundabout.	✓	✓			✓		✓	✓	✓
		✓	40mph speed limit signage with Dragons Teeth Arrangement and village gateway feature, with change of surfacing on the eastbound approach to the A507 site access junction.	✓	✓		✓	✓		✓	✓	✓
		✓	Associated 30mph gateway feature (roundel and dragon teeth markings) on approach to the existing Buntingford 30mph zone continuing east from a point just west of Greenways.	✓	✓		✓	✓		✓	✓	✓
		✓	Introduction of 40mph speed limit on Throcking Lane and 30mph speed limit on approach to the site access junction.				✓				✓	✓
✓	✓	✓	A new pedestrian footbridge over the A10 towards the north of the site, connecting PRoW 35 and 41.	✓						✓	✓	✓
		✓	Enhancement of PRoW 35.	✓				✓		✓	✓	✓
✓			Enhancement of PRoW 41 (on-site).							✓	✓	✓
	✓		Enhancement of existing A10 crossing footbridge.							✓	✓	✓
	✓		New parallel active travel footbridge (parallel to existing A10 crossing footbridge).	✓	✓			✓		✓	✓	✓
		✓	Enhancement of PRoW 36 between the active travel footbridge and Bowling Green Lane.	✓	✓			✓		✓	✓	✓
		✓	Proposed raised crossings on Baldock Road to the east of Greenways and just west of Bowling Green Lane respectively, and	✓	✓			✓		✓	✓	✓
		✓	Crossing provision over the minor arms of junctions with Baldock Road.	✓	✓			✓		✓	✓	✓
		✓	Traffic calming measures, including priority narrowing of the carriageway on Baldock Road.	✓	✓		✓	✓		✓	✓	✓

				The development proposals provide a positive enhancement under the following key categories:									
				Pedestrian	Cyclist	Bus	Vehicle Driver Safety	NMU Safety	Reduced Need to Travel	Reduced need to travel by Private Car	Benefit to the Wider Public	Improvement to Sustainable Travel	Improves accessibility
			Wayfinding strategy from the site to Buntingford, including signage.	✓	✓			✓		✓	✓	✓	✓
✓			Electric vehicle parking will be provided in accordance with local and national standards.								✓		
✓	✓		Diversion of bus route for Service 18 into the site.			✓				✓		✓	✓
✓	✓		Diversion of bus route for Service 331 into the site.			✓				✓		✓	✓
✓	✓		Diversion of bus route for Service 37 into the site.			✓				✓		✓	✓
✓			Provision of a mobility hub, would would include a range of services that could encompass: - Bus stops shelters with Real Time Bus information Boards - Electronic Information Boards specifying real time transport timetable information and associated community events - Cycle parking - Electric charging facilities for electric share bikes and private users - Electric scooter hub - Electric vehicle charging points - Seating areas - Car Club Spaces - Turning facility so buses can turn around in forward gear	✓	✓	✓				✓		✓	✓
✓			Early delivery of the Mobility hub within construction phasing to allow early connection for buses.	✓	✓	✓				✓		✓	✓
✓			A second mobility hub proposed further north within the development, which could include; - Cycle parking - Electric charging facilities for electric share bikes and private users - Electric scooter hub - Electric Vehicle charging points - Seating areas - Car Club Spaces	✓	✓	✓				✓		✓	✓
			Provision of an additional bus stop in the northern section of the development on the spine road	✓	✓	✓				✓		✓	✓
✓			Provision of on-site facilities for storage of belongings and changing to encourage walking and cycling, where appropriate.	✓	✓						✓		✓
		✓	Introduction of appropriate lighting that would continue the existing provision at the Buntingford industrial estate and would extend to a point just west of the proposed A507 site access roundabout access.	✓	✓			✓		✓	✓	✓	✓
✓			A range of mixed-uses on site, encompassing land for education, local centre, community uses and areas of outdoor recreation which serve to reduce the need to travel off site.	✓	✓				✓	✓	✓	✓	✓

		The development proposals provide a positive enhancement under the following key categories:									
		Pedestrian	Cyclist	Bus	Vehicle Driver Safety	NMU Safety	Reduced Need to Travel	Reduced need to travel by Private Car	Benefit to the Wider Public	Improvement to Sustainable Travel	Improves accessibility
Sustainable Transport Measures											
	Financial contribution of up to £300,000 (every year for 5 years) to allow service 331 to be delivered at a 30 minute frequency			✓					✓	✓	✓
	Provision of £500 per dwelling for travel vouchers to be used for public transport tickets or bicycles / bicycle equipment		✓	✓						✓	✓
	Financial Contribution of £500 per dwelling towards the Buntingford Community Transport Scheme.			✓					✓	✓	✓
	Provide the latest technologies, such as fast broadband, to reduce the need to travel.						✓	✓			✓
	A TPC will be appointed in order to manage the implementation of the Framework TP across the whole site prior to first occupation.									✓	
	TPC will Cooperate with neighbouring communities, the LHA and other relevant organisations to achieve a significant mode shift away from single occupant vehicle journeys							✓			
	Provide residents with up-to-date and relevant information on accessibility to and from the site by all modes so that they can make an informed decision about the way they travel	✓	✓	✓			✓	✓			
	A travel information page as part of the main development website will act as the central resource for all matters regarding the Framework TP.									✓	
	Travel Information Packs (TIPs) will be provided to all new users of the site, intended to complement the development website.									✓	
	Dedicated notice boards to help provide a focal point for information and dissemination.									✓	
	Personalised Travel Planning (PTP) could be offered to users of the site in order to actively shape their travel behaviours prior to habits being formed.									✓	
	Walking and cycling promotional events and general campaigns will be marketed via the development website, TIP and TIB, and potentially via leaflet drops. Potential events include: World Car Free day; Walk to School Week; Cycle to Work Day; and Walk to Work Day.	✓	✓							✓	
	The opportunity to obtain discounts to be offered to new residents for the purchase of bicycles/bicycle equipment at local retailers in order to encourage uptake and participation of cycling will be investigated.		✓					✓		✓	
	The TPC will seek to liaise with HCC Cycling Officers to provide cycle training opportunities for new residents of the development.		✓					✓		✓	
	The TPC will liaise with local bus operators to investigate the provision of bus taster tickets or discounts to residents of the development.			✓						✓	
	The TPC will promote existing car share databases via the development website, TIP and TIB. HCC operate a car share database called ‘Herts Liftshare’ whereby future users of the development could register and become part of a lift share group. The TPC would be responsible for promoting ‘Herts Liftshare’ as well as providing information on the benefits of car sharing.							✓		✓	
	The promotion of a Car Club scheme would provide an alternative to car ownership provide the opportunity for residents to use an electric car as and when required without having to own a car. The TPC could undertake discussions with existing Car Club operators in the area to determine the suitability of a Car Club within the development.							✓		✓	
	Information on eco-driving techniques will be provided to residents via the development website, TIP and TIB.									✓	

PoE Appendix K: Changes in Travel Behaviour Trends

Trends Showing a Reduced Need to Travel

The East Herts District Plan and Hertfordshire Local Transport Plan were adopted in 2018. The Buntingford Community Area Neighbourhood Plan was adopted in 2017.

Since the adoption of these plans, travel trends have shown to evolve, with less reliance on physical journeys to access facilities, services and amenities. This coincides with the development of technology, and in particular the range of online services which can be used to access services without the need for physically travelling.

Working From Home

The proportion of people who undertake Hybrid Working patterns are reported to be:

- In 2019: 12%¹
- In 2022: 22%.¹
- In 2025: 28%.²

The proportion of people Full Time Working from Home are reported to be:

- In 2019: 5.1% (mainly from home).³
- In 2025: 13% (exclusively from home)⁴

On-line Retail

Percentage of retail sales carried out online⁵:

- 2019 Q4: 21%
- 2021 Q4: 28%
- This represents an increase of 7% or 3.5% per annum.
- Prior to 2019, on-line retail was growing consistently at around 1.3% per annum.

¹ [The impact of remote and hybrid working on workers and organisations - POST](#)

² [UK Remote & Hybrid Working Trends And Statistics In 2025 – Forbes Advisor UK](#)

³ [Coronavirus and homeworking in the UK labour market - Office for National Statistics](#)

⁴ [Working from home statistics: How many people work from home?](#)

⁵ Anable, J., Brown, L., Docherty, I. and Marsden, G. 2022. Less is more: Changing travel in a post-pandemic society. Centre for Research into Energy Demand Solutions. Oxford, UK. ISBN: 978-1-913299-15-6).

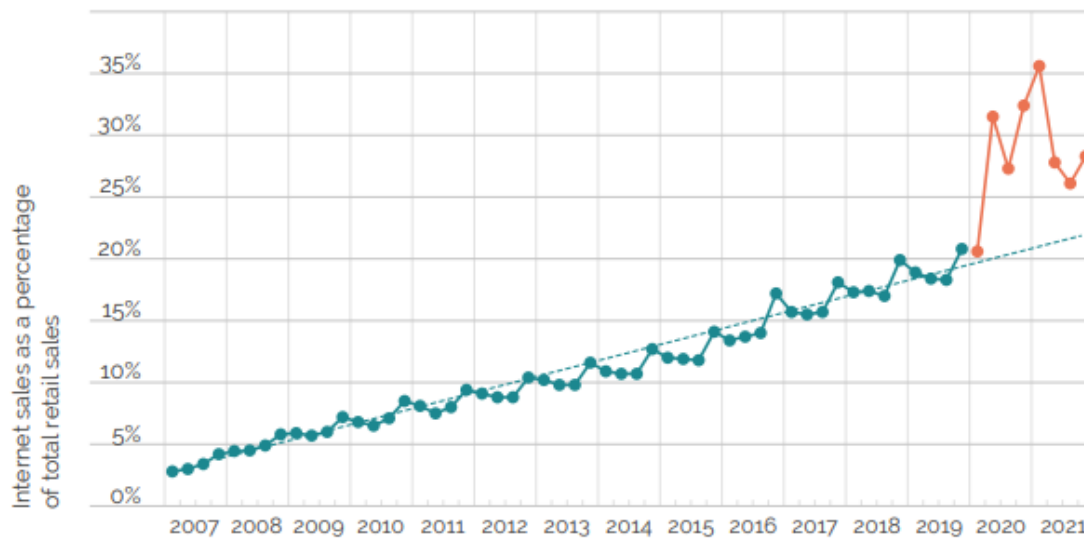
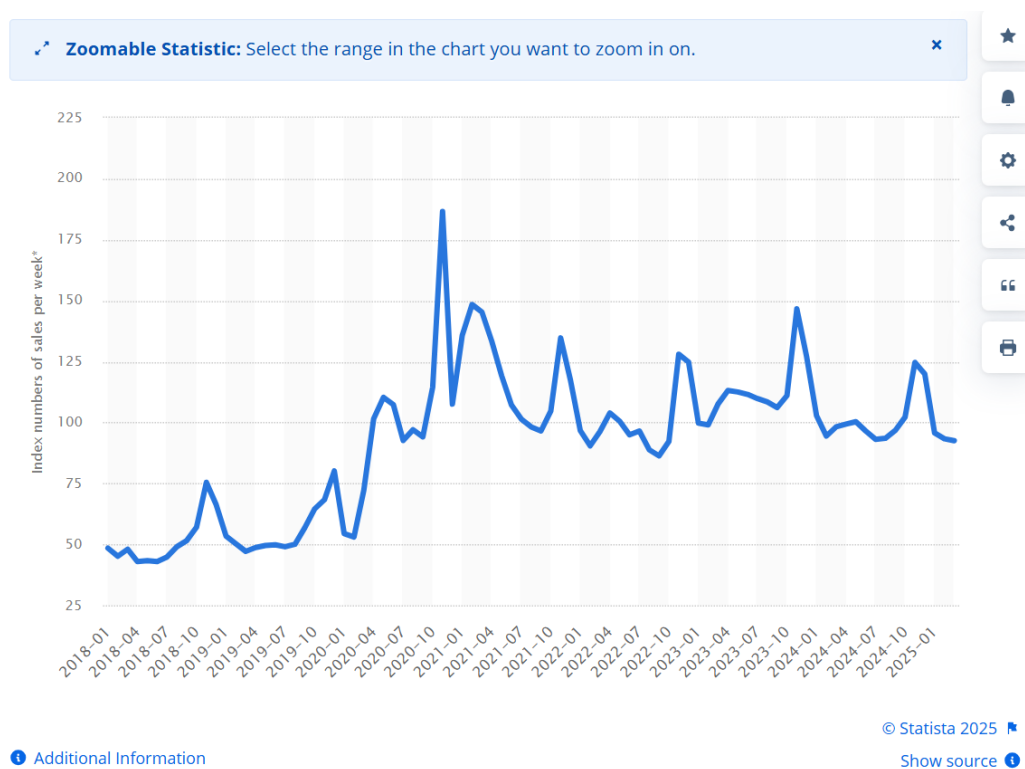


Figure 11: On-line retail sales as a percentage of all retail sales (ONS, 2022).¹²

The graph below produced by Statista (using original data from the Office for National Statistics) shows in the increasing monthly internet household good retail sales in Great Britain from 2018 – 2025.⁶

- January 2018: Approx. 50m sales per week carried out online.
- January 2025: Approx. 95m sales per week carried out online.

