Land South 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 employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access.'

Land South of A507, West of A10 Buntingford

Date: 23/10/2026 | Tetra Tech Ref: 784-B077665

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Final

On behalf of Hallam Land Management Ltd

Volume 2: Appendices

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Volume 2: Appendices

Appendix A:	DfT Connectivity Tool	**Page 5**
Appendix B:	Schedule of Sustainable Interventions and Measures	**Page 43**
Appendix C:	Bunn and Wakenshaw Research	**Page 47**
Appendix D:	Walk Catchment Plans	**Page 49**
Appendix E:	Walk Distances	**Page 52**
Appendix F:	Bus Timetables	**Page 56**
Appendix G:	Journey to Work Statistics (Census 2011)	**Page 74**
Appendix H:	Policy Compliance	**Page 76**

Appendices

Appendix A: DfT 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 NPPF advises use of the Connectivity Tool. 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*".

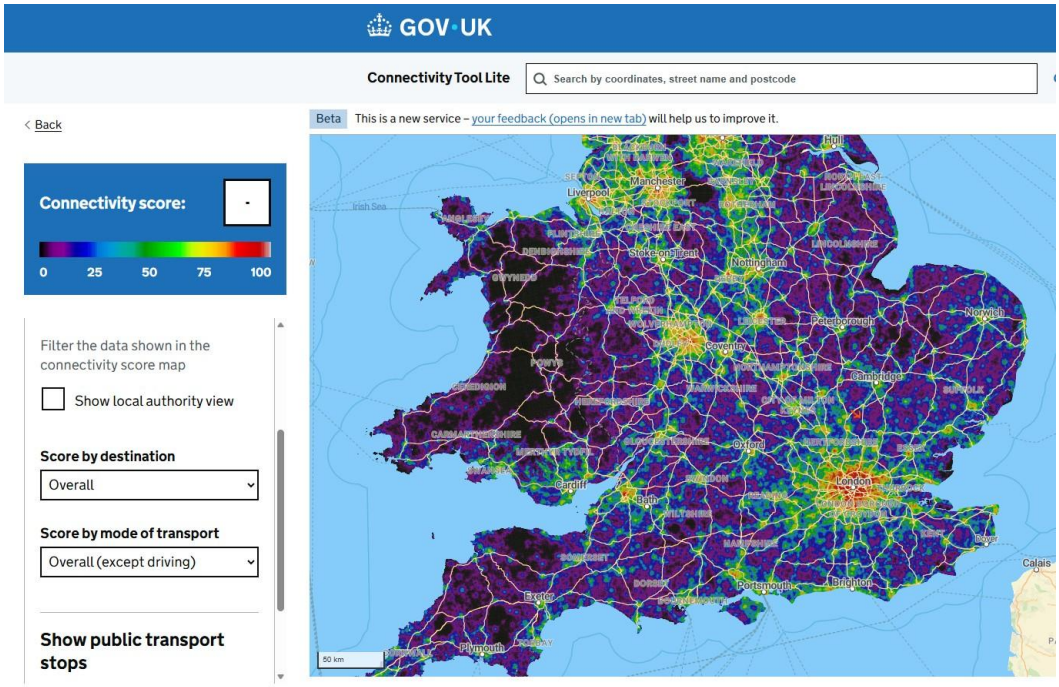
1.3 This Technical Note sets out my review of the DfT's Connectivity Tool for the Appeal site it is current form.

2.0 Review of the DfT's Connectivity Tool

2.1 The Appeal site is being treated as within a rural area. Chapter 1 Para 18 of the National Planning Policy Framework (NPPF) published in August 2026 recognises that planning decisions should take account of local circumstances and the opportunities available within a particular area. As such, the opportunities to maximise sustainable travel modes in rural locations will differ from those in urban areas. This should therefore be taken into account when assessing the accessibility and sustainability of the Appeal Site.

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.

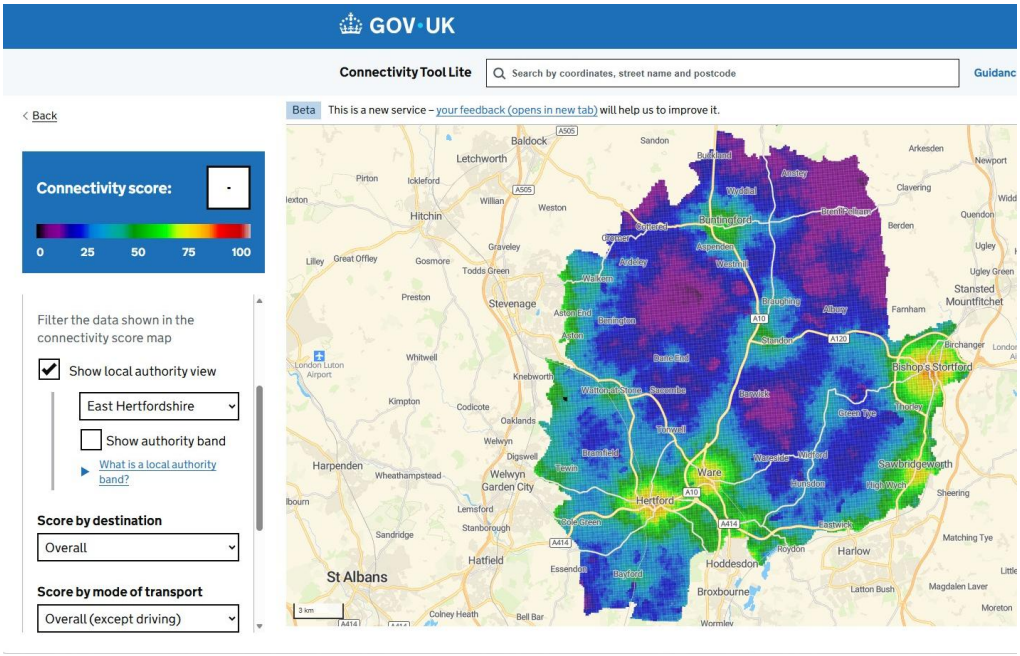
Extract 1 – Connectivity Tool Output for England and Wales



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

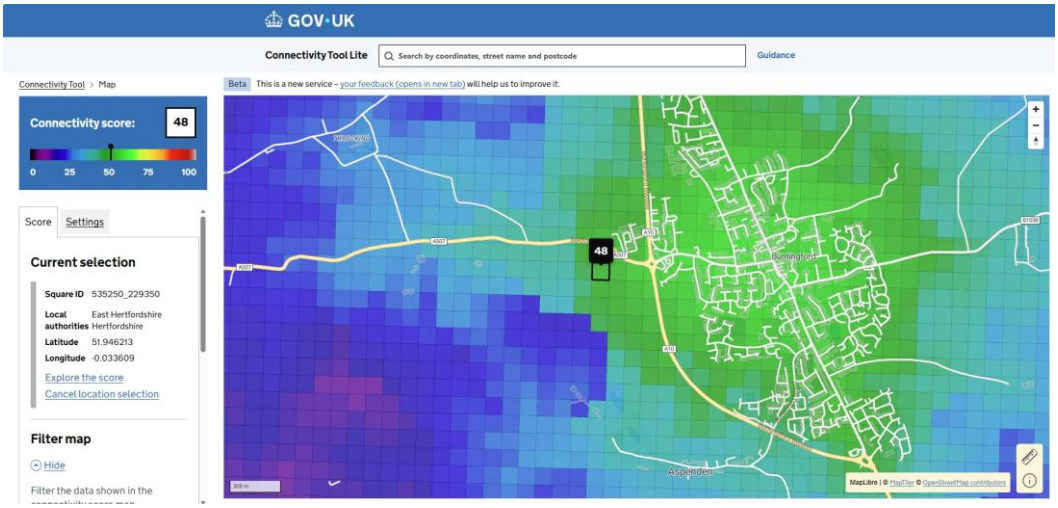


2.5 The area presented within Extract 2 shows the Connectivity of East Hertfordshire, i.e. the area in which the Council are required to deliver development.

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, Bishops Stortford, Hertford, Ware and Sawbridgeworth.