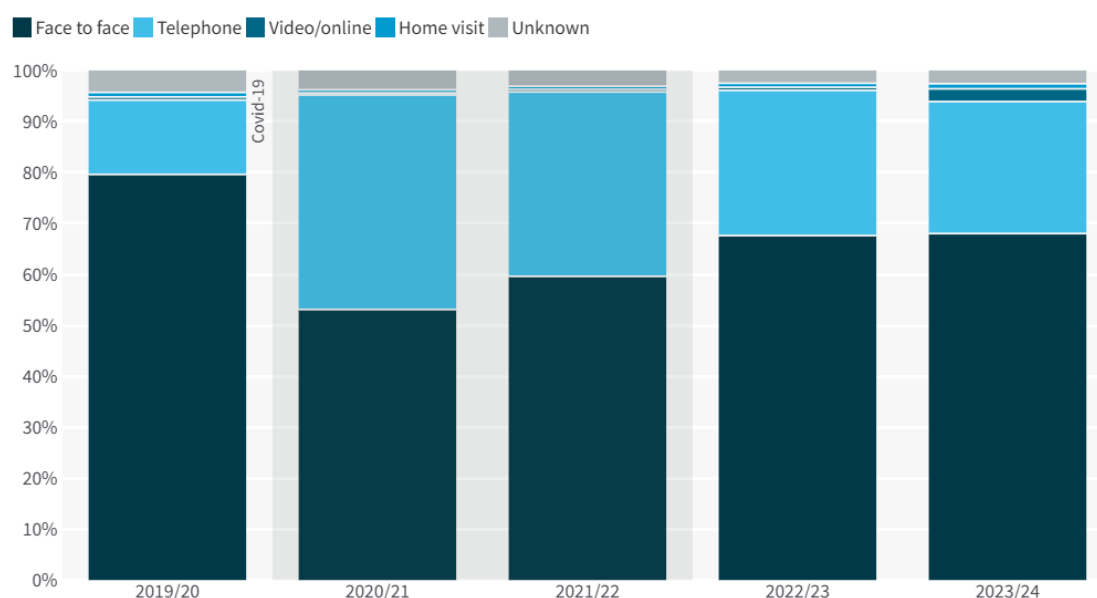


⁶(<https://www.statista.com/statistics/286351/internet-household-goods-retail-sales-value-monthly-index-in-the-uk/>)

Online Medical Appointments

- A third of GP Appointments in England were carried out remotely in June 2025, according to Analysis of NHS Data.⁷
- Of these, 8% of appointments were carried out online and 25% over the phone. The proportion of remote consultations has risen from 30.9% in June 2024 and 28.3% in June 2023.⁸
- The proportion of GP appointments delivered by video or online has been rising, passing 1% in May 2023, 2% in August and 3% in December 2023.⁸
- It rose to 4% in March 2024 and stood at 5.2% in August 2024: the first time it has been above 5%.⁹

The majority of appointments with GP practices are still face to face



Source: NHS England

Not all GP practices report in every month, therefore appointment numbers are estimated. The data only presents information captured on the GP practice systems and does not represent all work happening within a primary care setting.

TheKingsFund

- The Graph above produced by The Kings Fund¹⁰ shows a reduction in face-to-face appoints from approximately 79% in 2019/20 to approximately 68% in 2023/24.

⁷ (Tammy Lovell (2025) A third of GP Appointments in England carried out Remotely, Digital Health) [A third of GP appointments in England carried out remotely](#)

⁸ [Rise of 'virtual doctors' as one in 20 GP appointments performed online or by video - Manchester Evening News](#)

⁹ [Rise of 'virtual doctors' as one in 20 GP appointments performed online or by video - Manchester Evening News](#)

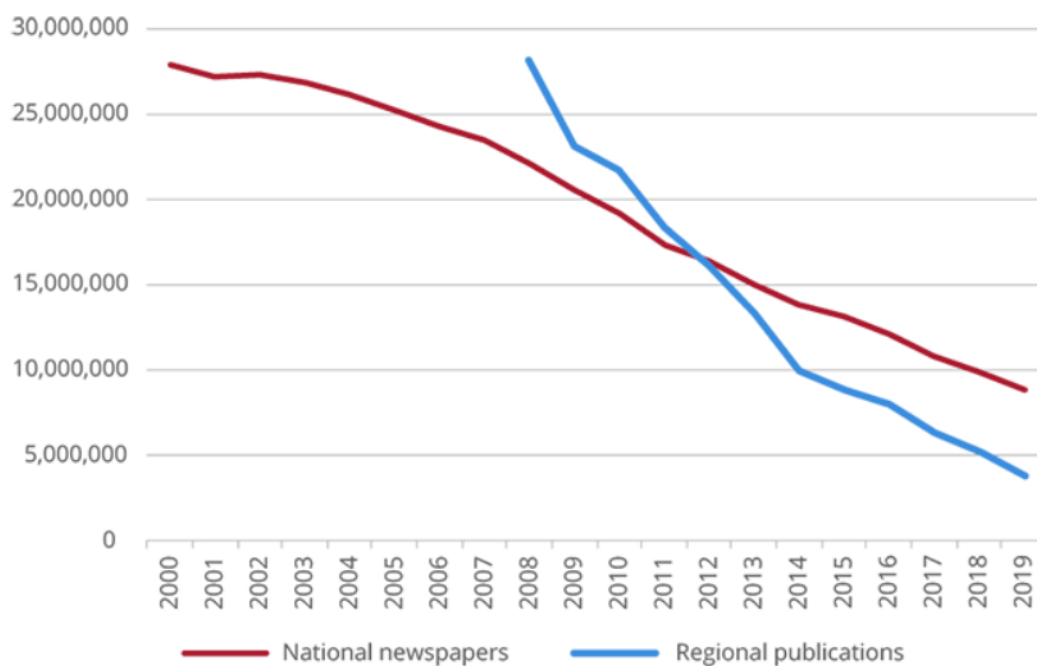
¹⁰ [Activity In The NHS | The King's Fund](#)

Journalism Circulation

The following trends regarding journalism and news show a decline in physical material for news in 2019¹¹:

- Only 38 percent of UK adults accessed news via print newspapers;
- Only 11 percent accessed news via print magazines;
- 75 percent via accessed news via television
- 66 percent accessed news via the internet
- 43 percent accessed news via radio.

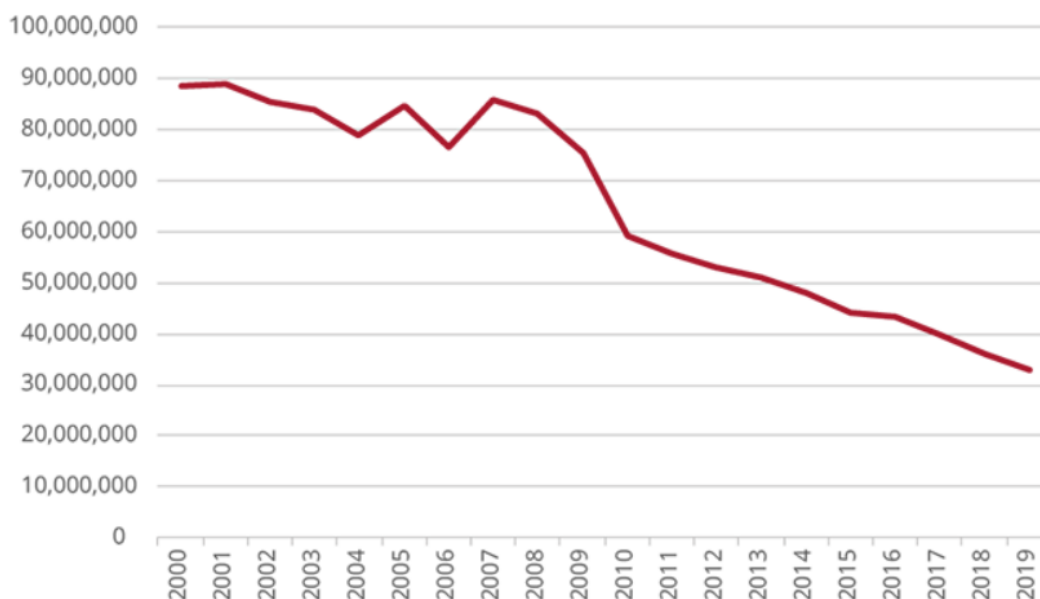
Figure 1: Average circulation per issue, UK national newspapers and regional publications



Source: Audit Bureau of Circulations (ABC), 'ABC Data Hub', available at: <https://www.abc.org.uk/data>

¹¹ [House of Lords - Breaking News? The Future of UK Journalism - Communications and Digital Committee](https://www.parliament.uk) (www.parliament.uk)

Figure 2: Average circulation per issue, UK consumer magazines



Source: Audit Bureau of Circulations, 'Consumer Magazine Data', available at: <https://www.abc.org.uk/data/consumer-magazines>

TRICS Guidance Note on Changes in Travel Behaviour (August 2019)¹²

The TRICS guidance note supports the above trends in travel patterns, and outlines that these trends are not all a direct result of the COVID-19 pandemic. The report is based on travel trends up to 2018, which predates the pandemic by one year. The following extracts from the report outline similar travel trends pre-pandemic.

The TRICS Guidance note sets out the following travel trends as of 2018:

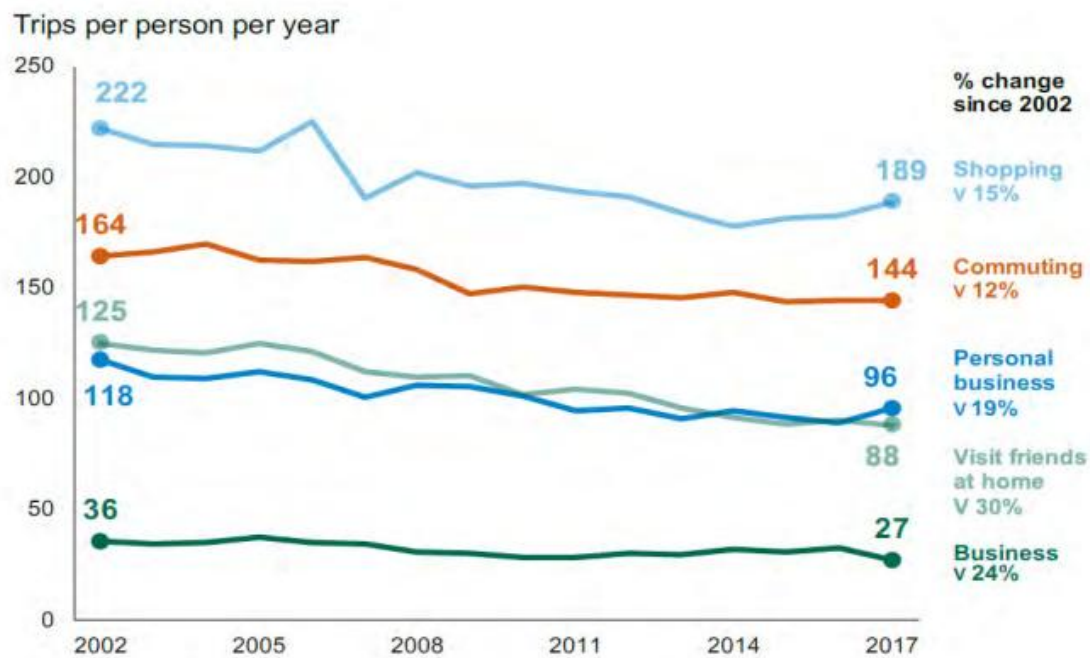
- 16% fewer trips are made than in 1996;
- 10% fewer miles are travelled than in 2002;
- 22 fewer hours spent travelling annually than in 2008.

National Travel Survey Report (2016)

- Total distance travelled per person per year fell by 9% between 2007 and 2016.
- Distance travelled by all private transport fell by about 13% since 2003.
- Distance travelled by car drivers fell by 10% since 2007.

¹² [TRICS Guidance Note on Changes in Travel Behaviour August 2019](#) (TRICS, 2019)

TRICS trend analysis (2019)



The graph above shows a reduction in trips per person per year between 2002 and 2017 for the following purposes:

- Shopping: -15%
- Commuting: -12%
- Personal Business: -19%
- Visit friends at home: -30%
- Business: -24%

PoE Appendix L: Summary of Walk Routes

Active Travel Route Summary

		Component of Route				
Route Ref	Route	On site	Connection	Onward Route	Accords with RoWIP?	Accords with Draft LCWIP?
1	A507/Baldock Road	Designed to modern standards, prioritises active travel and public transport.	Designed to modern standards, prioritises active travel and public transport.	Provides footway/cycleway on LCWIP route Toucan crossing Speed reduction and traffic calming Raised tables Uncontrolled crossings Ties into existing town infrastructure Surfaced and street Lit	n/a	Upgrades A507 Baldock Road which is a secondary cycling route in LCWIP. Upgrades Baldock Road which is a primary cycle route and a secondary walking route.
2a	Active Travel Bridge and PRow 36	Designed to modern standards, prioritises active travel and public transport.	Designed to modern standards, prioritises active travel.	Uses PRow 36 Upgraded for pedestrians Potentially upgraded for cyclists In line with RoWIP Core Actions Links to LCWIP Route Ties into existing town infrastructure No conflict with traffic on the A10	Accords with Core Actions: 3.4 3.5 5.2 6.2 10.1	Ties into Bowling Green Lane - Primary Walking and Cycling Route in LCWIP. Links with Baldock Road which is a primary cycle route and a secondary walking route.
2b	Active Travel Bridge and Skipps Meadow	Designed to modern standards, prioritises active travel and public transport.	Designed to modern standards, prioritises active travel.	Existing footway on Skipps Meadow Cyclists in light trafficked road Pedestrian/cycleway mitigation on A507 Ties into existing town infrastructure No conflict with traffic on the A10 Street Lit Traffic calmed Natural Surveillance	Accords with Core Actions: 3.4 3.5 5.2 6.2 6.3 7.1 10.1	Ties into Baldock Road which is a primary cycle route and a secondary walking route.
3	Pedestrian Footbridge and PRow 35	Designed to modern standards, prioritises active travel and public transport.	Designed to modern standards, prioritises pedestrians.	Uses PRow 35 Upgraded for pedestrians In line with RoWIP Core Actions Links to LCWIP Route Ties into existing town infrastructure No conflict with traffic on the A10	Accords with Core Actions 3.4 3.5 6.2 10.1	Ties into Bowling Green Lane which is a primary walking and cycling route in LCWIP Links with Baldock Road which is a primary cycle route and a secondary walking route.

PoE Appendix M: Comparison with Appeal: Land off Longsight Road, Langho (Appeal Ref: 6002485)

Walk Routes in the Langho Case

Map 1 below shows the three walk routes from the centre of that site to the village.

Map 1: Walk Distances from the Centre of the Site to Langho



Walk Route 1 (shown in Orange) was the shortest to the town centre but involved using a narrow underpass and flight of steps. Given the presence of steps along the route, the Council contended that this route was unsuitable for the mobility impaired and cyclists.

Walk route 2 (shown in Green) involved walking in the road with no verges and steep banks, under a railway bridge and up a steep hill on a road where a speed reduction to 30mph and traffic calming was proposed, but no footways or cycleways. The council contended that that route was unsuitable for pedestrians, cyclists and the mobility impaired due to the absence of active travel infrastructure, gradient and safety.

Walk Route 3 (shown in Blue) involved first walking in the opposite direction to cross the A59 at a proposed toucan crossing on a section with a proposed reduced 40mph speed limit, but then crossing the A59 again at an uncontrolled central refuge, in all travelling 1.47km to the nearest primary school and 1.7km to the nearest small shop. This route was considered to be the only route for all users by the Council.