2.7 Within Extract 3 below, I present the Connectivity Score (except driving) for the appeal site.

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



2.8 The output shown in Extract 3 demonstrates that the sites Connectivity Score (except driving) is 48.

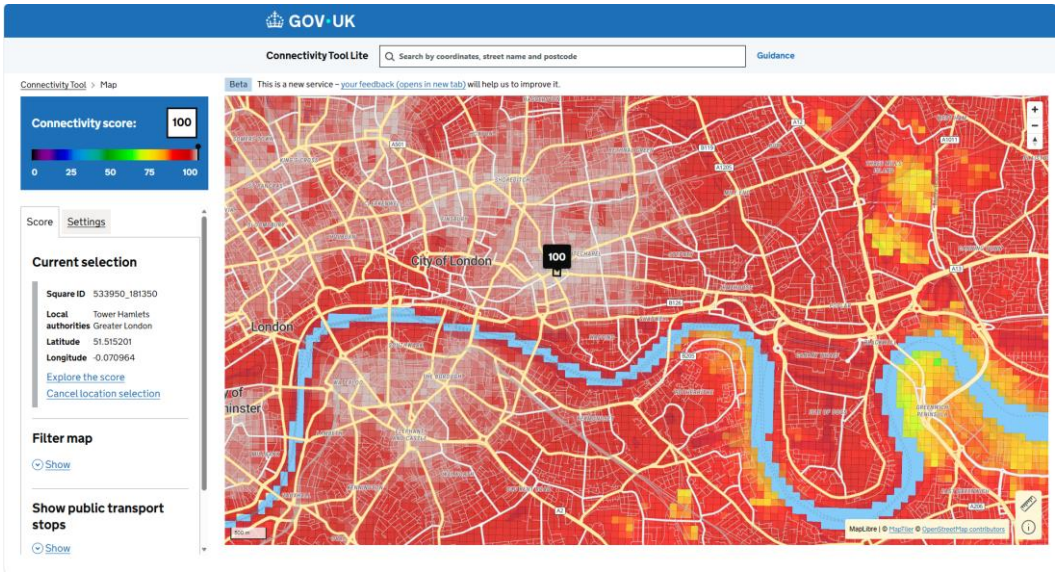
2.9 Using these values, the approximate centre of the site has a connectivity of 48 by travel modes except driving. So, what does that score actually mean?

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)

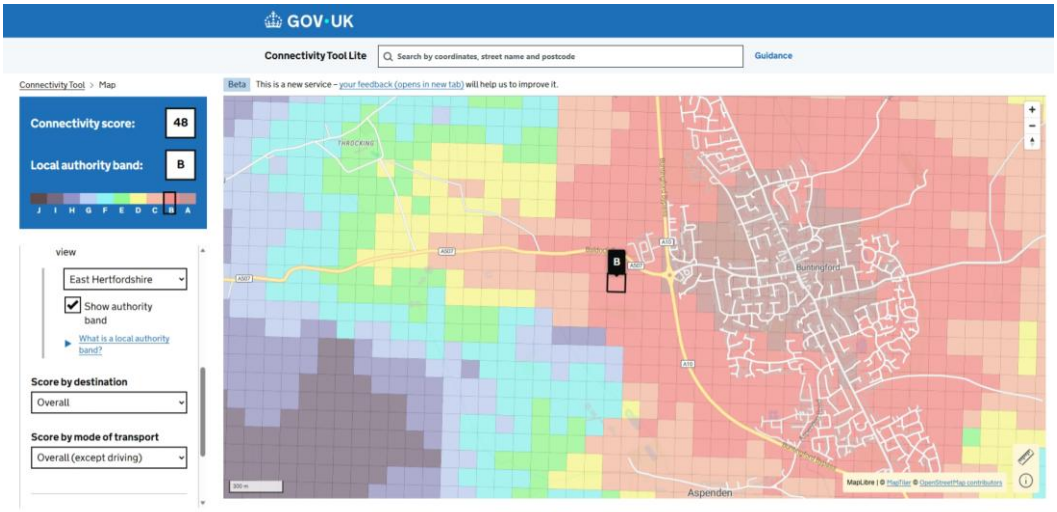


2.12 As such, the overall score (except driving) of 48 means that the site is 48% as connected as Tower Hamlets in London.

2.13 When isolating the Connectivity Tool to the area of East Hertfordshire, each 100m^2 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, I present the Connectivity Tool output for the Appeal site, showing the Local Authority Banding.

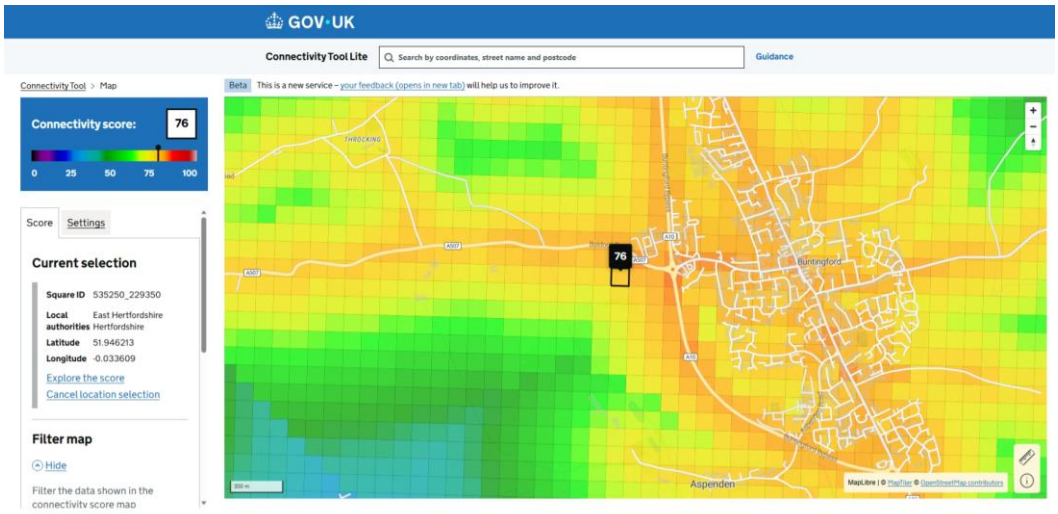
Extract 5 – Connectivity Tool Local Authority Banding



2.15 Extract 5 shows that a significant majority of the site and the land proposed for commercial development are situated are within Band B, i.e. banded as the second best connected locations within East Hertfordshire. A small part of the site is actually in Band A.

2.16 The connectivity scores thus far have been for modes excluding driving. Good connectivity by driving assists emergency services, deliveries, public transport, taxis and ultra low and zero emission cars. It is therefore 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 (South) – Score by Driving



2.17 The site benefits from a connectivity score of 76 by driving, as shown in the blue box in the top 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 48 for the existing site. When delving further into what that score represents, it can be concluded that:

- The site is 48% as connected by all modes except driving as the most connected area within England and Wales;
- The land proposed for employment development is situated within Band B, i.e. banded as a second best connected location within East Hertfordshire.
- The site boasts a connectivity score by driving of 76, 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 improved further.

Appendix A-1: Connectivity Scores at the Appeal Site

Connectivity Tool Lite

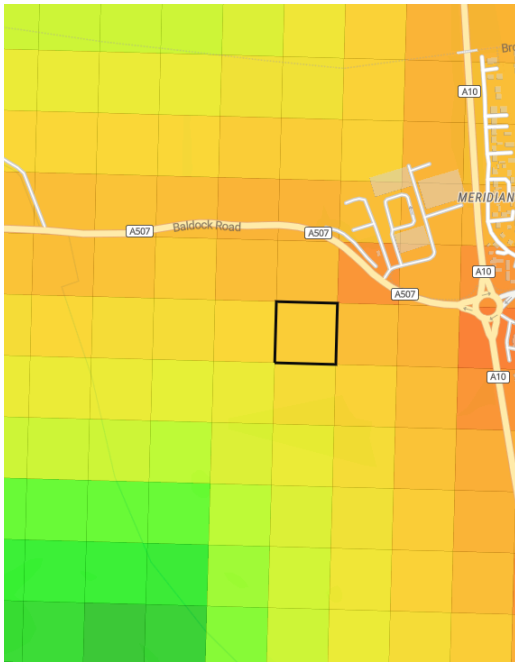
Guidance

Connectivity Tool (/) > Map (/app) > Score breakdown

Explore the score

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

Square ID	535250_229350
Local authorities	East Hertfordshire Hertfordshire
Latitude	51.946213
Longitude	-0.033609



Overall

Type	National score	National Distribution
Overall (except driving)	48	Very low (10-20%)
Public transport	45	Very low (10-20%)
Walking	50	Low (20-30%)
Cycling	49	Very low (10-20%)
Driving	76	Very low (10-20%)

Education

Type	National score	National Distribution
Overall (except driving)	56	Below average (30-40%)
Public transport	60	Low (20-30%)
Walking	53	Slightly below average (40-50%)
Cycling	64	Low (20-30%)
Driving	69	Very low (10-20%)

Leisure

Type	National score	National Distribution
Overall (except driving)	45	Very low (10-20%)
Public transport	41	Very low (10-20%)
Walking	47	Low (20-30%)
Cycling	51	Very low (10-20%)
Driving	70	Lowest (0-10%)

Health

Type	National score	National Distribution
Overall (except driving)	26	Very low (10-20%)
Public transport	29	Lowest (0-10%)
Walking	23	Very low (10-20%)
Cycling	26	Lowest (0-10%)
Driving	60	Lowest (0-10%)

Shopping

Type	National score	National Distribution
Overall (except driving)	55	Very low (10-20%)
Public transport	55	Very low (10-20%)
Walking	53	Low (20-30%)
Cycling	60	Very low (10-20%)
Driving	76	Lowest (0-10%)

Residential

Type	National score	National Distribution
Overall (except driving)	46	Very low (10-20%)
Public transport	40	Lowest (0-10%)
Walking	51	Very low (10-20%)
Cycling	52	Lowest (0-10%)
Driving	85	Below average (30-40%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	35	Lowest (0-10%)
Public transport	34	Lowest (0-10%)
Walking	34	Very low (10-20%)
Cycling	40	Lowest (0-10%)
Driving	76	Below average (30-40%)

Appendix A-2: Applying the Connectivity Tool Guidance

< Back

Applying Connectivity Tool

You may also find the user manual (/help/guidance) and guidance on Interpreting connectivity scores (/help/interpreting-connectivity-scores) or understanding 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.

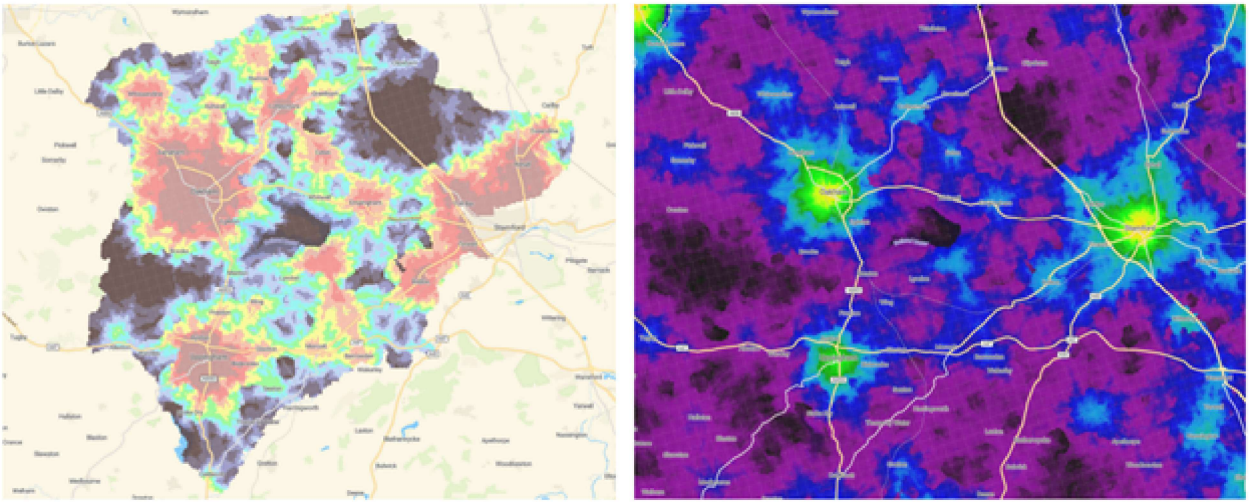


Figure 1: Local authority bands (left) vs the national score (right)

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)
- Understanding the data (/help/understand-the-data)
- Interpreting connectivity scores (/help/interpreting-connectivity-scores)

Interpreting Connectivity Scores

You may also find user manual (/help/guidance), guidance on applying the Connectivity Tool (/help/applying-connectivity-tool) or understanding 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)
- Applying the Connectivity Tool (/help/applying-connectivity-tool)
- Understanding the data (/help/understand-the-data)

Understand The Data

You may also find user manual (/help/guidance), guidance on applying the Connectivity Tool (/help/applying-connectivity-tool) or 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.

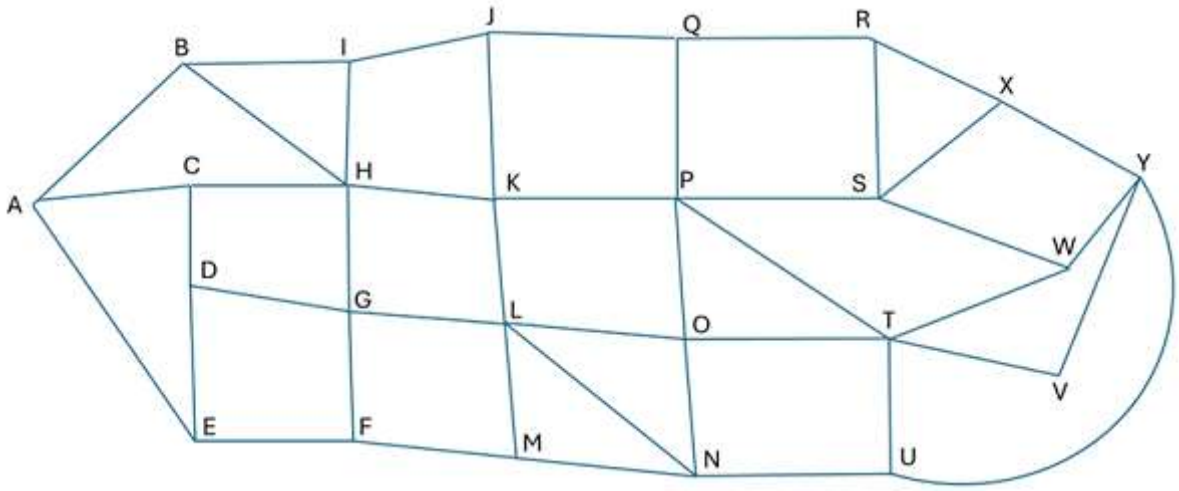


Figure 2 An example network of links (the lines) and nodes (labelled with letters)

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 destionations 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 thid 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).

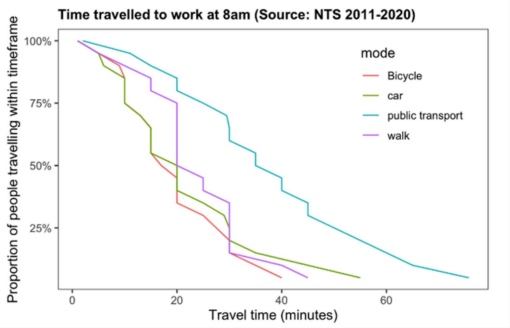


Figure 3 Time travelled to work at 8 am, NTS

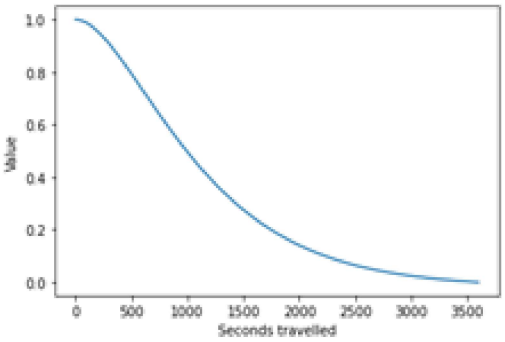


Figure 4 An impedance function, giving Impedance value as a function of seconds travelled

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 transportfor 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 disproportionally 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)).

[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)
- Applying the Connectivity Tool (/help/applying-connectivity-tool)
- Interpreting connectivity scores (/help/interpreting-connectivity-scores)

Connectivity Tool User Manual

Contents

- 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.