Distance to Facilities in the Langho Case

Table 1: Distances to the Town Centre as measured by the Council

Destination	Approximate walking distance from the centre of the site (m)		
	Route 1 (via Subway) – Orange Route	Route 2 (Via Whitehalgh Ln) – Green Route	Route 3 (Via A59) – Blue Route
Village Centre (Whalley Rd / Whinney Ln Junction)	430	1105	1190
St Marys Primary School	595	860	1465
SPAR	1010	780	1770
Langho Railway Station	370	1150	1235
Nearest Bus Stop (Whalley Road) Service 22	465	750	
Nearest Bus Stop Proposed (A59) Service 25, 280			315

Details of the Langho Case

The site had access to bus stops on the A59, which were located 315m from the centre of the site, and on Whalley Road, (via the steps Route), located 465m from the centre of the site. There were 11 buses in the peak hours from the bus stops.

There was an unmanned train station south of the site, with 1 service per hour in each direction, with platforms only accessible by flights of 15 steps.

The proposals offered traffic calming on Whitehalgh Lane (Route 2), a pedestrian/cycleway and speed limit reduction on the site frontage with the A59 (Route 3), £750k for Public Transport and a Framework Travel Plan. The site had a connectivity score of 50 (from the DfT Connectivity Tool) and all houses would have modern broadband.

The Inspector had set out that the key issue to be tested was “*the effect of the proposals on sustainable transport.*”

The Council’s evidence cited excessive walk distances, lack of facilities in the village, reliance on the private car, unsuitability of walk and cycle routes, distances to bus stops, pedestrian safety and lack of safe and suitable access for all, with particular emphasis on the mobility impaired. They contended that the site was unsustainable.

Comparison between the Langho and Buntingford Cases

Those points of objection, are similar to the points of objection on the Buntingford case. No two cases are exactly the same and some key differences between the proposals are as follows.

The Buntingford proposals offer facilities and services on site, which will reduce the need to travel. Langho did not. The Buntingford proposals offer 4 active travel routes, 3 of which are suitable for the mobility impaired, no material gradient issues, one fewer crossing of an A road at grade, shorter and step free access to bus stops and benefits from having many more facilities in the adjacent town. Buntingford does not offer rail services but offers more for public transport and has an existing connectivity score, 5 points lower than the Langho site.

Appendix M-1: Comparison Table

Appendix M: Comparison between the Langho Appeal and the Buntingford Appeal

Key
Betterment within the Buntingford Appeal
Neutral
Betterment within the Langho Appeal

Criteria	Langho Appeal			Buntingford Appeal				PB Comparison Comment
	Route 1 (via Subway) – Orange Route	Route 2 (Via Whitehalgh Ln) – Green Route	Route 3 (Via A59) – Blue Route	Route 1 (via A507 Baldock Road) – Blue Route	Route 2a (Via Proposed Active Travel Bridge & ROW 3d)) – Green Route	Route 2b (Via Proposed Active Travel Bridge & Skipps Meadow) – Green Route	Route 3 (via Proposed Stepped Footbridge) – Orange Route	
Proposed Toucan Crossing of an A road (new TRO 40mph area)	n/a	n/a	Yes	Yes	n/a	n/a	n/a	Both proposals offer a controlled crossing facility over an A road
Proposed Traffic Calming Measures	n/a	Yes	Yes	Yes	n/a	n/a	n/a	Both proposals include traffic calming on heavily trafficked routes
Uncontrolled crossing of an A road	n/a	n/a	Yes	No	No	No	No	Buntingford proposals do not require NMUs to cross the A road without a controlled facility. Route 1 provides a toucan crossing facility. Routes 2a, 2b and 3 provide and unconflicted crossing facilities.
Existing facilities in adjacent settlement within 2km Walk	19	17	21	43	43	45	42	Buntingford has significantly more local facilities accessible within a 2km walk from the site
Walk distances to nearest school	680m	820m	1600m	1540m	771m	1390m	973m	Langho has shorter distances to the nearest school by two routes, however both routes were not suitable for all users. The only suitable route for all users in the Langho case (Route 3) is a longer distance than all three Buntingford routes. A school is accessible within an acceptable walking distance in both appeals.
Walk distance to nearest convenience shop	1010m	780m	1770m	Onsite (c. 240m to Local Centre)				The Local Centre within the Buntingford Appeal will provide on-site retail opportunities for residents, offering a reduced need to travel off site.
Suitable for the mobility impaired	No	No	Yes	Yes	Yes	Yes	No	Buntingford has three routes which are accessible for the mobility impaired, in comparison to one route in Langho.
Walk distance to nearest bus stop from centre of site	465m	750m	315m	On-site - within 400m of all residents				Only bus stops on the A59 were accessible within 400m in the Langho appeal. Three bus services will operate via the site in the Buntingford appeal, within 400m of the all residents.
Bus services in peak	11 services (only 6 services within a 400m walk distance distance)			7 services (with future frequency enhancements to Services 331 and 18)				Langho has more bus services in a peak period, however only the bus services on the A59 were within a 400m walk distance from the centre of the site. This provides 6 services in the peak hour. All 7 bus services in the Buntingford appeal will service the site. Further bus services are accessible within Buntingford town centre if required.
Highway capacity issues	No			No				No highway capacity issues in either appeal.
Existing pedestrian infrastructure	Yes	No	Yes	No	Yes	Yes	No	Three routes within the Buntingford appeal will be upgraded with pedestrian infrastructure. Two of these routes will include cycle infrastructure. Route 2b is via a residential street already suitable for pedestrians and cyclists.
Existing cycle infrastructure	No	No	No	No	No	No	No	Within the Langho appeal, pedestrian and cycle infrastructure was only proposed along one route.
Off site footway upgrades	No	No	Yes	Yes	Yes	No	Yes	
Off-site cycleway upgrades	No	No	Yes	Yes	Yes	No	No	
Framework travel plan	Yes			Yes				Both appeals include a Framework Travel Plan.
Existing site connectivity score	50			45				The Langho appeal has a Connectivity Score of 50 in comparison Buntingfords Connectivity Score of 45.

Appendix M-2: Langho Appeal Decision



Appeal Decision

Inquiry Held on 28 to 30 April & 7 May 2026

Site visit made on 1 May 2026

by G D Jones BSc(Hons) DipTP DMS MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11th June 2026

Appeal Ref: 6002485

Land south of Longsight Road, Langho

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant outline planning permission.
 - The appeal is made by Hallam Land Management Limited against the decision of Ribble Valley Borough Council.
 - The application Ref 3/2025/0196, dated 6 March 2025, was refused by notice dated 27 June 2025.
 - The development proposed is up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems.
-

Decision

1. The appeal is allowed and planning permission is granted for up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems at Land south of Longsight Road, Langho in accordance with the terms of the application, Ref 3/2025/0196, dated 6 March 2025, subject to the conditions contained within the Schedule at the end of this decision.

Preliminary Matters

2. The proposal is for outline planning permission with access only to be determined at this stage and with appearance, landscaping, layout and scale reserved for future approval. Whilst not formally part of the scheme, I have treated the submitted details, including those submitted after the application was determined, relating to these reserved matters as a guide as to how the site might be developed.
3. A multilateral legal agreement (the Legal Agreement) and a unilateral undertaking (the UU), both dated 26 May 2026 and made under s106 of the Town and Country Planning Act 1990, were submitted after the Inquiry closed in accordance with an agreed timetable. I have had regard to the Legal Agreement and the UU when making my decision.
4. The evidence refers to the emerging Ribble Valley Local Plan. The main Statement of Common Ground (SoCG) indicates that the emerging Plan attracts no weight at this stage. For the avoidance of any doubt, while I have taken it into consideration, it has not affected the outcome of the appeal.

Main Issues

5. The main issues are:

- The proposed development's effect on the character and appearance of the area;
- Its effect on sustainable modes and patterns of transport;
- Its effects on biodiversity, including in terms of Biodiversity Net Gain; and
- Whether any harm that might result from the development would be outweighed by other considerations, including housing land supply.

Reasons

Character & Appearance

6. The appeal site is not allocated for development in the development plan. While adjacent to it, the site is not within the settlement boundary of Langho as defined in the development plan. It is, therefore, located within the open countryside as defined by Core Strategy Policy DMG2 of the Core Strategy 2008-2028 - A Local Plan for Ribble Valley, adopted December 2014 (the Local Plan).
7. Both main parties have undertaken their own assessments of the landscape and visual effects that would result from the appeal scheme. While they come to different conclusions, there are notable similarities between them. From all that I heard, saw and experienced during the appeal process, including during my site visit, in my view its effects in these respects would largely lie somewhere between each party's witness's assessments. Nonetheless, as a decision-making aid I have adopted the Council's witness's assessment as a benchmark.
8. On either assessment, the proposed development would have a harmful effect on the character and appearance of the area. Consequently, in that regard, it would conflict with Policies DMG2 (Strategic Considerations) and DME2 (Landscape and Townscape Protection) of the Local Plan. The proposed approach to the development of the site would be sympathetic in many respects and bring with it certain benefits. Nonetheless, transforming the fields in question to a developed site would also be at odds, in that regard, with Policy DMG1 (General Considerations) of the Local Plan and para 135 of the National Planning Policy Framework (the Framework).
9. The proposed development would result in the loss of some existing trees and hedgerow. Nonetheless, subject to controls that would be secured via planning conditions, the evidence indicates that the appeal scheme overall need not have any significant effects on trees or woodland, including those that are the subject of the Green Nook Wood Tree Preservation Order in the north eastern portion of the site. On this basis it would accord with Policy DME1 (Protecting Trees and Woodland) of the Local Plan.

Sustainable Transport

10. Langho is classed as one of nine 'Tier 1 Villages' in the Local Plan via Key Statement DS1. DS1 states that the majority of new housing development will be concentrated within the principal settlements of Clitheroe, Longridge and Whalley, including a strategic site south of Clitheroe. Tier 1 Villages sit below these areas in

the adopted development hierarchy and are described as the more sustainable of the 32 other defined settlements.

11. Nonetheless, the evidence indicates that the range of services available in Langho has diminished since the Local Plan was adopted. It is also clear that residents of the development, like existing residents of Langho, are likely to have to leave the village to access most services and facilities, including medical, retail and post-primary school education, as well as employment. Nonetheless, Langho does have some facilities within the settlement, including a small convenient store, a pharmacy and two primary schools. It is also well served by public transport via bus services through the village and along the A59 as well as the rail services that stop at the station, which stands adjacent to the site.
12. The railway line, nonetheless, separates the main part of the settlement and the site. Access from the developed site to local services would be constrained to some extent for at least some of its residents. The constraints are chiefly due to distance, pedestrian / cyclist safety, including in Whitehalgh Lane, and the presence of steps, notably those associated with the railway station and railway underpass. These would be eased, but not fully resolved, by proposed mitigation, including a pedestrian link to and traffic calming within Whitehalgh Lane, footway/cycleways on the A59, improved road crossings, and enhanced bus stops.
13. The A59 functions as a main bus corridor, providing reasonably regular services to nearby centres, including Clitheroe, Whalley, and Blackburn. These centres offer a wide range of employment, education, and retail opportunities. The appeal scheme would improve existing facilities associated with those bus services via bus stops, improved pedestrian access to those stops, and payments to support public transport and modal shift away from the private car. The highways specific SoCGs, including with the County Council as local highway authority, indicate that the measures proposed would reduce reliance on the private car.
14. I am also mindful of the evidence associated with the 'Connectivity Tool'. This is a population-based tool, which indicates that 80% of the UK population is based in a location which is more accessible than the appeal site. In the context of the UK's highly populated urban areas and bearing in mind the site's rural location, this is unsurprising. Nonetheless, the evidence suggests that, for a rural area, the site's score of 50 performs reasonably well in terms of connectivity. This too is unsurprising given the existing nearby bus and rail services.
15. Overall, while it would not be ideal in this regard, the appeal scheme would offer a genuine range of transport options to residents, which would allow appropriate access to services and opportunities within Langho or elsewhere without reliance on private cars. The proposed station car park would also be likely to promote the use of the railway station. Therefore, the appeal scheme would be likely to have an acceptable effect on sustainable modes and patterns of transport. On this basis, it would accord with Key Statement DMI2 (Transport Considerations) and Policies DMG1 and DMG3 (Transport and Mobility) of the Local Plan as well as with the Framework, in these respects.

Biodiversity

16. The extent of disagreement between the main parties relating to biodiversity has narrowed substantially, as reflected in the two topic specific SoCGs. By the time

the Inquiry opened, the points of dispute related only to lowland meadow and biodiversity net gain (BNG).

17. The Council maintains that the proposed translocation of the lowland meadow, as a priority habitat, from its current location to another part of the appeal site would not follow the mitigation hierarchy of Framework para 193(a), which advises avoidance of harm. For similar reasons, it also maintains that the Biodiversity Gain Hierarchy would not be followed. I am not persuaded, however.
18. Nonetheless, had I adopted the Council's position on these matters, there would remain several important countervailing considerations, which in my view indicate that any biodiversity harm and associated policy conflict would be mitigated and / or outbalanced by related biodiversity considerations. Central to this conclusion are the existing and likely future condition of the lowland meadow habitat on site compared to what is proposed.
19. The lowland meadow is of poor quality at present. It seems likely that this is due, at least in part, to the site-at-large being grazed by horses. There is currently no management regime in place to improve the condition of this priority habitat. Were the appeal to be dismissed, there is no good reason to believe that this would change. Indeed, it seems most likely that grazing would continue and that this would lead to further deterioration in the condition of the lowland meadow.
20. In contrast, were the appeal scheme to proceed, the sward would be moved to an inaccessible part of the site where it would be actively managed. While there is a risk that the translocation would not work, this approach has been successful elsewhere. The evidence indicates that the prospects of it being a success in this particular case are good. Rather than simply attempting to replicate the existing habitat over time, what is proposed offers genuine ecological continuity, albeit in a different location within the appeal site.
21. The proposals would deliver a net gain of 1.92 units of lowland meadow at the appeal site. Additionally, off-site compensation within Ribble Valley Borough is also proposed. The combined package would deliver a net gain of some 113% in lowland meadow units.
22. For the foregoing reasons, therefore, the appeal scheme would have an acceptable effect on biodiversity, including in terms of BNG. In these regards, it would accord with Key Statement EN4 and Policy DME3 of the Local Plan, as well as with the Framework and relevant statutory requirements.
23. Although I have not, even if I had accepted the Council's case that there would be conflict with Local Plan Key Statement EN4 and Policy DME3 and Framework para 193, due to the existing circumstances and future uncertainty associated with the lowland meadow compared to the likely biodiversity benefits offered by the appeal scheme, as outlined above, any such policy conflict would be clearly outweighed.