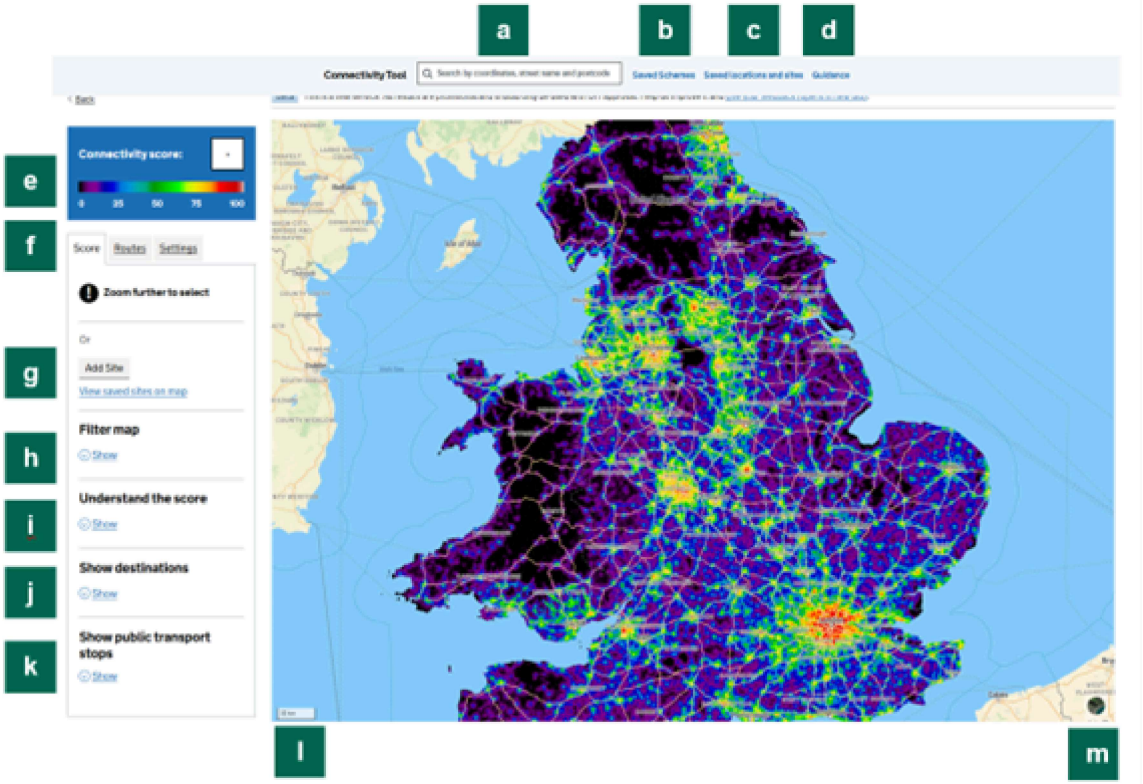


Figure 1: The main map view

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).

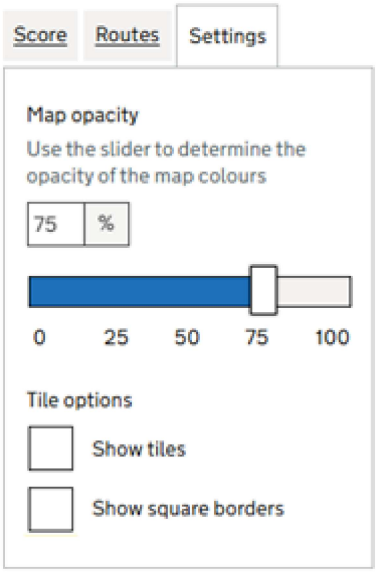


Figure 2: The 'Settings' sidebar

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).

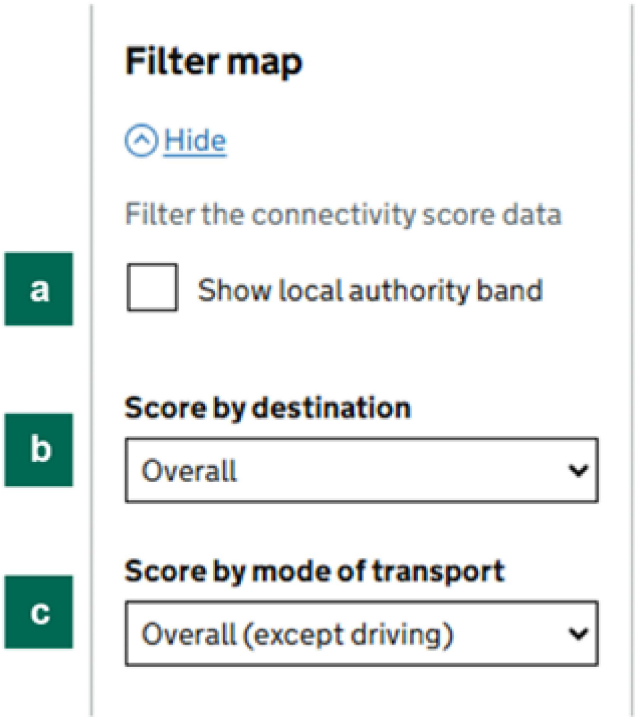


Figure 3: The ‘Filter map’ menu

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).

- 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).
- 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)
- Applying the Connectivity Tool (/help/applying-connectivity-tool)
- Interpreting connectivity scores (/help/interpreting-connectivity-scores)

Appendix B: Schedule of Sustainable Interventions and Measures

Key:	
	Measures to be provided solely by the Employment development.
	Measures to be provided by both the Employment and Residential Developments.
	Measures to be provided solely by the Residential Development.

				The development proposals provide a positive enhancement under the following key categories:									
				Infrastructure / Physical Improvements									
On-Site	Connection	Off-Site	Proposed Commercial Development	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
	✓		A priority all modes roundabout access off the A507.	✓	✓			✓		✓		✓	✓
✓			Pedestrian and cycling facilities provided throughout the site to enhance permeability and connect directly to the existing shared cycle-footway that runs on the A507.	✓	✓			✓		✓		✓	✓
		✓	A Toucan Crossing on the northern arm of A10/ Baldock Road roundabout.	✓	✓	✓		✓		✓	✓	✓	✓
		✓	Two proposed bus stops and lay-by's on both sides of Baldock Road to the east of the site access.			✓		✓		✓	✓	✓	✓
		✓	A speed limit reduction to 40mph on the A10 north and south approaches to the A10/A507 roundabout.	✓	✓			✓		✓	✓	✓	✓
	✓	✓	Dragon's teeth traffic calming feature on the western arm of the Site access junction on the A507 immediately west of the A10 roundabout.				✓	✓					
	✓	✓	Change of surfacing to denote approach to the Site access roundabout access.				✓	✓					
✓	✓		A parallel pedestrian/cycle crossing facility on the southern arm of the A507/Site access roundabout.	✓	✓			✓				✓	✓
	✓	✓	A shared footway / cycleway into the site from the A507.	✓	✓			✓		✓		✓	✓
	✓	✓	A 4m shared footway / cycleway from the Site access 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 at the Buntingford Business Park Junction with Baldock Road.	✓	✓			✓		✓	✓	✓	✓
		✓	A parallel pedestrian/cycle crossing over Baldock Road to the west of Buntingford Business Park access.	✓	✓			✓			✓	✓	
		✓	Art work to provide a gateway feature provided on both sides of the highway to the west of the proposed roundabout.				✓						
		✓	Existing Direction Sign on A10 Southbound approaching the toucan crossing to Be Raised in Height to Allow for Visibility for Crossing Active Travel Users	✓	✓			✓				✓	
		✓	Raised crossing over Baldock Road / Monks Walk (west) junction.	✓	✓			✓			✓	✓	
		✓	Raised crossing over Baldock Road / Monks Walk (east) junction.	✓	✓			✓			✓	✓	
		✓	Raised crossing over Baldock Road / Greenways junction.	✓	✓			✓			✓	✓	
		✓	Raised crossing across Baldock Road just east of Greenways.	✓	✓			✓			✓	✓	
		✓	Raised crossing across Baldock Road just west of Bowling Green Lane.	✓	✓			✓			✓	✓	
		✓	Junction Radii tightened to 6m at the following three junctions: Baldock Road/ Greenways, Baldock Road/ Monks Walk (west), Baldock Road/ Monks Walk (east)	✓	✓			✓			✓	✓	✓
		✓	Conversion of Baldock Road/ Bowling Green Lane mini roundabout to Priority T-Junction with 8m kerb radii	✓	✓			✓			✓	✓	✓
		✓	Proposed raised table across Baldock Road to the west of Meeting House Lane.	✓	✓			✓			✓		✓
		✓	Gateway feature with dragon teeth markings on Baldock Road (eastbound) to the west of Greenways.	✓	✓		✓	✓			✓	✓	
		✓	Priority 3m narrowing on Baldock Road to the east of the junction with The Pyghtle	✓	✓		✓	✓			✓	✓	✓
		✓	Relocation of parking spaces on Baldock Road opposite the junction with Bowling Green Lane to facilitate the pedestrian/cycle route.	✓				✓				✓	
		✓	Crossing over the Baldock Road/ The Folly junction.	✓	✓			✓			✓	✓	
✓			Cycle parking will be provided in line with local standards.		✓					✓		✓	
✓			Electric vehicle parking will be provided in accordance with local and national standards.									✓	
		✓	Identification of location for bike stands on Baldock Road		✓						✓	✓	✓
		✓	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.	✓	✓			✓		✓	✓	✓	✓

Key:	
	Measures to be provided solely by the Employment development.
	Measures to be provided by both the Employment and Residential Developments.
	Measures to be provided solely by the Residential Development.

		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
Funding & Travel Plan Measures											
	A financial contribution of £247k towards HCCs Sustainable Transport Strand 2 Mitigation	✓	✓	✓				✓	✓	✓	✓
	Appointment of a Travel Plan Co-ordinator (TPC)									✓	
	Creation of a Development Website to provide travel information for future users of the site.									✓	
	Travel Information Packs (TIP) will be provided to all new staff to encourage sustainable modes of travel.									✓	
	Travel Information Boards will be provided on-site displaying information such as: • An event calendar listing national and local travel events; • The best walking and cycling routes in the area connecting with the site; • Cycle shops in the area; • Taxi company information; • Bus route information including timetables; • Information on public transport season tickets and passes; and • Information about becoming part of a steering group.	✓	✓	✓		✓				✓	
	Personalised Travel Planning (PTP) would provide tailored information to users of the site so that they receive information most relevant to their potential travel patterns.									✓	✓
	Facilitate good quality, safe and secure cycle parking storage within the site and public open space, as well as essential maintenance equipment such as bicycle pumps. The demand of cycle parking could be monitored and reviewed each year with additional facilities provided if increased demand is observed.		✓			✓		✓		✓	✓
	Highlight the best walking and cycling routes in the area with maps and posters on the travel information webpage and the travel information board;	✓	✓			✓				✓	✓
	Arrange a 'Cycle Clinic' at regular intervals in partnership with a local cycle retailer providing a free service for the staff travelling by bike;	✓	✓							✓	
	Emphasise the health and economic benefits of walking/cycling through distribution of suitable leaflets/campaigns;									✓	
	Provide information on local cycle hubs and cycle training		✓			✓				✓	✓
	Offer cycle proficiency training for staff		✓			✓				✓	✓
	Walking and cycling promotional events and general campaigns will be marketed via the development website, TIP and TIB, and potentially via leaflet drops	✓	✓							✓	
	The opportunity to obtain discounts to be offered to new staff 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 staff at the development		✓			✓				✓	
	The TPC will liaise with local bus operators to investigate the provision of bus taster tickets or discounts to staff at the development.			✓						✓	
	Useful resources (such as Traveline and National Rail) will be promoted via the development website, TIP and TIB.									✓	
	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 staff of the development could register and become part of a lift share group.							✓		✓	
	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 employees via the development website, TIP and TIB.							✓		✓	
	A Fuel for thought leaflet could also be provided to all those that choose to drive, to raise awareness of the cost of fuel.							✓		✓	

Key:	
	Measures to be provided solely by the Employment development.
	Measures to be provided by both the Employment and Residential Developments.
	Measures to be provided solely by the Residential Development.

				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
On-Site	**Connection**	**Off-Sote**	**Additional Sustainable Travel Enhancements Provided by Residential Development (App Ref 3/24/0966/OUT, PINS Ref 6008238)**										
✓	✓	✓	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.								✓	✓	✓
		✓	Enhancement of PRoW 36 between the active travel footbridge and Bowling Green Lane.	✓	✓			✓		✓	✓	✓	✓
	✓		New parallel active travel footbridge (parallel to existing A10 crossing footbridge).	✓	✓			✓		✓	✓	✓	✓
✓	✓		Diversion of bus route for Service 18 into the residential site, passing the Appeal Site and its proposed bus stops.			✓				✓		✓	✓
✓	✓		Diversion of bus route for Service 331 into the residential site, passing the Appeal Site and its proposed bus stops.			✓				✓		✓	✓
✓	✓		Diversion of bus route for Service 37 into the residential site, passing the Appeal Site and its proposed bus stops.			✓				✓		✓	✓
✓			An on-site local centre for employees of the Appeal site to be able to purchase lunch / daily needs on foot.	✓	✓				✓	✓	✓	✓	✓
None Phyiscal Measure			Financial contribution of up to £300,000 (every year for 5 years) to allow service 331 to be delivered at a 30 minute frequency			✓					✓	✓	✓

Appendix C: Bunn and Wakenshaw Research

LTT733 Viewpoint Editorial.qxp_LTT719_p0 16/10/2017 10:17 Page 28





VIEWPOINT

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

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.

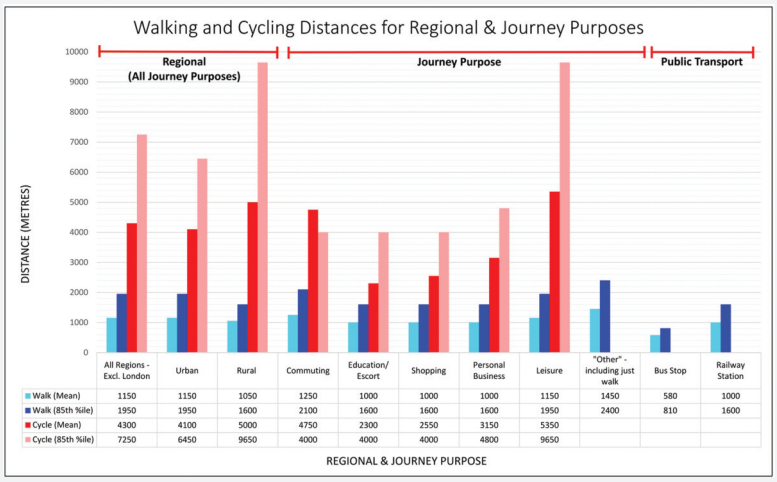
The old *Planning Policy Guidance 13*: Transport advised that walking and cycling could replace short car trips of 2km and 5km respectively. In 2012, PPG13 was withdrawn and replaced with the *National Planning Policy Framework*, which does not provide any specific guidance on walking or cycling distances.

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.



	All Regions - Excl. London	Urban	Rural	Commuting	Education/ Escort	Shopping	Personal Business	Leisure	"Other" - including just walk	Bus Stop	Railway Station
Walk (Mean)	1150	1150	1050	1250	1000	1000	1000	1150	1450	580	1000
Walk (85th %ile)	1950	1950	1600	2100	1600	1600	1600	1950	2400	810	1600
Cycle (Mean)	4300	4100	5000	4750	2300	2550	3150	5350			
Cycle (85th %ile)	7250	6450	9650	4000	4000	4000	4800	9650			

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

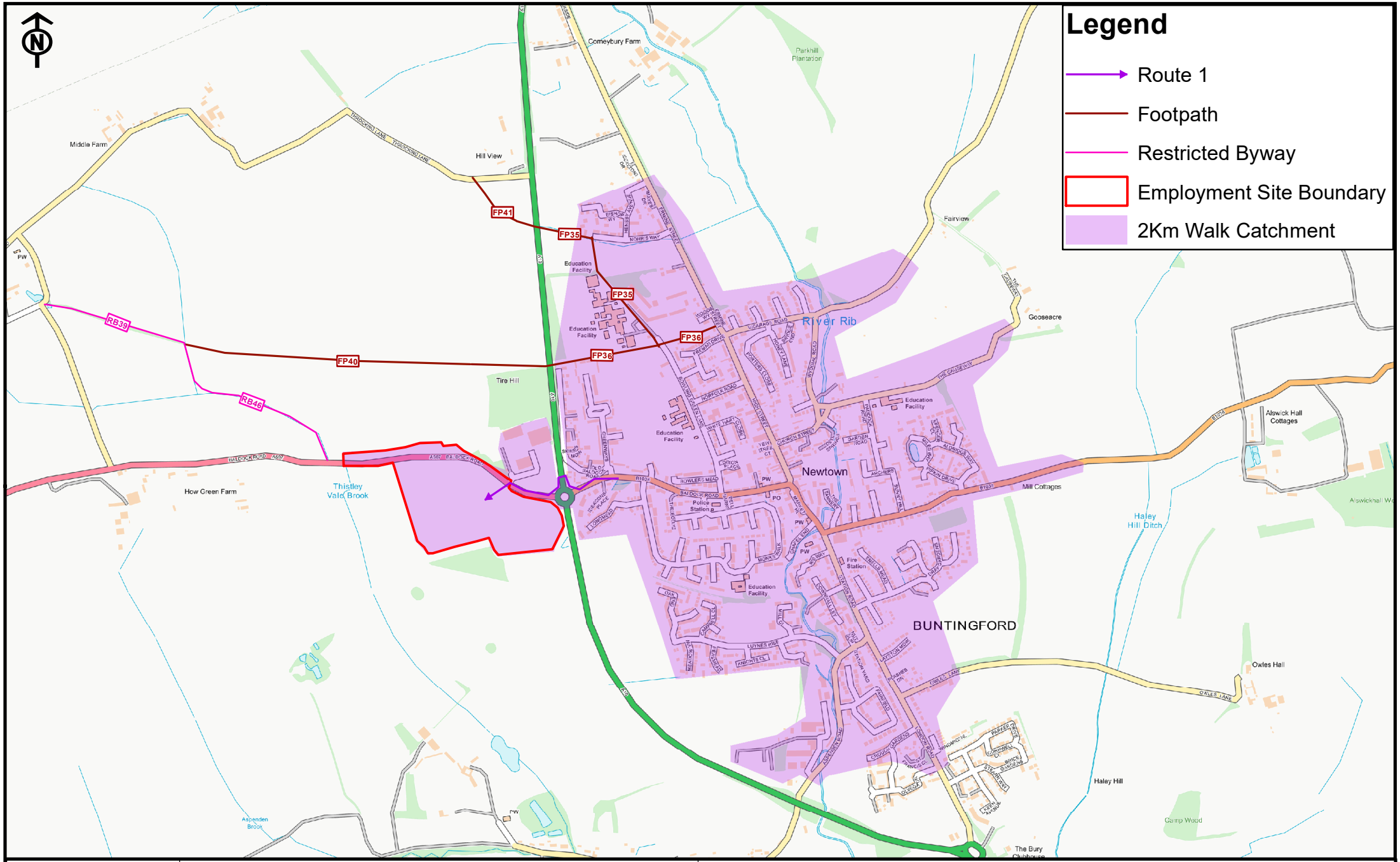
LTT This month marks the 50th anniversary of the introduction of the maximum legal blood alcohol drink-driving limit in the UK (80mg of alcohol per 100ml of blood, then and now) and official statistics on alcohol-related road deaths, which began in 1979, indicate that the number of fatalities caused 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 me. 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.