Further Considerations

Other Matters

24. The Council did not defend its first refusal reason regarding alleged conflict with the spatial strategy for the area as set out in the Local Plan. Although they were cited in that reason for refusal, the Council no longer contests conflict, in this regard, with Key Statements DS1 (Development Strategy) and H2 (Housing Balance) and

Policies DMG2 and DMH3 (Dwellings in the Open Countryside & the AONB) of the Local Plan. Nonetheless, as the site is located outside the settlement boundary of Langho, in the open countryside, the appeal scheme clearly was not envisaged by the Local Plan and is at odds with the spatial strategy for the location of new housing.

25. Although the main parties have differing views on the extent of the housing delivery shortfall, it is common ground between them that the Council cannot currently demonstrate a Framework compliant supply of housing land. While it may be lower, I have used the Council's figure of some 3.5 years as a benchmark to assist in making my decision. Accordingly, that the appeal development would be at odds with the spatial strategy for the Borough and conflict, in that regard, with the Local Plan, currently carries limited weight.
26. The evidence also refers to other appeal decisions. Those in other areas would have been the subject of different development plan policies compared to those before me. Moreover, I am not familiar with the full circumstances of any of those cases. While I am mindful of the importance of consistency in appeal decision making, it is also important that each decision is made on its individual merits. So, although I have taken all of the other appeal decisions into account, I have assessed and determined this appeal on the basis of the evidence before me in the relevant policy context. Having done so, none have altered the outcome of the appeal.

Interested Parties

27. In addition to the main issues and the other foregoing matters, concern has been expressed, including by those who spoke at the Inquiry, in respect to a number of considerations. These include the appeal development's effect on highway safety and congestion, including for pedestrians and cyclists; on flood risk; on living conditions of neighbours during the construction stage and following completion of the development, including in respect to noise, lighting, air quality and privacy; on wider biodiversity considerations; on anti-social behaviour; on public health; on peace and community cohesion; on urban regeneration; on the historic environment; on confidence in the development planning process; on house prices; on public rights of way; on local taxes; on noise, air, litter, light and water pollution; on parking; on horses; and on tourism.
28. The concerns raised also relate to the adequacy of existing and proposed infrastructure, services and facilities, including highways, public transport, cycling, recreation, pedestrian, drainage, sewerage, education, pre-school, village hall, retail, garage, pub, refuse, parking and medical; the scale of the development relative to the existing settlement and population; alleged lack of need for the housing, including affordable housing, or the car park; the loss of agricultural land; the potential creation of a precedent for other development; whether the additional homes would encourage use of public transport; the adequacy of public engagement; compliance with the development plan and the Framework; whether the station car park would encourage use of the car; and whether acceptable living conditions would be secured for residents of the development.
29. The objections also concern whether there are sites elsewhere better suited to this type of development; alleged shortcomings in the assessment of the development, including highways matters; overhead powerlines; trees; prematurity in the context

of the emerging local plan; a private water supply that crosses the site; affordability of the proposed homes; accessibility for all; delivery and monitoring of proposed mitigation; proposed tree planting; consistency of decision-making; settlement pattern; public open space and access to the existing woodland; existing and future rail use from Langho Station; renewable energy; the mix of proposed dwellings; density; access to employment; cumulative effects with other development.

30. These matters are largely identified and considered within the Council officer's report on the appeal scheme such that they were before the Council when the planning application was determined. They were also before it when it prepared its evidence and when it submitted its case at the Inquiry and are largely addressed in its evidence and in the various SoCGs. Other than as set out above, the Council did not conclude that they would amount to reasons to justify withholding planning permission. I have been provided with no substantiated evidence which would prompt me to disagree with the Council's conclusions in these respects subject to the imposition of planning obligations and conditions as discussed below.

Planning Obligations

31. In the event that planning permission were to be granted and implemented, the planning obligations within the Legal Agreement and the UU would secure:
- Delivery of on-site affordable housing, split 50/50 between affordable rented units and shared ownership or discount sale units, at an overall rate of 30% of the developed dwellings;
 - Delivery of over 55s accommodation on-site at a rate of 15% of the developed dwellings;
 - Delivery of the proposed railway station car park;
 - Delivery of the proposed on-site open space;
 - Arrangements for the maintenance and management of the proposed on-site public open space and car park;
 - A series of BNG Monitoring Reports;
 - Payments to be used to deliver:
 - Off-site 'open space' in the form of improved facilities at Langho Football Club;
 - Healthcare facilities through the expansion of the current Whalley Medical Centre premises;
 - On and off-site BNG land monitoring;
 - Public transport support;
 - Travel Plan support, promotion, monitoring and evaluation;
 - Incentivisation of modal shift amongst residents of the development linked to targets in the Travel Plan; and
 - Additional secondary education places at St Augustine's Roman Catholic School, Ribblesdale School, Bowland High School, Clitheroe Royal Grammar School, Longridge High School or St Cecilia's Roman Catholic Technology College.
32. The Council and the County Council have both submitted detailed statements (the CIL Compliance Statements), which address the application of statutory

requirements to the planning obligations within the Legal Agreement and the UU, and include the relevant planning policy support / justification.

33. I have considered the planning obligations of the Legal Agreement and of the UU in light of Regulation 122 of The Community Infrastructure Levy Regulations 2010 (as amended) and government policy and guidance on the use of planning obligations. Having done so, I am satisfied that those obligations would be required by and accord with the policies set out in the CIL Compliance Statements. Overall, I am satisfied that all of those obligations are directly related to the proposed development, fairly and reasonably related to it and necessary to make it acceptable in planning terms.

Conditions

34. A schedule of 35 suggested conditions has been prepared jointly by the Council and the appellant. It includes the standard timing, implementation and reserved matters conditions. I have considered these in the light of government guidance on the use of planning conditions and made amendments accordingly. Of these 35 suggested conditions all but four are agreed between the main parties. Two are not considered necessary by the appellant. The remaining two are considered necessary by both main parties, but there remains disagreement between them regarding their precise wording.
35. To ensure that facilities, including public open space, are provided in a timely manner as part of the development relative to the proposed residential development, conditions would be necessary to control the phasing and detail of various aspects of the appeal scheme. In order to provide certainty, particularly in respect to the matters that are not reserved for future consideration, a condition requiring that the development is carried out in accordance with the approved plans would be necessary. A condition to control the detail and timing of the proposed station car park would be necessary in the interests of promoting sustainable modes of transport.
36. In the interests of highway safety, traffic management and to secure a satisfactory standard of development, a condition would be necessary to secure the proposed highways works. These include: footway/cycleways, signalised toucan crossing, reduction in speed limit to 40mph with enhanced gateway features and associated signing/lining on the A59; pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph and associated lighting and traffic calming measures; an upgrade of the zebra crossing and central pedestrian island on Whalley Road; and the upgrade/provision of bus stops on Whalley Road and the A59.
37. Also in the interests of highway safety, traffic management and to secure a satisfactory standard of development, conditions would be necessary to control details of on-site roads and the timing of implementation, as well as to secure their maintenance. To promote sustainable modes of transport, conditions would be necessary to secure the details and the delivery of the proposed pedestrian/cycle link onto Whitehalgh Lane and pedestrian link to Whalley Road via the existing public footpath as well as implementation of the Travel Plan.
38. To secure satisfactory living conditions would be achieved for occupiers of the site, a condition would be necessary to ensure the development complies with prescribed noise level criteria. A condition to ensure that the development proceeds in accordance with the appellant's Air Quality Assessment would be necessary in the

interests of air quality. Conditions to manage surface water during construction and to help secure the installation and management of sustainable drainage would be necessary in the interests of flood prevention and biodiversity, to provide appropriate and adequate facilities and to protect the environment.

39. To protect the character and appearance of the area and in the interests of biodiversity, conditions would be necessary to ensure that retained trees are protected during the construction stage and to control lighting at the development. Also in the interests of biodiversity, conditions to secure the provision of biodiversity enhancement, reasonable avoidance measures for amphibians and the eradication of the Himalayan balsam on the site, the implementation of a Biodiversity Net Gain Plan, a strategy for the translocation of the lowland meadow, a Biodiversity Method Statement, a Construction Environmental Management Plan and a Habitat Management and Monitoring Plan, and measures to protect badgers.
40. A condition to safeguard against contamination that might affect the site, including unsuspected contamination, along with any requisite remediation, would be necessary to protect the health and well-being of future occupiers and off-site receptors as well as in the interests of biodiversity. To protect highway safety and the living conditions of local residents, a condition would be necessary to secure the implementation of a Construction Management Plan.
41. A condition would be necessary to secure the implementation of a strategy to protect the Ancient Woodland and in the interests of biodiversity. While I am mindful that the appellant would prefer greater flexibility in respect to the effect of this condition, given the importance and sensitivity of the Ancient Woodland, I have favoured the Council's preferred wording.
42. A condition would be necessary to secure the implementation of a Public Rights of Way Management Scheme in the interests of public safety and to provide a welcoming, attractive walking route through the site. In this case I have favoured the appellant's preferred wording on the basis it would afford reasonable flexibility while ensuring the timely, safe delivery of the Scheme.
43. The Council requested two further conditions. However, neither would be necessary. This is because the limit on the number of dwellings would be controlled via the description of the proposed development and building heights would be controlled by other proposed conditions. Therefore, neither should be imposed.

Planning Balance

44. I have found that the proposed development would have a harmful effect on the character and appearance of the area contrary, in that regard, to Local Plan Policies DMG1, DMG2 and DME2 as well as Framework para 135. This harm and the associated development plan policy conflict collectively carry significant weight against the appeal proposals.
45. For the reasons outlined above, I have not found that the application of policies in the Framework that protect areas or assets of particular importance, including in respect to biodiversity, provides a strong reason for refusing the development proposed. As the Council cannot currently demonstrate a Framework compliant supply of housing land, the so-called tilted balance applies, as set out in para 11 of the Framework. It provides that planning permission should be granted unless any

adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. In this case, they do not, such that planning permission should be granted.

46. Even when applying the Council's roughly 3.5 years supply figure, there is a serious and significant shortfall in housing delivery. It is unclear how and when this shortfall will be fully addressed. Within this context, the provision of up to 210 market homes, adjacent to an existing well-established settlement, carries significant weight in favour of the appeal scheme.
47. The development would also deliver up to 90 affordable homes. The evidence indicates that there is substantial unmet need for affordable housing in the Borough. The benefit of providing affordable homes differs from that of delivering market housing as they each respond to related yet discrete needs. Accordingly, the proposed provision of affordable housing also carries its own significant weight in favour of the appeal development.
48. Therefore, even without the 'tilted balance' the identified harm would be comfortably outweighed by the combined benefits of delivering the proposed market and affordable housing. Moreover, although I have not, had I agreed with the Council regarding the effect of the appeal scheme on sustainable modes and patterns of transport and on biodiversity, including in terms of BNG, it would not have altered the outcome of the planning balance due to the weight that I consider these matters would carry in this particular case.
49. I have not, but had I found that the development were to conflict with Local Plan Key Statement DMI2 and Policies DMG1 and DMG3 and the Framework in terms of its effects on sustainable modes of transport / patterns of development, that harm would attract no more than moderate weight bearing in mind the services that are available and fairly accessible in Langho or that are reasonably accessible by public transport elsewhere.
50. Similarly, had I found that the appeal scheme were to conflict with Local Plan Key Statement EN4 and Policy DME3 as well as with the Framework in terms of its effects on biodiversity, due to the existing circumstances and future uncertainty associated with the lowland meadow compared to the likely biodiversity benefits offered by the appeal scheme, any harm would carry no more than moderate weight rather than the significant weight claimed by the Council.
51. If these two matters and the conflict with the area's spatial strategy were combined with the harm to the character and appearance of the area and the associated development plan policy conflict, while collectively weighty, they would be outweighed by the substantial combined weight of the benefits associated with the delivery of market, affordable and over-55s housing alone, without taking into account wider, more modest benefits.
52. There is no doubt, therefore, that the appeal scheme would be sustainable development in the terms of the Framework for which there is a presumption in its favour. This is a material consideration that, in the particular circumstances of the case, outweighs the alleged conflict with the development plan as a whole, such that planning permission should be granted for the proposed development subject to the identified mitigation.

Conclusion

53. For all of the reasons given above and subject to the identified conditions, the appeal should be allowed.

G D Jones

INSPECTOR

APPEARANCES¹

FOR THE LOCAL PLANNING AUTHORITY:

Shemuel Sheikh, Counsel

Instructed by Mair Hill, Ribble Valley Borough Council

He called

Carl Taylor BA(Hons) LADip
CMLI

Landscape and Visual Impact

Derek Richardson BSc(Hons)
MPhil

Biodiversity

Chris Carter BA(Hons) Oxon
MCIHT

Sustainable Transport

Kathryn Hughes MPI MRTPI

Affordable Housing and Planning

FOR THE APPELLANT:

Paul Tucker², King's Counsel

Instructed by Mark Saunders, NJL Consulting

He called

Andrew Cook BA(Hons) MLD
CMLI MISEP Env

Landscape and Visual Impact

James Stacey BA(Hons)
DipTP MRTPI

Affordable Housing

Kurt Goodman BSc(Hons)
CEcol MCIEEM

Biodiversity

Peter Blair BEng CEng FICE
FCIHT

Sustainable Transport

Mark Saunders MA(Hons)
MRTPI

Planning

INTERESTED PERSONS:

Richard Evans

Local Resident

Chris Heap

Local Resident

Anne Slee

Local Resident

Tony Austin

Local Resident

Christopher Chadwick

Local Resident

Philip Collier

Local Resident

¹ Additionally, Lyndsey Hayes of Ribble Valley Borough Council and Kathryn Lawrance of Bevan Brittan LLP for the Council and Elliott Bullock of NJL Consulting and Ellis Cleland of Walker Morris LLP for the appellant contributed to the conditions and planning obligations sessions

² Assisted by Constanze Bell, Counsel

DOCUMENTS submitted at the Inquiry

ID01 - Replacement Plans:

- a) Illustrative Masterplan Drawing no. 0101 Rev. G
- b) Parameter Plans Movement & Access Drawing No. 0103
- c) Landscape Masterplan P24-2318-EN-07-C

ID02 - Site visit itinerary plans

ID03 - Appellant's Opening

ID04 - Appellant's Appearances

ID05 - Council's Opening

ID06 - Council's Appearances

ID07 - Suite of Suggested Planning Conditions, including final set of 11 May 2025

ID08 - Plan showing full extent of Local Character Area

ID09 - Parking notes for viewpoints

ID10 - Not used

ID11 - Final S106 and UU dated 26 May 2026

ID12 - Note on On-Site (Access) Loop Road

ID13 - Note on Connectivity Tool of 50

ID14 - Note on Affordable Housing

ID15 - Errata – Amendments to James Stacey's Proof of Evidence

ID16 - Lancashire County Council CIL Compliance Statement

ID17 - Appellant's note on the UU responding to Lancashire County Council

ID18 - Council's closing submissions

ID19 - Appellant's closing submissions

SCHEDULE OF CONDITIONS FOR APPEAL REF 6002485:

1. An application(s) for approval of all the Reserved Matters, namely appearance, layout, scale and landscaping, of the site shall be made to the Local Planning Authority not later than the expiration of three years beginning with the date of this permission and the development shall be begun not later than whichever is the later of the following dates:
 - a) The expiration of three years from the date of this permission; or
 - b) The expiration of two years from the final approval of the reserved matter or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. Application(s) for approval of the Reserved Matters relating to scale and layout shall be accompanied by full details of existing and proposed ground levels and proposed building finished floor levels (all relative to the ground levels adjoining the site) including the levels of the proposed roads.
3. Prior to the commencement of development, a plan indicating the phasing of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include the development phases and completion sequence, estate streets for each phase, details of the number of units, housing mix, affordable units, older persons housing, the new pedestrian/cycle access onto Whitehalgh Lane and delivery of public open space and the railway station car park. The development thereafter shall be carried out in complete accordance with the approved phasing plan.
4. Unless explicitly required by a condition within this permission, the development hereby permitted shall be carried out in complete accordance with the following plans:
 - Site Location Plan - Drawing No 0100
 - Parameter Plan - Land Use & Heights - Drawing No 0102
 - Parameter Plan - Movement and Access - Drawing No 0103
 - General Arrangement - Drawing No 100-P-001
 - Engineering Layout - Drawing No 100-P-002.
5. As part of any reserved matters application where layout is applied for, public open space shall be provided on site in the general location shown on the approved Drawing No 0101 Rev G.
6. No less than 43 spaces, including 5 accessible spaces, shall be provided on the site in the general location shown on the Parameter Plan - Land Use & Heights - Drawing No 0102 for the development of a railway station car park. No more than 75% (seventy five percent) of the total dwellings permitted shall be occupied until the railway station car park has been completed and is operational.
7. Details of the proposed arrangements for the future management and maintenance of the estate road within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details.
8. Prior to the commencement of development full engineering, drainage, street lighting and constructional details of the internal estate roads shall have been submitted to and approved in writing by the Local Planning Authority. The

development shall, thereafter, be constructed in accordance with the approved details.

9. Details of the pedestrian/cycle link onto Whitehalgh Lane and pedestrian link to Whalley Road via FP03-06006a shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The details shall include provision for the design of access and surfacing, widths, gradients, landscaping and structures. The approved details shall be implemented prior to first occupation of any dwelling hereby permitted.
10. The Framework Travel Plan Doc ref 4094 by Hydrock Fore dated 6 March 2025 shall be implemented in strict accordance with the actions and timetable contained within the Travel Plan Actions and Measures at Section 5.
11. No dwelling shall be occupied until the carriageway and any footpath or footway from it which it gains access is constructed to base course level and connected to the existing highway network with any street lighting installed and in operation. The penultimate dwelling of any approved phase shall not be occupied until the access routes serving the development have been completed to wearing course level.
12. Prior to the commencement of development, a scheme for the site access and off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling:
 - a) New site access on the A59 and associated works shown on Drawing Nos 100-P-001 and 100-P-002, including new footway/cycleways on the A59, new signalised toucan crossing, reduction in speed limit to 40mph with enhanced gateway features and associated signing/lining;
 - b) New pedestrian/cycle link on Whitehalgh Lane with reduction of speed limit to 30mph with associated lighting and traffic calming measures;
 - c) Upgrade of zebra crossing and central pedestrian island on Whalley Road near Olive Bank and the primary school; and
 - d) The upgrade/provision of 4 bus stops (2 x Whalley Road A666 and 2 x Longsight Road A59) to support all users to travel to/from the site sustainably.
13. a) The residential development hereby permitted shall be designed so that noise levels at each dwelling do not exceed the following levels as assessed in accordance with British Standard 8233 (2014) and WHO guidelines (or any subsequent replacement national standards / guidance):

LAeq 55 dB 16 hours - gardens and outside living areas, daytime (07.00-23.00)

LAeq 35 dB 16 hours - indoors, daytime (07.00-23.00)

LAeq 30 dB 8 hours - indoors, night-time (23.00-07.00)

LAFmax 45 dB 8 hours - indoors night-time (23.00-07.00)

LAFmax 45 dB 4 hours - indoors evening (19.00-23.00)

*The evening standard LAFmax will only apply where the evening LAFmax significantly exceeds the LAeq and the maximum levels reached are regular in occurrence, for example several times per hour.

b) Where noise mitigation measures are required to ensure compliance with the noise levels specified above e.g. acoustic glazing, noise barrier fencing and

ventilation, such mitigation details shall be submitted in each reserved matters application(s) relating to layout or appearance, demonstrating how they would mitigate noise to the approved levels together with a timetable for implementation. The approved noise mitigation measures shall be implemented in accordance with the approved timescale and shall thereafter be maintained and retained.

14. The development shall be carried out in strict accordance with measures set out in Section 7 (Mitigation) and Section 8 (Achieving Compliance with the PM2.5 Targets) of the Air Quality Assessment by Logika dated 25 February 2025.
15. No development shall commence in each approved phase until a detailed, final surface water sustainable drainage strategy for that phase has been submitted to and approved in writing by the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site specific Flood Risk Assessment (26 February 2025 / 49343-ECE-XX-XX-RP-C-0001_Issue 3 / Eastwood) and indicative surface water sustainable drainage strategy (26 February 2025 / 49343-ECE-XX-XX-RP-C-0002_Issue 3 / Eastwood) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum:

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i 100% (1 in 1-year) annual exceedance probability event;
 - ii 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii 1% (1 in 100-year) annual exceedance probability event + 50% climate change allowance, with an allowance for urban creep.

Calculations shall be provided for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;

- v Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components;
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltration rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site watercourse to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.
- e) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

16. The occupation of any dwelling within each approved phase of development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system for the relevant phase, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report shall, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

17. The occupation of any dwelling within an approved phase of development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system of that phase and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority. The details of the manual to be submitted for approval shall include:
- a) A timetable for its implementation;
 - b) Details of the maintenance, operational and access requirement for all Sustainable urban Drainage Systems components and connecting drainage structures, including all watercourses and their ownership;
 - c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;

- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

18. No approved phase of development shall commence until a Construction Surface Water Management Plan for that phase, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals and shall include for each phase:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that shall not exceed the equivalent greenfield runoff rate from the site; and
- b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The development shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

19. During the construction period, all trees to be retained within the site shall be protected in strict accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard.

Furthermore, root protection measures shall be set up along the western boundary of the adjacent woodland to the northeast of the site. The exclusion zones shall remain in place throughout the demolition and construction phases and fully accord with the methodology set out in BS 5837:2012 during all site preparation/construction works.

No materials, soil, spoil or other substance shall be stored within the protective areas at any time and no changes in land levels shall occur within these areas. Any no-dig, hand-digging and protective membranes shall only occur within the protective areas with the prior written approval of the Local Planning Authority.

20. Notwithstanding the submitted details, and prior to the installation of external lighting, a "lighting design strategy for biodiversity" in accordance with ILP Guidance Note for the reduction of obtrusive light 2021 (or later versions) and ILP Publications Guidance Note 08/23 Bats and Artificial Lighting at Night shall be submitted to and approved in writing by the Local Planning Authority for all

proposed lighting within the development hereby permitted. The strategy shall be based upon the site being within Zone E2 Rural with low district brightness:

- a) Identify those areas/features on site that are particularly sensitive for bats and other nocturnal wildlife that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not cause further disturbance or prevent use of territory or restrict access to breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Under no circumstances shall any other external lighting be installed without prior written approval from the Local Planning Authority.

21. Prior to the commencement of development, a Plan by an appropriately experienced ecologist shall be submitted to and approved in writing by the Local Planning Authority of the location of biodiversity features (e.g. bat bricks, bird boxes) to be provided. The approved Plan shall show the number, location and specification of the features. All approved features shall be installed in the presence of an appropriately qualified ecologist prior to first occupation of the dwelling on which they are located and retained thereafter.
22. No development shall commence on site, including any vegetation clearance, earth moving or other enabling works, until such time as a Reasonable Avoidance Measures Strategy for amphibians (common toad) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include the following measures:
 - Location of suitable protective fencing; and
 - Details of management of habitats and supervised (Ecological Clerk of Works) hand searching of features to be removed.The development shall be undertaken in accordance with the approved details.
23. A scheme for the eradication of the Himalayan balsam on the site shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The development shall thereafter be carried out in strict accordance with the approved measures.
24. The Biodiversity Net Gain Plan for the entire development shall be prepared in accordance with the principles outlined in the submitted Biodiversity Net Gain Strategy (Rev A, November 2025). Any phase biodiversity gain plan shall be in accordance with the Overall Biodiversity Gain Plan submitted to and approved in writing by the Local Planning Authority for the purposes of paragraph 13 of Schedule 7A of the Town and Country Planning Act.
25. Prior to the commencement of each approved development phase a re-survey of the site and adjoining land / ditches within a 30m buffer of the site shall be undertaken (unless proven to be inaccessible) for the presence of badgers together with proposals for mitigation/compensation, if required, and a timetable for implementation shall be submitted to and approved in writing by the Local Planning

Authority. Any approved mitigation measures shall then be implemented in accordance with the approved details and timetable.

26. No approved phase of development shall commence until a Habitat Management and Monitoring Plan (the HMMP) prepared in accordance with the approved Biodiversity Gain Plan for that phase (as required by the 'Statutory Biodiversity Condition'), has been submitted to and approved in writing by the Local Planning Authority (LPA).
- a) This shall include details of:
 - (i) A non-technical summary;
 - (ii) The roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - (iii) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (iv) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - (v) The monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the LPA.
 - b) Notice in writing shall be given to the LPA when the:
 - (i) HMMP has been implemented; and
 - (ii) Habitat creation and enhancement works as set out in the HMMP have been completed.
 - c) There shall be no occupation of any dwellinghouse approved until:
 - (i) The habitat creation and enhancement works set out in the approved HMMP have been completed; and
 - (ii) A completion report, evidencing the completed habitat enhancements, has been submitted to and approved in writing by the LPA.
 - d) The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.
27. Prior to the commencement of development, a Biodiversity Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall be in accordance with the principles of the mitigation measures set out in Table 8 of the Ecological Impact Assessment by FPCR Environment & Design dated November 2025. The details shall include but not be limited to:
- a) Specification and location;
 - b) Programme and timetable for implementation;
 - c) Persons responsible for implementing the works;
 - d) Details of initial aftercare and long-term maintenance; and
 - e) Details of monitoring and remedial measures.

The development shall be carried out in accordance with the approved details, and all enhancement measures shall thereafter be retained as such in perpetuity.

No site, preparation, scrub/hedgerow clearance or tree works/removal shall be undertaken on the site during the bird breeding season (March - August inclusive) unless a pre-work nesting bird survey of the site has been undertaken by a licenced ecologist.

28. Prior to the commencement of development within the site or within an approved phase:
- a) A site investigation report for the site (or approved phase) shall be submitted to and approved in writing by the Local Planning Authority (in line with the principles of the submitted Preliminary Geoenvironmental Investigation Report no 5200/A1 by LITHOS dated February 2025) to identify the types, nature and extent of land contamination affecting the site (or phase) together with the risks to receptors and potential for migration within and beyond the site which has been carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001; and
 - b) In the event that the above report identifies the need for remediation, then a remediation strategy for the site (or approved phase) to include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) shall be submitted to and approved in writing by the Local Planning Authority. All approved remediation measures shall be carried out in accordance with the approved measures and timetable.

Prior to first occupation of any dwelling requiring remediation, a validation report providing results of the verification programme of post-remediation sampling shall be submitted to and approved in writing by the Local Planning Authority to confirm that the approved remediation measures have been carried out in accordance with the approved details.

29. Prior to commencement of development operations, including ground investigation and vegetation removal, a detailed strategy for the translocation of the lowland meadow shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall follow the outline prescriptions provided in the Biodiversity Net Gain Strategy (dated November 2025). The strategy shall also provide further detailing including:
- The timing for the translocation exercise;
 - The precise location of the receptor site;
 - Details for the preparation and translocation of the area of lowland meadow; and
 - Details for the preparation of the receptor site.

Within 21 days of completing the translocation exercise, a report detailing compliance with the approved translocation exercise shall be submitted to the Local Planning Authority. Thereafter, long-term management and remedial measures shall be undertaken in accordance with the approved Habitat Management and Monitoring Plan.

30. No approved phase of development shall take place (including ground works and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local

Planning Authority for that phase. The CEMP: Biodiversity shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of “biodiversity protection zones”;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timings of sensitive works to avoid harm to biodiversity features;
- e) The times during which construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works or similarly competent person;
- h) Use of protective fences, exclusion barriers and warning signs if applicable; and
- i) Details of the means of protecting trees, hedgerows and the watercourse during the construction of development.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

31. No approved phase of development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase. The approved Plan shall be adhered to throughout the construction period. It shall provide for:
- i) The parking of vehicles of site operatives and visitors;
 - ii) The loading and unloading of plant and materials;
 - iii) The storage of plant and materials used in constructing the development;
 - iv) The erection and maintenance of security hoarding;
 - v) Arrangements during construction period to minimise the deposit of mud and other similar debris on the adjacent highways, i.e. wheel washing facilities;
 - vi) Measures to control the emission of dust and dirt during construction;
 - vii) Control of noise and vibration emanating from the site during the construction period;
 - viii) External lighting of the site during the construction period;
 - ix) Scheme for recycling/disposing of waste resulting from demolition and construction works;
 - x) Details of working hours; and
 - xi) Routing of delivery vehicles to/from site.

The construction of the development shall be carried out in strict accordance with the approved CMP.

32. Any reserved matters application relating to layout shall include details of a strategy for the establishment and management of a 15m buffer zone surrounding the Ancient Woodland together with an ecological corridor within the site to provide

connectivity to the Ancient Woodland shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall provide details for the implementation of native species woodland or scrub within the buffer zone and corridor. The strategy shall not permit informal recreational use or development in the buffer zone and no formal footpaths shall be provided in the buffer zone. The development shall be carried out in accordance with the approved strategy.

33. Prior to the commencement of development, a Public Rights of Way Management Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision for:
- a) The design of access and public rights of way route and their surfacing, widths, gradients, landscaping and structures;
 - b) Any proposals for the diversion or extinguishment of Public Rights of Way and alternative route provision as part of a Public Path Order; and
 - c) Any proposals and phasing for the diversion and temporary closure of Public Rights of Way and alternative route provision as part of a Traffic Regulation Order.