Appendix D: Walk Catchment Plans



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TETRA TECH

Plan 1: 2km Walk Catchment (Via Route 1)
Proposal: Employment Development
Location: Land North of A507, West of A10 Buntingford
TT Job No.: 784-B077665

0 125 250 375 500 Meters

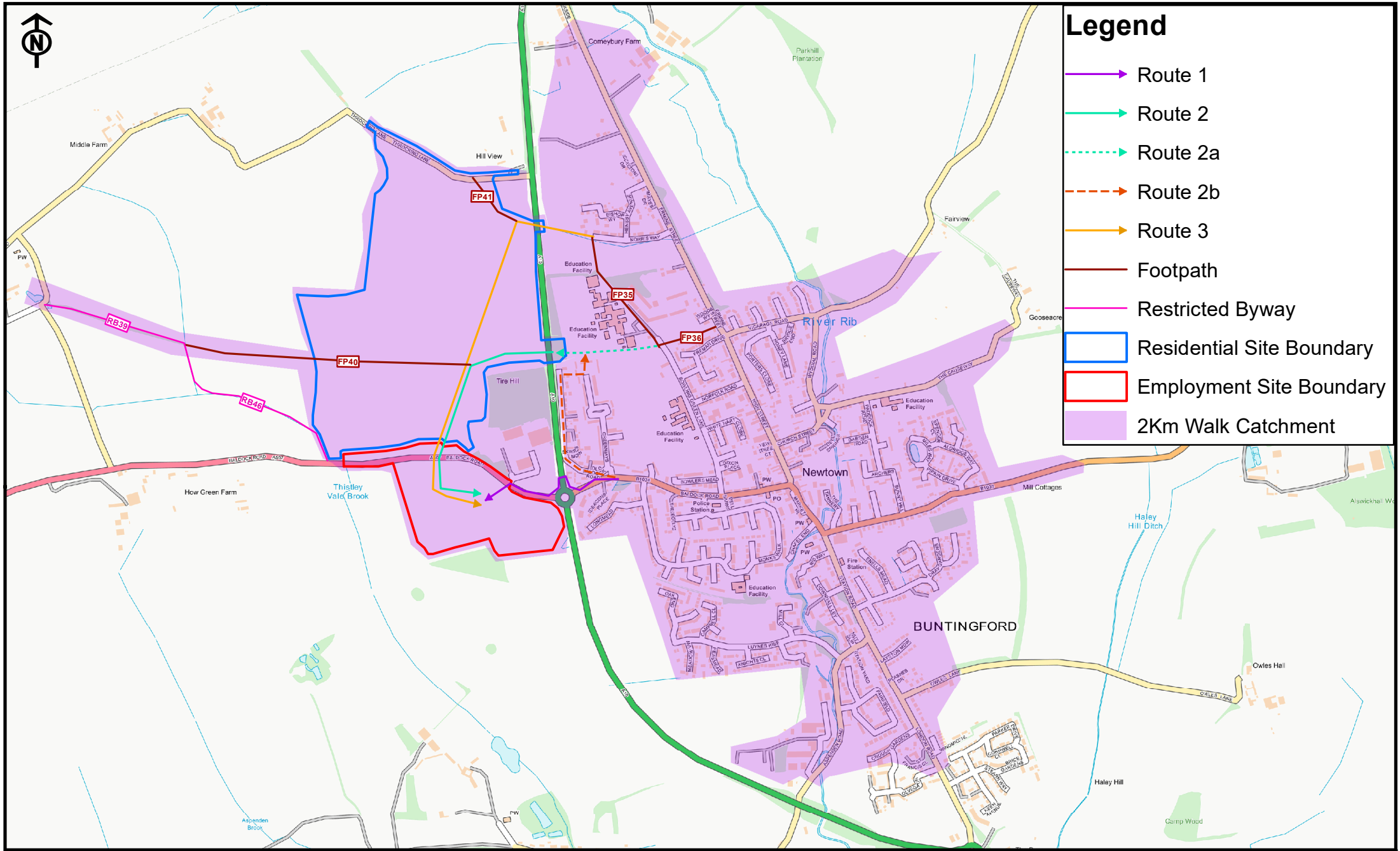
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08 October 2026

NGR: 535,966 E / 229,433 N

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TETRA TECH

Plan 2: 2km Catchment (Including Routes through Consented Residential Development site (PINS Ref: 6008238, LPA Ref: 3/24/0966/OUT))

Proposal: Employment Development

Location: Land North of A507, West of A10 Buntingford

TT Job No.: 784-B077665

0 120 240 360 480 Meters

Scale: 1:15,000 @A3

08 October 2026

NGR: 535,966 E / 229,433 N

License number: 100019980

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Appendix E: Walk Distances

Key	Walk Distances from the Site (metres)
Within 2km	Only Possible if Resi site to the north comes forward
Over 2km	Amenity distances are based on Resi Site Analysis but amended accordingly

Ref	Residential Area, Services and Facilities	Service/Facility Category	Measurements			
			Route 1 -A507 Baldock Road via Ped/Cycle Connection	Route 2a - Proposed Active Travel Bridge, ROW36 via Main Site Access	Route 2b - Proposed Active Travel Bridge, Skipps Meadow via Main Site Access	Route 3 - Proposed Footbridge via Main Site Access
Distances from Centre of Commercial Site to Residential areas in Buntingford						
A	Northern	Residential Area	1570	1570	2610	1310
B	Central	Residential Area	1160	1520	1970	N/A
C	Southern	Residential Area	1500	2280	2310	N/A
D	Consented Residential Site	Residential Area	649			
Distances from Centre of Commercial Site to Amenities						
1	MFG Howegreen	Petrol Station / Garage	369	2071	1267	2491
Proposed - On-Residential Site						
2	Mobility Hub (North)	Transport	903			
3	Mobility Hub (South)	Transport	378			
4	Local Centre	Retail	410			
5	First School	Education	467			
6	Elderly Housing Accomodation	Residential	354			
Existing Bus Stop						
7	Greenways Bus Stop	Transport	430	1691	1166	2271
Proposed (Commercial) - Bus Stops						
8	Proposed A507 Bus Stop	Transport	c.250m			