The approved scheme shall be implemented prior to occupation of the 50th dwelling hereby permitted.

PoE Appendix N: Policy Review

Policy Review

NPPF Chapter 9 (Promoting Sustainable Travel)

Paragraph 109

Policy Review Table 1: Review of NPPF Paragraph 109 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do proposals comply
Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:	The proposals have been developed with a vision-led approach to promote sustainable travel from the site to the town of Buntingford.	
a) making transport considerations an important part of early engagement with local communities;	Early engagement with the LHA was sought and maintained throughout the development of the proposals.	✓
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;	At detailed design stage, the layout of the site will include high quality patterns of movements, streets and parking in accordance with modern guidance and standards where applicable.	✓
c) understanding and addressing the potential impacts of development on transport networks;	A Transport Assessment and Technical Notes have been supplied as part of the application to understand and address any potential impacts of the development.	✓
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;	The proposals realise opportunities from existing infrastructure and evolving transport infrastructure by having been designed to integrate with existing infrastructure and provision of EV charging, real time public transport information and efficient broadband.	✓
e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and	Sustainable travel improvements are included throughout the proposals, and in accordance with local policy. They are listed in PoE Appendix J . The Framework Travel Plan further promotes sustainable travel usage.	✓
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.	Environmental aspects relating to Transport and transport infrastructure were screened out early in the application process. Compliance with modern guidance can be achieved at detailed design stage. Infrastructure and services delivered through the proposal which enhance sustainable travel will also benefit existing trip making.	✓

NPPF Chapter 9 (Promoting Sustainable Travel)**Paragraph 110***Policy Review Table 2: Review of NPPF Paragraph 110 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do proposals comply
The planning system should actively manage patterns of growth in support of these objectives.	Achieved – the proposals address the points in Para 109.	
Significant development should be focused on locations which are or can be made sustainable, <u>through limiting the need to travel and offering a genuine choice of transport modes</u> . This can help to reduce congestion and emissions, and improve air quality and public health.	All dwellings within the development will be provided with high-speed broadband to enable access to employment, deliveries, medical appointments, social interaction and entertainment. This will limit the need to travel in line with the Policy.	✓
	In addition, the site has been designed to include a range of uses on site, land for education, mixed-use local centre, community uses and areas of outdoor recreation which serve to reduce the need to travel off site.	
However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.	A genuine choice of travel via sustainable modes is provided as part of the proposals including walking, cycling, public transport (bus routing into the site) and car sharing and sustainable vehicle travel.	✓
	An increasing proportion of private car travel is sustainable.	
	The proposals comply with Paragraph 110 even if they were in an urban location. It is notable that the NPPF allows development in rural areas and recognises that the opportunities to maximise sustainable transport solutions will be less in rural areas. In context of a typical rural location, the proposals offer a comparatively high level of sustainable travel choice and connectivity. This should be reflected in decision making.	✓
	The proposals seek to maximise opportunities for sustainable travel, see list of sustainable travel improvements and measures in PoE Appendix J .	

NPPF Chapter 9 (Promoting Sustainable Travel)**Paragraph 111***Policy Review Table 3: Review of NPPF Paragraph 111 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do proposals comply
Planning policies should:	Para 111 refers to how “planning policies” should be drafted, rather than relating to development proposals, but it is interesting to note whether the development proposals comply with those ideals.	
a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;	The proposals provide a range of uses on site including encompassing mixed-use local centre, community uses and areas of outdoor recreation which serve to reduce the need to travel off site. There is also land for education included.	✓
b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;	Active engagement with the LHA, LPA and bodies such as the HCC Public Transport Unit has been undertaken throughout the development of the proposals.	✓
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;	The council have developed LCWIP plans and RoWIP plans which achieve these objectives, and the development proposals align with them.	✓
d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);	The council have developed LCWIP plans and RoWIP plans which achieve these objectives, and the development proposals align with them.	✓
e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and	N/a	n/a
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.	N/a	n/a

NPPF Chapter 9 (Promoting Sustainable Travel)
Paragraph 115

Policy Review Table 4: Review of NPPF Paragraph 115 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do proposals comply
115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:	The proposals comply with Para 115.	
a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;	Sustainable travel is prioritised, see the list of sustainable travel improvements and measures in PoE Appendix J . Considering the dispensations in NPPF Para 110 for rural locations, the proposals comply even more so. An increasing proportion of private car travel is sustainable.	✓
b) safe and suitable access to the site can be achieved for all users;	The site access has been subject to a Road Safety Audit which raised no substantive problems or concerns. The proposals include four active travel routes into and from the site (if considering the existing footbridge and active travel bridge separately), which between them provide accessible routes for all users including pedestrians, cyclists and those with mobility impairments. Road safety matters are dealt with in the evidence of James Duffy.	✓
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and	Will be provided at detail design stage.	✓
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.	Mitigation in terms of capacity and congestion on the local road network is not required. Off-site improvements are proposed in terms of active travel infrastructure in line with the vision and through discussion with HCC. Road safety matters are dealt with in the evidence of James Duffy.	✓

NPPF Chapter 9 (Promoting Sustainable Travel)
Paragraph 116

Policy Review Table 5: Review of NPPF Paragraph 116 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do proposals comply
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.	Considering traffic impacts in the peak periods there will be no significant impact on the road network following mitigation and certainly no severe impact. Assessment of the proposals within the transport assessment and technical note has accounted for all reasonable future scenarios. Road safety matters are dealt with in the evidence of James Duffy.	✓

SUPERSEDED BY AUGUST 2026 NPPF

NPPF Chapter 9 (Promoting Sustainable Travel)**Paragraph 117***Policy Review Table 6: Review of NPPF Paragraph 117 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do proposals comply
Within this context, applications for development should:		
a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;	The internal site layout will be designed to prioritise pedestrian and cycle movements throughout. Many off-site highway improvements are proposed to prioritise pedestrian and cycle movements from the town and into the town centre, including shared foot/cycle infrastructure, PRow upgrades, traffic calming, controlled and uncontrolled crossing facilities. See the proposal drawings agreed within the HSoCG. The proposals maximise the catchment area for bus transport through the diversion of bus services to on site bus stops and mobility hubs. Public transport use is encouraged through a number of improvement measures and financial contributions, listed within PoE Appendix J. The travel plan will further encourage and incentivise public transport use.	✓
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;	The on-site layout will be designed in line with modern design guides, and will accommodate people with disabilities and reduced mobility. In addition, facilities will be delivered on site to enable easy access for everyday needs. Access into the site is provided to accommodate people with disabilities and reduced mobility. Additional infrastructure such as proposed footways and cycleways, controlled crossings will also be designed to modern standards to accommodate mobility impaired use. Bus stops are proposed onsite, accommodating short walking journeys to access bus travel. Traffic speed reductions and traffic calming is proposed, to improve the general road environment for all users, and increasing safety. Parking will be provided in accordance with standards for both vehicles and cycles.	✓
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;	Onsite layout will be designed in line with modern design guides at reserved matters subject to approval by the council.	✓
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and	Vehicular access is proposed on the A507 and off Throcking Lane, roads which are suitable for accommodating delivery, service and emergency vehicles. The site access has also been designed to accommodate such vehicles. This has been demonstrated through a vehicle swept path analysis. Further highway design matters are dealt with by James Duffy.	✓
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.	EV charging will be provided in accordance with standards. An increasing proportion of private car travel is sustainable.	✓

Paragraph 118

Policy Review Table 7: Review of NPPF Paragraph 118 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do proposals comply
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.	A framework Travel Plan has been submitted as part of the application and is accepted by the LHA in principle.	✓

SUPERSEDED BY AUGUST 2026 NPPF

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation

S5: Principle of development outside settlements

Policy Review Table 8: Review of NPPF Draft Policy S5 Principle of development outside settlements

Policy Reference and Wording	Context of the proposals:	Do the proposals comply
Policy S5:1 - Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:		
j. Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites ²⁷ or scores below 75% in the most recent Housing Delivery Test), and where the development would: i. be well related to an existing settlement ²⁸ (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or ii. comprise major development for storage and distribution purposes which accords with policy E3.	The council are unable to demonstrate a five-year supply of deliverable housing sites. The site is well located adjacent to the existing settlement of Buntingford, and the TA demonstrates that the scale of the development can be accommodated with both existing and proposed infrastructure.	✓

SUPERSEDED BY AUGUST 2026 NPPF

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation

TR1: Vision-led approach to planning for transport

Policy Review Table 9: Review of NPPF Draft Policy TR1: Vision-led approach to planning for transport

Policy Wording	Context of the proposals:	Do the proposals comply
1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:		
a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils; so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take account of opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;	Sustainable transport has been a key consideration throughout the development of the proposals. The proposals provide a range of sustainable transport improvements and measures. The proposals have been produced in accordance with both national and local policy. Early engagement with the LHA was sought. The HA would seek to develop the proposed improvements as per the drawings for consideration, if planning was to be approved. The proposals also align with the LCWIP and ROWIP, as set out in my proof.	✓
b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence;	The Connectivity Tool has been reviewed and is included within PoE Appendix D. It shows that before any sustainable measures or improvements, the site is 45% as connected as London for all modes except driving. The site benefits from a driving connectivity score of 71, which enhances sustainability in providing for buses, deliveries and sustainable vehicle trips. An increasing proportion of private car travel is sustainable. The site is located within Local Authority Connectivity Band B – the second highest of a 10 tier scale from A-J.	✓
c. Supporting an appropriate mix of uses across the plan area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;	This relates to Local Plans rather than proposals. Nonetheless, the proposals support a mix of uses including residential properties, a local centre, elderly accommodation and green space. There is also land for education.	✓
d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure;	A wide choice of sustainable transport modes is viable for future residents within the site. Proposals have included provision for walking, wheeling, cycling and public transport infrastructure. There are four accessible active travel routes with connections to existing town infrastructure.	✓
e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges,	Active travel and public transport improvements and measures are included within the proposals. See PoE Appendix J.	✓

public transport hubs and roadside services. In doing so it should be considered whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields		
2. Spatial development strategies and local plans may set out thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.	The development has been designed in accordance with local policy. Early engagement with the LPA and LHA has been sought throughout the process.	✓

SUPERSEDED BY AUGUST 2026 NPPF

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation**TR3: Locating development in sustainable locations***Policy Review Table 10: Review of NPPF Draft Policy TR3: Locating development in sustainable locations*

Policy Wording	Context of the proposals:	Do the proposals comply
1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:		
a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users, unless the nature of the use makes this impractical;	The site location is sustainable, and adjacent to the BUNT3 allocation which is also defined as sustainable in the district plan. A range of sustainable measures and improvements are provided as part of the proposals, providing a genuine choice of transport mode by sustainable modes. The proposals would also allow residents to reduce their need to travel through provision of broadband connections and onsite facilities.	✓
b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;	Existing transport infrastructure is enhanced as part of the proposals, in addition to new infrastructure to support walking, wheeling, cycling and public transport use. This accords with the LCWIP and ROWIP.	✓
c. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution;	These principles can be taken into account in the detailed design and delivery of traffic and transport infrastructure. That phase has not yet been undertaken, but can be controlled through the local authority procedures for design, checking and construction.	✓
d. In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.	Enhancements to existing active and public transport infrastructure is proposed. In addition, new infrastructure for walking, wheeling, cycling and public transport use is also proposed.	✓
2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.	The DfT's Connectivity Tool presents an overall average score of 45 except driving for the existing site. This means that the site, in its existing form: • Is 45% as connected as the best connected location in England and Wales (London). • The site is located in Band B when compared on the Local Authority Banding tool, i.e. the second most connected location category in East Hertfordshire. • A driving connectivity score of 71 – of which many forms of vehicle trip are sustainable. It is important to note, these scores are based on existing conditions. There are a large number of sustainable transport improvements and measures proposed as part of the development which would contribute new destinations and improved walking, cycling and public transport connectivity.	✓

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation**TR4: Street design, access and parking***Policy Review Table 11: Review of NPPF Draft Policy TR4: Street design, access and parking*

Policy Wording	Context of the proposals:	Do the proposals comply
1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:		
a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;	Sustainable travel is prioritised, see the list of sustainable travel improvements and measures in PoE Appendix J .	✓
b. Incorporate or contribute towards appropriate facilities to support this prioritisation, such as continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;	Off-site active travel infrastructure is provided, including foot/cycleways from the site into Buntingford, crossing provision at the A10 roundabout, 2x proposed bridge crossings and PRow enhancements at either side of the A10. Public transport infrastructure is proposed on-site with diversion of bus services agreed with HCC to serve the development.	✓
c. Make sure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users – including through measures to minimise the scope for conflict between pedestrians, cyclists and vehicles, to meet the needs of disabled people, older people and children in relation to all modes of transport, and to avoid unnecessary street clutter;	The on-site layout is a reserved matter but will be designed in accordance with national guidance. Active travel and public transport infrastructure are included within the proposals, prioritising pedestrians and cyclists and removing conflict with road traffic. The proposals link with existing and proposed on-site bus infrastructure, also providing mobility hubs on-site to reduce the walk distance to access public transport facilities for mobility impaired users. Bus stops on site will be within 400m of all residents.	✓
d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3); and	The site benefits from excellent road connectivity. Access into the site has been developed to be safe and suitable for all vehicles.	✓
e. Provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally-set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.	Parking will be provided in accordance with local standards.	✓
2. The principles set out in national design guidance ⁵⁶ should be used to inform how this policy is applied.	The proposals have and will be designed in alignment with modern standards and guidance.	✓

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation

TR6: Assessing transport impacts

Policy Review Table 12: Review of NPPF Draft Policy TR6: Assessing transport impacts

Policy Wording	Context of the proposals:	Do the proposals comply
1. Development proposals that are likely to generate significant amounts of movement should be supported by:		
a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored;	A Transport Assessment has been submitted alongside the application, which assesses the likely impacts of the development.	✓
b. A travel plan, indicating how sustainable transport objectives will be delivered, monitored and managed over time	A Framework Travel Plan has been submitted alongside the application to support sustainable travel and reduced need to travel.	✓
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and how it is intended to be achieved (including, in the case of Travel Plans, identifying fallback options if initial measures do not deliver the expected outcomes).	The Transport Assessment and Travel Plan reflect the vision of providing a development suitably accessible for all modes of transport, providing further enhancements to reduce private car usage and facilitating a genuine choice of travel options, whilst providing onsite facilities and modern broadband to reduce the need to travel.	✓
3. All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.	The Transport Assessment demonstrates that the development would not have a severe adverse impact on the transport network, and will not contribute to an unacceptable impact on highway safety. The proposals have been subject to an RSA. The matter of highway safety is dealt with in the evidence of James Duffy.	✓
4. In assessing potential impacts, all reasonable future scenarios should be considered, taking into account impacts at different times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself.	The potential impacts of the development have been assessed in accordance with pre-application advice and consultation responses from the LHA. Traffic assessments have been undertaken for morning and evening peak periods. Sustainable modes of travel are promoted throughout the proposals, contributing to the vision of a highly accessible site for non-motorised and public transport users.	✓

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation

TR8: Public rights of way

Policy Review Table 13: Review of NPPF Draft Policy TR8: Public rights of way

Policy Wording	Context of the proposals:	Do the proposals comply
1. Development proposals should:		
a. Maintain the network of public rights of way, including through suitable diversions agreed with the highway authority; and	PRoWS are maintained and enhanced through the proposals and improvements will achieve core actions set out within HCC’s Right of Way Improvement Plan.	✓
b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:		
ii. new direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;	Direct connections and enhancements to PRoWs on the east and west of the A10 are proposed and link the proposals with the town of Buntingford.	✓

SUPERSEDED BY AUGUST 2026 NPPF

NPPF Plan-making and national decision making policies (August 2026)
S5: Principle of development outside settlements

Policy Review Table 14: Review of NPPF (August 2026) Policy S5 Principle of development outside settlements

Policy Reference and Wording	Context of the proposals:	Do the proposals comply
Policy S5:1 - Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:		
j. Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test and where the development would: i. Be physically well-related to an existing settlement (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or ii. Comprise major development for freight and logistics purposes which accords with policy E3.	The council are unable to demonstrate a five-year supply of deliverable housing sites. The site is physically well related, being adjacent to the existing settlement of Buntingford, TA and the HSoCG demonstrate that the scale of the development can be accommodated, taking into account both existing and proposed infrastructure.	✓

NPPF Plan-making and national decision making policies (August 2026)

TR1: Vision-led approach to planning for transport

Policy Review Table 15: Review of NPPF (August 2026) Policy TR1: Vision-led approach to planning for transport

Policy Wording	Context of the proposals:	Do the proposals comply
1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:	N.B. This policy is a Plan Making policy	
a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;	Sustainable transport has been a key consideration throughout the development of the proposals. The proposals provide a range of sustainable transport improvements and measures. The proposals have been produced in accordance with both national and local policy. Early engagement with the LHA was sought. The HA would seek to develop the proposed improvements as per the drawings for consideration, if planning was to be approved. The proposals also align with the LCWIP and ROWIP, as set out in my proof.	✓
b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;	The Connectivity Tool has been reviewed and is included within PoE Appendix D. It shows that before any sustainable measures or improvements, the site is 45% as connected as London for all modes except driving. The site benefits from a driving connectivity score of 71, which enhances sustainability in providing for buses, deliveries and sustainable vehicle trips. An increasing proportion of private car travel is sustainable. The site is located within Local Authority Connectivity Band B – the second highest of a 10 tier scale from A-J.	✓
c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;	This relates to Local Plans rather than proposals. Nonetheless, the proposals support a mix of uses including residential properties, a local centre, elderly accommodation and green space. There is also land for education.	✓
d Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and;	A wide choice of sustainable transport modes is viable for future residents within the site. Proposals have included provision for walking, wheeling, cycling and public transport infrastructure. There are four accessible active travel routes with connections to existing town infrastructure.	✓
e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In	N/A	

doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields		
2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.	The development has been designed in accordance with local policy. Early engagement with the LPA and LHA has been sought throughout the process.	✓

NPPF Plan-making and national decision making policies (August 2026)**TR3: Locating development in sustainable locations***Policy Review Table 16: Review of NPPF (August 2026) Policy TR3: Locating development in sustainable locations*

Policy Wording	Context of the proposals:	Do the proposals comply
1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:		
a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;	The site location is sustainable, and adjacent to the BUNT3 allocation which is also defined as sustainable in the district plan. A range of sustainable measures and improvements are provided as part of the proposals, providing a genuine choice of transport mode by sustainable modes. The proposals limit the need to travel through provision of efficient broadband connections and on-site facilities. The proposals make the most of existing and proposed transport infrastructure	✓
b Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;	Opportunities have been taken to utilise existing and proposed transport infrastructure which is enhanced as part of the proposals, in addition to new infrastructure to support walking, wheeling, cycling and public transport use. This accords with the LCWIP and ROWIP. The amount of development can be accommodated in the area.	✓
c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;	It is agreed impacts on the transport network are acceptable. Matters of highways safety are being dealt with by Mr. James Duffy.	✓
d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and	These principles can be taken into account in the detailed design and delivery of traffic and transport infrastructure. That phase has not yet been undertaken, but can be controlled through the local authority procedures for design, checking and construction.	✓
e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed	Opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area have been taken by the Proposals, both where they exist and in new provisions. Enhancements to existing active and public transport infrastructure is proposed. In addition, new infrastructure for walking, wheeling, cycling and public transport use is also proposed.	✓
2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.	The DfT's Connectivity Tool and other evidence has been used. The Tool presents an overall average score of 45 (for modes except driving) for the existing site. This means that the site, in its existing form:	✓

	• Is 45% as connected as the best connected location in England and Wales (London). • The site is located in band B when compared on the Local Authority Banding tool, i.e. the second most connected location category in East Hertfordshire. • Has a good driving connectivity score of 71 – of which many forms of vehicle trip are sustainable. It is important to note, these scores are based on existing conditions. There are a large number of sustainable transport improvements and measures proposed as part of the development which would contribute new destinations and improved walking, cycling and public transport connectivity.	
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NPPF Plan-making and national decision making policies (August 2026)**TR4: Street design, access and parking***Policy Review Table 17: Review of NPPF (August 2026) Policy TR4: Street design, access and parking*

Policy Wording	Context of the proposals:	Do the proposals comply
1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:		
a Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high-quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;	The on-site layout is a reserved matter and it is agreed that it will be designed in accordance with national guidance. Sustainable travel is prioritised, see the list of sustainable travel improvements and measures in PoE Appendix J . The proposals provide a layout, facilities and services which facilitate easy access to public transport.	✓
b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;	This test is satisfied by the considerations above. Additionally, the proposals incorporate, deliver and contribute to features which support prioritisation. Off-site active travel infrastructure is provided, including foot/cycleways from the site into Buntingford, crossing provision at the A10 roundabout, 2x proposed bridge crossings and PRow enhancements at either side of the A10. Public transport infrastructure is proposed on-site with diversion of bus services agreed with HCC to serve the development and travel Hubs.	✓
c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to: i. Minimise the scope for conflict between pedestrians, cyclists and vehicles; ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and iii. Avoid unnecessary street clutter.	The on-site layout is a reserved matter and it is agreed that the arrangement of streets and other routes will be designed in accordance with national guidance and can achieve the objectives of this test. The proposals comply with DP 3 (2), and the criteria i, ii and iii, (see later table for DP3).	✓
d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and	The site benefits from good road connectivity. Access into the site has been developed to be safe and suitable for all vehicles.	✓
e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations.	Parking will be provided in accordance with local standards.	✓
2. The principles set out in national design guidance should be used to inform how this policy is applied.	The proposals will be designed in alignment with modern standards and guidance.	✓

NPPF Plan-making and national decision making policies (August 2026)

TR6: Assessing transport impacts

Policy Review Table 18: Review of NPPF (August 2026) Policy TR6: Assessing transport impacts

Policy Wording	Context of the proposals:	Do the proposals comply
1. Development proposals that are likely to generate significant amounts of movement should be supported by:		
a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the Development, so that the likely impacts of the proposal for transport can be assessed and monitored; and;	A Transport Assessment has been submitted alongside the application, which assesses the likely impacts of the development. The matter of assessing transport impacts is not in contention at this inquiry.	✓
b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.	A Framework Travel Plan has been submitted alongside the application to support sustainable travel and reduced need to travel.	✓
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).	The Transport Assessment and Travel Plan reflect the development vision including how that integrates with the area in which it is located. The vision has been to deliver a development suitably accessible for all modes of transport, providing further enhancements to reduce private car usage and facilitate a genuine choice of travel options, whilst providing onsite facilities and modern broadband to limit the need to travel. The travel plan will feature annual surveys and reviews to measure and influence travel patterns.	✓
3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).	The Transport Assessment demonstrates that the development would not have a severe adverse impact. The potential impacts of the development have been assessed in accordance with scenarios agreed with the LHA, pre-application advice and consultation with the LHA. Traffic assessments have been undertaken for morning and evening weekday peak periods.	✓
4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.	The Transport Assessment demonstrates that the development would not have a severe adverse impact on the transport network and will not contribute to an unacceptable impact on capacity, congestion or highway safety. The proposals have been subject to an RSA. The matters of traffic impact and highway safety are dealt with in the evidence of James Duffy.	✓

NPPF Plan-making and national decision making policies (August 2026)

TR8: Public rights of way

Policy Review Table 19: Review of NPPF (August 2026) Policy TR8: Public rights of way

Policy Wording	Context of the proposals:	Do the proposals comply
1. Development proposals should:		
a. Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and	PRoWS are maintained and enhanced through the proposals and improvements will achieve core actions set out within HCC’s Right of Way Improvement Plan.	✓
b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:	The proposals improve the quality of existing routes	✓
i. Improved access to green spaces and the countryside;	The proposals will create green spaces and will improve routes to those and the countryside	✓
ii. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;	Direct connections and enhancements to PRoWs on either side of the A10 and across the site are proposed and will connect to footpaths, bridleways and LCWIP cycle routes to the countryside and to Buntingford.	✓
iii. The provision of accessible, safe and convenient links to services and facilities; and	The proposals take the opportunity to extend and improve accessible safe and convenient links to facilities.	✓
iv. Improved connections with public transport stops and interchanges.	Travel hubs and bus stops on site as well as diverting buses onto site and new footway, cycleway to existing bus stops will improve connections with public transport stops.	✓

NPPF Plan-making and national decision making policies (August 2026)

DP3 (2): Key principles for well-designed places

Policy Review Table 20: Review of NPPF (August 2026) Policy DP3(2): Key principles for well-designed places

Policy Wording	Context of the proposals:	Do the proposals comply
2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:		
c. Nature: incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;	It is agreed that the design of the onsite layout is a matter for later detailed design and can be delivered to modern standards and part of the proposals will include green infrastructure and connections to provide opportunities for recreation and healthy living.	✓
d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;	It is agreed that the design of the onsite layout is a matter for later detailed design and can be delivered to modern standards. Good connections are proposed to the wider settlement and walking, wheeling, cycling and public transport are prioritised. It is agreed that the proposed infrastructure will additionally benefit existing sustainable trip making.	✓
f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance);	It is agreed that the design of the onsite layout is a matter for later detailed design and can be delivered to modern standards. This objective will be achieved by the proposals.	✓

NPPF Plan-making and national decision making policies (August 2026)

CC2: Mitigation of climate change

Policy Review Table 21: Review of NPPF (August 2026) Policy CC2: Mitigation of climate change

Policy Wording	Context of the proposals:	Do the proposals comply
1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:		
a. Accord with policies TR3 and TR4 so that sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;	My review of policies TR3 & TR4 has confirmed that the proposals comply. Sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;	✓
b. Support good access to facilities in order to limit the need to travel, whether through the development’s location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;	The Development proposals support good access to and improve access to facilities, both on site, where facilities will be provided and in Buntingford. On site facilities, efficient broadband will limit the need to travel.	✓

Hertfordshire Local Transport Plan (LTP4) – Policy 5: Development Management

Policy Review Table 22: Hertfordshire Local Transport Plan (LTP4) – Policy 5: Development Management

Policy Wording	Context of the proposals:	Do the proposals comply
The county council will to work with development promoters and the district and borough councils to:		
a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.	The proposals adhere to the LTP Transport User Hierarchy by including a range of uses on site, encompassing a school community use and areas of outdoor recreation to reduce the need to travel off site. Active travel links within the site and into Buntingford are proposed, and traffic calming measures will be provided to protect vulnerable road users. A bus strategy has prepared and agreed with the PTU and would provide connections to link both Buntingford and nearby towns. Buses will serve the proposed development and all residents will be within 400m of a bus stop. The proposals increase the frequency of bus service 331 through a financial contribution of £1.5m over 5 years. A financial contribution of £500 per dwelling (up to £330k) will also improve the BCAT bus service for use of future residents, which provides access to shopping facilities in further afield towns. In addition, the travel plan contribution of £500 per dwelling will encourage public transport and cycle usage. Safe and suitable access has been provided connect the site to the wider highway network for all motor vehicles.	✓
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.	Refer to the evidence of James Duffy for design considerations.	Refer to the evidence of James Duffy.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.	The application is in outline. The onsite layout will be determined and agreed with HCC.	✓
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.	The NPPF requires <u>cost effective</u> mitigation of <u>significant</u> impacts of developments. The proposed site access junctions have been designed in accordance with standard and the capacity of these junctions and others within the vicinity of the site have been assessed within the Transport Assessment. The assessments show that the junctions are forecast to operate within capacity with the development. Mitigation has also been provided in the form of sustainable transport improvements, measures and financial contributions. See PoE Appendix J.	✓
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'	A Framework Travel Plan has been produced and submitted with the application and has been agreed in principle.	✓

f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.	The technicalities of the access onto the A507 have been accepted by the LHA. Special circumstances allowing access onto the A507 may not be a transport and highways point. The proposals provide unmet housing demand (including affordable housing). Accessing the development will create no harm to the operation A507.	Refer to the evidence of James Duffy.
g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.	PRoWS are enhanced within the proposals in line with HCCs ROWIP core actions. The rural nature of the site would not be severely impacted, and the traffic impact assessments show no detrimental impact on the road network.	✓