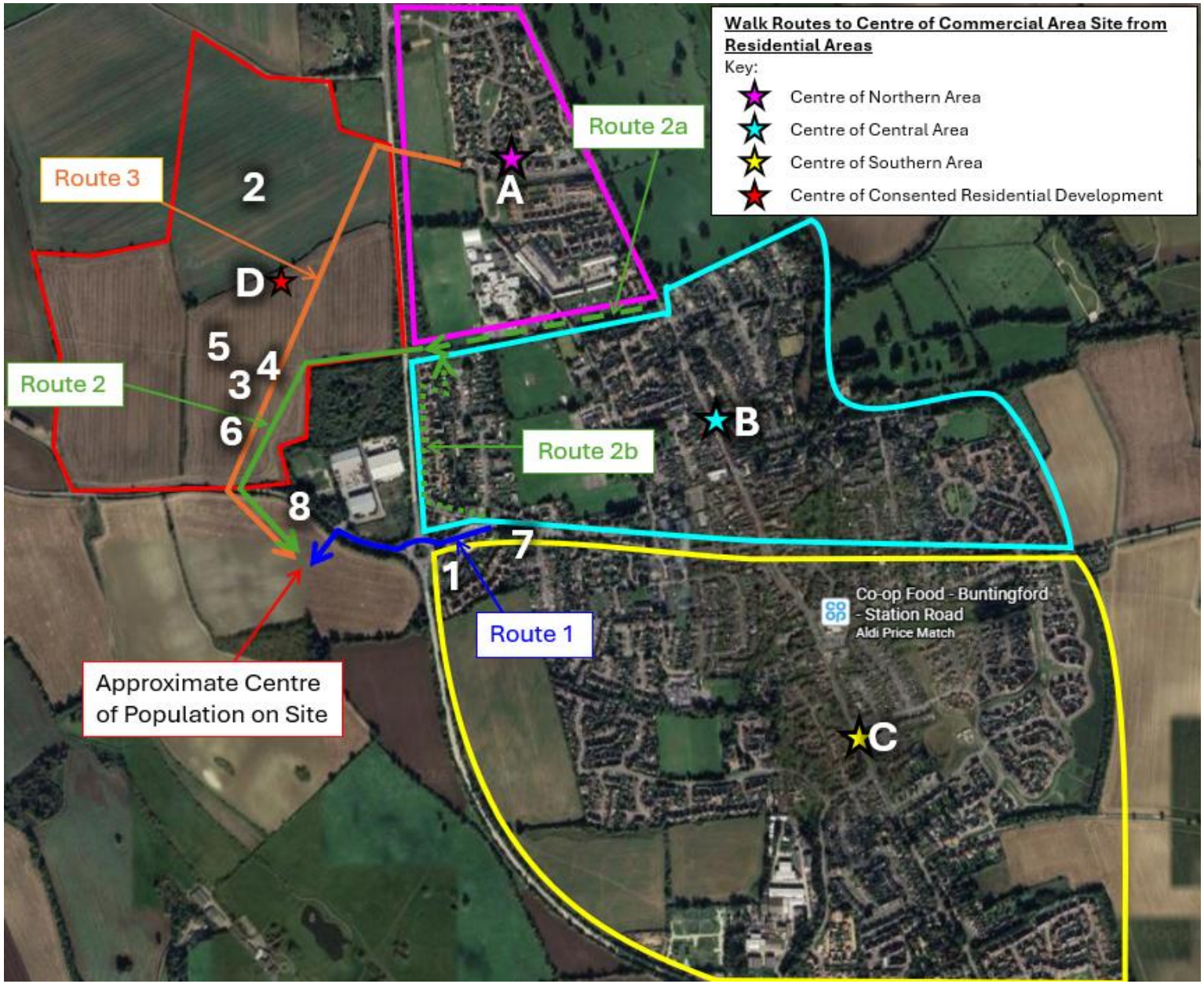
Identification of the Centre of Employment Area



Key:

Identified Centre of Site

Identification of Residential Areas and Nearby Facilities



Appendix F: Bus Timetables

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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.

arriva **RICHMOND'S COACHES**

Ermine Street Service

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	2138
Connections with Service 18:								***C***				
Buntingford, Baldock Road, opp Greenways		1338	1444		1538	1624	1644	1744	1754	1845	1940	2140
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, Picknage 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			1829**R**			
Royston, Burns Road, Roysia Surgery									1831**R**			

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.

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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

arriva **RICHMOND'S COACHES**

Ermine Street Service

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	|	1930	|
Buntingford, High Street, The Crown Inn		1536	1547	1642		1736	1747	1837	1932	2138
Connections with Service 18:		***C***				***C***				
Buntingford, Baldock Road, opp Greenways		1538	1549	1644		1738	1749	1839	1934	2140
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

A2B TRAVEL GROUP

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

Serivce 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.

Connect

Intalink Connect tickets are valid on these services.

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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.

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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.

arriva

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

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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.

arriva **RICHMOND'S COACHES**

Ermine Street Service

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, Picknage 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

A2B TRAVEL GROUP

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

Serivce 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.

Connect

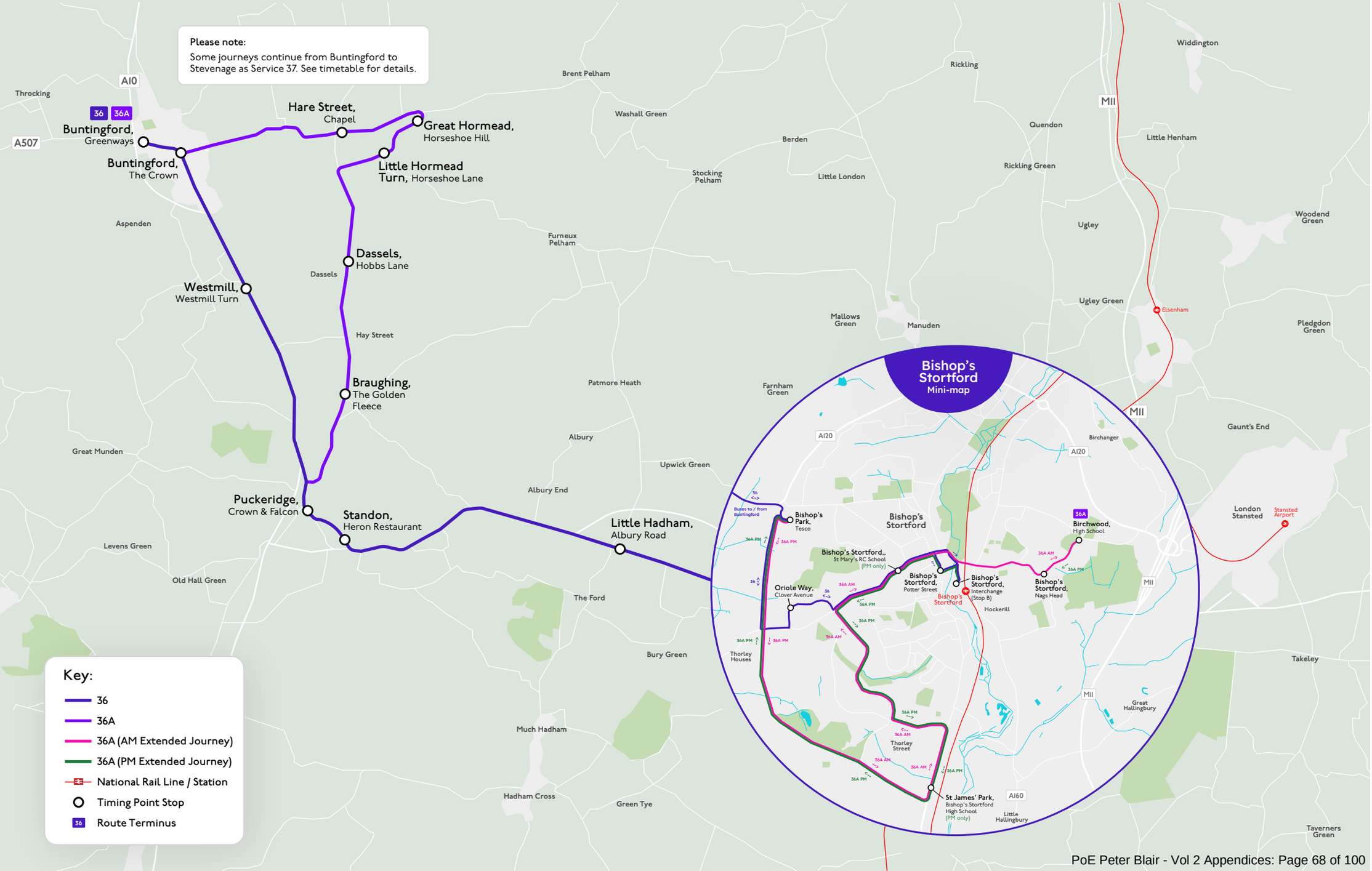
Intalink Connect tickets are valid on these services.

36 36A ROUTE MAP

Valid from Monday 21st July 2025

CENTRAL CONNECT

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



Key:

- 36
- 36A
- 36A (AM Extended Journey)
- 36A (PM Extended Journey)
- National Rail Line / Station
- Timing Point Stop
- 36 Route Terminus

CENTRAL CONNECT

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

Intalink

Further Information – traveline 0871 200 22 33

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

Connect

Intalink Connect tickets are valid on these services.