East Herts District Plan - TRA 1 Sustainable Transport

Policy Review Table 23: East Herts District Plan - TRA 1 Sustainable Transport

Policy Wording	Context of the proposals:	Do the proposals comply
I. To achieve accessibility improvements and promotion of sustainable transport in the district, development proposals should:		
(a) Primarily be located in places which enable sustainable journeys to be made to key services and facilities to help aid carbon emission reduction;	The site is located adjacent to the BUNT3 allocation, defined as sustainable in the Buntingford Community Neighbourhood Plan. The LHA have commented on a current planning application at Buntingford Business Park stating that the proposals benefit from an existing footway connection into Buntingford. The proposals from the Appeal site would also use that connection but would further improve it. The proposals include a range of proposed sustainable improvements and measures both on and off site, which integrate the site with Buntingford. Access to facilities and services within Buntingford is achieved through the provision of active travel and public transport routes from the site. Onsite facilities and broadband connectivity facilitate a reduced need to travel. Access to key services and facilities further afield is also provided through both existing and enhanced bus services, which will be diverted into the development and accessible for all future residents.	✓
(b) Where relevant, take account of the provisions of the Local Transport Plan;	The proposals have been derived in accordance with the Hertfordshire Local Transport Plan. Early engagement with the HA has been undertaken and maintained throughout the development of the proposals.	✓
(c) Ensure that a range of sustainable transport options are available to occupants or users, which may involve the improvement of pedestrian links, cycle paths, passenger transport network (including bus and/or rail facilities) and community transport initiatives. These improvements could include the creation of new routes, services and facilities or extensions to existing infrastructure and which may incorporate off-site mitigation, as appropriate. In suitable cases the provision of footways and cycle paths alongside navigable waterways may be sought, along with new moorings, where appropriate. The implementation of car sharing schemes should also be considered;	The proposals include: • A vehicle and bus access junction to the north of the site; • An all-modes access roundabout to the south of the site; • A new footbridge over the A10 which links with PRoW 35 and 41. • The existing footbridge over the A10 will be enhanced. • A parallel active travel bridge and enhancements to PRoWs 36 and 40. • An active travel corridor enhancement on the A507 Baldock Road, across the A10 and into Buntingford. • Existing and enhanced bus services to be diverted into the site with financial contributions from the appellant. Car sharing schemes are promoted in the travel plan. See full list of sustainable interventions and measures as set out in PoE Appendix I.	✓
(d) Ensure that site layouts prioritise the provision of modes of transport other than the car (particularly walking, cycling and, where appropriate, passenger transport) which, where feasible, should provide easy and direct access to key services and facilities;	Internal site layout is a matter for detailed design and will prioritise sustainable modes.	✓

(e) In the construction of major schemes, allow for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation;	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that subject to suitably worded conditions, there is no conflict with this policy.	✓
(f) Protect existing rights of way, cycling and equestrian routes (including both designated and non-designated routes and, where there is evidence of regular public usage, informal provision) and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards; and	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that subject to suitably worded conditions, there is no conflict with this policy.	✓
(g) Ensure that provision for the long-term maintenance of any of the above measures (c) (d) and (f) that are implemented is assured	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that subject to suitably worded conditions, there is no conflict with this policy.	✓
II. Where appropriate, contributions may be required towards the facilitation of strategic transportation schemes identified in the Local Transport Plan and other related strategies.	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that subject to suitably worded conditions, there is no conflict with this policy.	✓
III. In order to minimise the impact of travel on local air quality in accordance with Policy Q4(Air Quality), where major developments involve the introduction of new bus routes or significant changes to existing routes, service providers should work with Hertfordshire County Council's Transport, Access and Safety Unit to secure optimal solutions.	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that subject to suitably worded conditions, there is no conflict with this policy.	✓

East Herts District Plan - TRA 2 Safe and Suitable Highway Access Arrangements and Mitigation

Policy Review Table 24: East Herts District Plan - TRA 2 Safe and Suitable Highway Access Arrangements and Mitigation

Policy Wording	Context of the proposals:	Do the proposals comply
Development proposals should ensure that safe and suitable access can be achieved for all users. Site layouts, access proposals and any measures designed to mitigate trip generation produced by the development should:		
(a) Be acceptable in highway safety terms;	Road safety matters are dealt with in the evidence of James Duffy.	Refer to the evidence of James Duffy.
(b) Not result in any severe residual cumulative impact; and		
(c) Not have a significant detrimental effect on the character of the local environment.		

East Herts District Plan – DPS2 The Development Strategy 2011-2033

Policy Review Table 25: East Herts District Plan – DPS2 The Development Strategy 2011-2033

Policy Wording	Context of the proposals:	Do the proposals comply
I. The strategy of the District Plan is to deliver sustainable development in accordance with the following hierarchy:		
- Sustainable brownfield sites; - Sites within the urban areas of Bishop’s Stortford, Buntingford, Hertford, Sawbridgeworth and Ware; - Urban extensions to Bishop’s Stortford, Hertford, Sawbridgeworth and Ware, and to the east of Stevenage, east of Welwyn Garden City and in the Gilston Area; and - Limited development in the villages	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that Policy DPS2 is not a transport policy and is out of date.	Not Applicable
II. The 5-year housing land supply will comprise the following elements:		
- The projected housing need of 839 dwellings per annum; - Any shortfall in delivery since the start of the Plan period (to be met over the ten year period 2017-2027); - A 20% buffer for choice and flexibility brought forward from later in the Plan period.		

East Herts District Plan – INT1 Presumption in Favour of Sustainable Development

Policy Review Table 26: INT1 Presumption in Favour of Sustainable Development

Policy Wording	Context of the proposals:	Do the proposals comply
I. The District Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. II. Planning applications that accord with the policies in this District Plan (and, where relevant, policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. III. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise taking into account whether: a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or b. Specific policies in the National Planning Policy Framework indicate that development should be restricted.	The proposals accord with policies in the district plan in terms of travel and transport sustainability and accessibility. Weighting will be determined by the Inspector.	✓

East Herts District Plan – GBR2 Rural Area Beyond the Green Belt

Policy Review Table 27: East Herts District Plan – GBR2 Rural Area Beyond the Green Belt

Policy Wording	Context of the proposals:	Do the proposals comply
I. In order to maintain the Rural Area Beyond the Green Belt as a valued countryside resource, the following types of development will be permitted, provided that they are compatible with the character and appearance of the rural area:		
(a) buildings for agriculture and forestry;	These policies are not related to the accessibility and sustainable travel elements of the proposals.	Not Applicable
(b) facilities for outdoor sport, outdoor recreation, including equine development in accordance with CFLR6 (Equine Development), and for cemeteries;		
(c) new employment generating uses where they are sustainably located, in accordance with Policy ED2 (Rural Economy);		
(d) the replacement, extension or alteration of a building, provided the size, scale, mass, form, siting, design and materials of construction are appropriate to the character, appearance and setting of the site and/or surrounding areas;		
(e) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings) in sustainable locations, where appropriate to the character, appearance and setting of the site and/or surrounding area;		
(f) rural exception housing in accordance with Policy HOU4 (Rural Exception Affordable Housing Sites);		
(g) accommodation for Gypsies and Travellers and Travelling Show people in accordance with Policy HOU9 (Gypsies and Travellers and Travelling Show people) or Non-Nomadic Gypsies and Travellers and Travelling Show people, in accordance with Policy HOU10 (New Park Home Sites for Non-Nomadic Gypsies and Travellers and Travelling Show people);		
(h) development identified in an adopted Neighbourhood Plan.		

Buntingford Community Neighbourhood Plan (2017) – HD1

Policy Review Table 28: Buntingford Community Neighbourhood Plan (2017) – HD1

Policy Wording	Context of the proposals:	Do the proposals comply
HD1: Within the settlement boundaries of Buntingford and Cottered, proposals for new housing development will be permitted where it is consistent with Policies HD2 to HD7 and where any conflict with other policies of this Plan is clearly outweighed by the benefits of the proposed development. Outside the settlement boundaries of Buntingford and Cottered, residential development consistent with policies HD2 to HD7 and other policies of this Plan will be permitted in the form of: • small scale infill development within or immediately adjoining significant existing clusters of development; • affordable housing on rural exception sites to meet an identified local need which cannot be met in any other way; • development for which there is a demonstrable need for a location in the countryside	It is agreed within Paragraph 5.11 of the Planning Statement of Common Ground that Policy HD1 is not a transport policy and is out of date.	Not Applicable

Buntingford Community Neighbourhood Plan (2017) – HD2

Policy Review Table 29: Buntingford Community Neighbourhood Plan (2017) – HD2

Policy Wording	Context of the proposals:	Do the proposals comply
All new housing developments should be sensitive to the landscape and be of a height that does not impact adversely on views from the surrounding countryside. All development proposals should demonstrate how they conserve, enhance or strengthen the character and distinctive features of the BCA landscape. Where appropriate, a Landscape and Visual Impact Assessment should be provided to ensure that impacts, mitigation and enhancement opportunities are appropriately addressed	This policy is not applicable to transport.	Not Applicable
Based on an analysis of the impact of new housing development in the BCA (Appendix 1), and in conformity with policy ES1 of this Plan to preserve and value the Rib Valley setting of the BCA, all new housing should be limited in height to a level that ensures that there will be no adverse impact on views from the surrounding countryside or on the character and appearance of the BCA.		

Buntingford Community Neighbourhood Plan (2017) – BE2

Policy Review Table 30: Buntingford Community Neighbourhood Plan (2017) – BE2

Policy Wording	Context of the proposals:	Do the proposals comply
Proposals to upgrade, intensify or extend the following main industrial sites listed below and shown on the maps on pages 30 and 31 1. The Watermill Industrial Estate 2. Park Farm Industrial Estate 3. Buntingford Business Park 4. Silkmead Farm, Hare Street (Great Hormead Parish) 5. Buttermilk Farm Agricultural Industry (Aspenden Parish)	It is agreed within Paragraph 5.26 of the Planning Statement of Common Ground that BE2 is included in error and should be disregarded.	Not Applicable
and other smaller employment sites will be permitted where they do not conflict with other policies in this Plan and provided that all the following criteria are met so that proposals: 1. Do not involve the loss of dwellings 2. Contribute to the character and vitality of the local area 3. Are well integrated into and complement existing clusters of activity 4. Protect residential amenity 5. Do not adversely impact upon road safety 6. Enhance the development and provision of employment and self-employment 7. Do not adversely affect the attractiveness of the local countryside		
There will be opportunities to intensify the use of existing employment land across the BCA and increased provision will enable residents to have access to local jobs that are accessible by more sustainable transport modes and reduce the need for commuting to London and elsewhere.		
The industrial/employment areas listed above are identified on the maps on pages 30 and 31 of this Plan. These industrial areas are well established and future development of industrial units should normally be designed to fit within these existing estates and parks. However, this does not preclude the development of new specifically allocated industrial areas in the BCA as long as these are planned to comply with policies BE1, BE2 and BE3.		

Buntingford Community Neighbourhood Plan (2017) – ES1 Development proposals should be appropriate to and maintain the Rib Valley setting of the BCA.

Policy Review Table 31: ES1 Development proposals should be appropriate to and maintain the Rib Valley setting of the BCA.

Policy Wording	Context of the proposals:	Do the proposals comply
Development on the fringes of Buntingford which extends on to the higher ground surrounding the Rib Valley could have a harmful effect on the landscape of this area and parts of the Cherry Green Arable and Wyddial Plateaux.	This policy is not applicable to transport.	Not Applicable
Policy HD2 provides guidance on the ridge heights of housing required to maintain the rural setting of the BCA within the Rib Valley and policy HD4 refers to specific design guidance that maintains a rural feel to new housing within the BCA		
The landscape value of this area is clearly stated in the East Herts District Landscape Character Assessment SPD of 2007 and in East Herts Draft District Plan January 2014 supporting documents. In discussing the strategy for managing change, the Landscape Assessment suggests that EHDC should “promote a strategy for reducing the visual impact of development on the upper slopes of Buntingford including the Sainsbury's warehouses”.		

PoE Appendix O: Mode Shift Targets

Appendix O: Mode Shift Targets

Top tables

Trip mode splits are in the Ridge TA Appx I

We compared them to Edge of Town and Suburban rates. Those have similar components of vehicle use and this rebuts the criticism of the proposed site being unusually reliant / dependant upon private car.

	Ridge TA Appendix I			Edge of Town PB PoE Appendix B			Suburban PB PoE Appendix B		
	12 hr Trip Rate no/dwell	%	for 600 Dwell 600	12 hr Trip Rate no/dwell	%	for 600 Dwell 600	12 hr Trip Rate no/dwell	%	for 600 Dwell 600
Veh Occupancy	6.591			6.255			7.084		
Vehicles	4.409	57.3%	2645.4	4.542	58.6%	2725.2	5.344	56.2%	3206.4
Passenger trips	2.182	28.4%	1309.2	1.713	22.1%	1027.8	1.74	18.3%	1044
Public Transport	0.263	3.4%	157.8	0.222	2.9%	133.2	0.301	3.2%	180.6
Cycle	0.127	1.7%	76.2	0.152	2.0%	91.2	0.296	3.1%	177.6
Ped	0.714	9.3%	428.4	1.125	14.5%	675	1.825	19.2%	1095
Totals	7.695	100%	4617	7.754	100%	4652	9.506	100%	5704

Lower Tables

If we take it that a multi occupancy vehicle will have either 1 or 2 passengers, say 1.5, then the occupancy is 2.5 average.

So the 1309.2 passengers need $1309/1.5=873$ cars and that therefore leaves 873 multi occupancy vehicle trips and 1773 single occupancy vehicle trips.

If the objective is to shift 15% of unsustainable vehicle trips to sustainable modes then we need to know the unsustainable component of 1773 single occupancy trips, say 20% will be by sustainable vehicle by 2030.

So 15% of 80% of 1773 vehicles is 213 single occupancy vehicle trips to shift to sustainable modes.

A proportional shift would increase car passengers significantly. An even shift to car passengers, bus, cycling and walking would add 53 trips to each mode

These are totals i.e arrivals plus departures.

Ridge TA Appendix I - Trip Rates			
	12 hr Trip Rate		Trips for 600 Dwell (12 hr)
	no / dwell	%	600
Veh Occupancy	6.591	-	-
Vehicles	4.409	57.3%	2645.4
Passenger trips	2.182	28.4%	1309.2
Single Occupancy	?	?	?
Public Transport	0.263	3.4%	157.8
Cycle	0.127	1.7%	76.2
Ped	0.714	9.3%	428.4
Totals	7.695	100.0%	4617

Occupancy Test	
2.5	Persons per multi-occupancy veh trip (MOVT)
Resulting Car Share Trips	
873	No. of MOVTs with 2.5 occupants
Assumptions and Targets	
20%	Proportion of fleet sustainable
15%	Target reduction in unsustainable
	Single Occupancy Vehicle Trips (SOVTS)

Calculations	
2645	Total vehicle trips
1773	SOVTS (=2645-873)
1418	Unsustainable SOVs (=1773*0.8)
213	15% of unsustainable SOVs (=1418*0.15)

Mode	Travel plan mode shifts		
	Baseline splits	Proportional adjustments	Even split mode
Vehicles	2645	-213	-213
Passenger	1309	141	53
PT	158	17	53
Cycle	76	8	53
Ped	428	46	53
Sum	4617	0	0