CENTRAL CONNECT

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	2036
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	2041
Bishop's Stortford, Interchange, Stop E ⇌	|	0945	1055	1155	1255	1355	1455	1705	1905	2045
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

Intalink

Further Information – traveline 0871 200 22 33

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

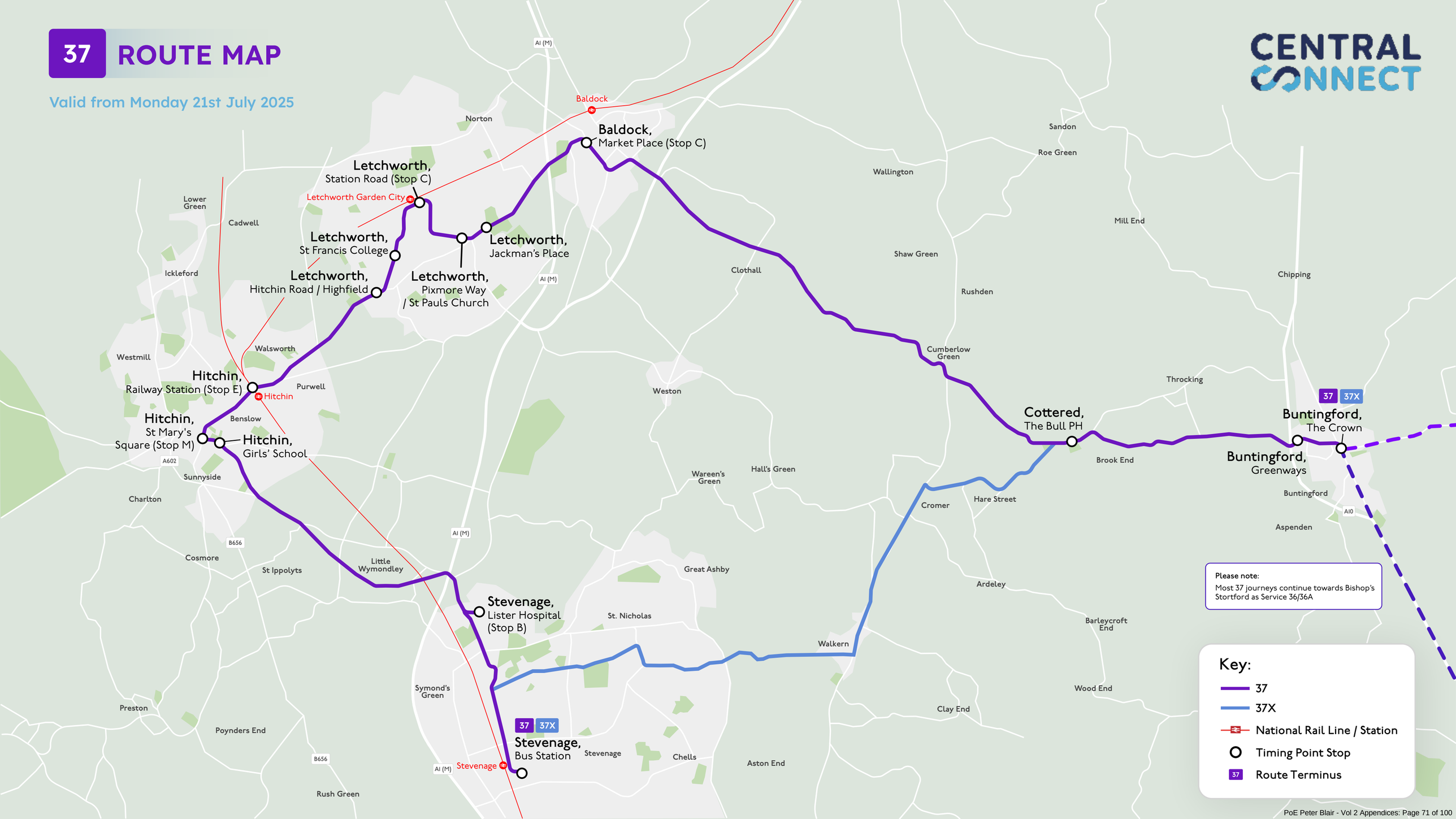
Connect

Intalink Connect tickets are valid on these services.

37 ROUTE MAP

Valid from Monday 21st July 2025

CENTRAL CONNECT



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

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

CENTRAL CONNECT

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 C ⇌	|	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.

Connect

Intalink Connect tickets are valid on these services.

CENTRAL CONNECT

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

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Connect

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Appendix G: Journey to Work Statistics (Census 2011)

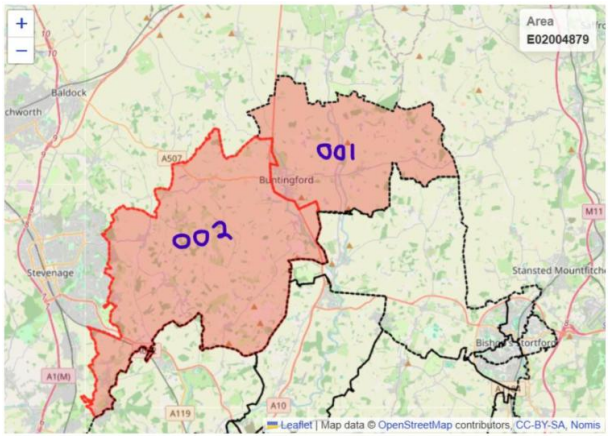
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 8 October 2026]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence

place of work	E02004878 : East Hertfordshire 001	
	No. of Car Drivers	% Car Drivers
E02004878 : East Hertfordshire 001	219	11%
E02004879 : East Hertfordshire 002	51	3%
E02004880 : East Hertfordshire 003	33	2%
E02004881 : East Hertfordshire 004	25	1%
E02004882 : East Hertfordshire 005	14	1%
E02004883 : East Hertfordshire 006	50	3%
E02004884 : East Hertfordshire 007	15	1%
E02004885 : East Hertfordshire 008	5	0%
E02004886 : East Hertfordshire 009	23	1%
E02004887 : East Hertfordshire 010	10	1%
E02004888 : East Hertfordshire 011	5	0%
E02004889 : East Hertfordshire 012	31	2%
E02004890 : East Hertfordshire 013	99	5%
E02004891 : East Hertfordshire 014	13	1%
E02004892 : East Hertfordshire 015	3	0%
E02004893 : East Hertfordshire 016	28	1%
E02004894 : East Hertfordshire 017	96	5%
E02004895 : East Hertfordshire 018	25	1%
East Hertfordshire Combined	**745**	**38.2%**
Babergh	0	0%
Basildon	3	0%
Bedford	9	0%
Braintree	2	0%
Breckland	1	0%
Brentwood	3	0%
Broadland	0	0%
Broxbourne	133	7%
Cambridge	48	2%
Castle Point	0	0%
Central Bedfordshire	9	0%
Chelmsford	7	0%
Colchester	3	0%
Dacorum	11	1%
East Cambridgeshire	4	0%
Epping Forest	64	3%
Fenland	0	0%
Forest Heath	3	0%
Great Yarmouth	0	0%
Harlow	77	4%
Hertsmere	15	1%
Huntingdonshire	8	0%
Ipswich	0	0%
King's Lynn and West Norfolk	0	0%
Luton	7	0%
Maldon	0	0%
Mid Suffolk	2	0%
North Hertfordshire	180	9%
North Norfolk	1	0%
Norwich	0	0%
Peterborough	3	0%
Rochford	1	0%
South Cambridgeshire	80	4%
South Norfolk	1	0%
Southend-on-Sea	1	0%
St Albans	16	1%
St Edmundsbury	3	0%
Stevenage	102	5%
Suffolk Coastal	0	0%
Tendring	1	0%
Three Rivers	3	0%
Thurrock	3	0%
Uttlesford	61	3%
Watford	9	0%
Waveney	0	0%
Welwyn Hatfield	107	5%
East Combined	**981**	**50.4%**
East Midlands	4	0%
London	180	9%
North East	2	0%
North West	2	0%
Northern Ireland	0	0%
Scotland	0	0%
South East	24	1%
South West	4	0%
Wales	0	0%
West Midlands	3	0%
Yorkshire and The Humber	3	0%
Rest of UK Combined	**222**	**11.4%**
Total	**1,948**	**100%**



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.

Appendix H: Policy Compliance

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

S5: Principle of development outside settlements

Policy Review Table 1: 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 Appeal Site is physically well related to the settlement. The glossary of the NPPF defines a settlement to include allocations and consented developments that will form part of the settlement once developed – and that applies to the approved residential development and the BUNT3 allocation. The Inspector of the residential development Inquiry determined that the residential site is physically well related to the settlement, and the site is the location of the development would limit the need to travel by private car, and it would offer a genuine choice of sustainable, quality and safe transport modes for residents and users. Those conclusions can also be drawn for the Appeal site, which is in fact closer to the existing settlement than the residential site.	✓

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

TR1: Vision-led approach to planning for transport

Policy Review Table 2: 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 and they are set out within PoE Appendix B. 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 bring forwards aspirations of the East Herts LCWIP along Baldock Road and the A507.	✓
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 B**. It shows that before any sustainable measures or improvements, the site is 48% as connected as London for all modes except driving. The site benefits from a driving connectivity score of 76, 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. The north-east corner of the site is actually partially included in Band A.	✓
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.	✓
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 choice of sustainable transport modes is viable for future occupiers of the site. The proposals have included provision for walking, wheeling, cycling and public transport infrastructure with a pedestrian and cycle link provided from the site to Buntingford along the A507 as well as 2 new bus stops. In addition, when approved residential scheme comes forward alongside this development, the site will then benefit from four active travel routes that have all been deemed to be acceptable by the Inspector of that appeal.	✓

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 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	N/A	
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 3: 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 shares the same transport and travel characteristics as the BUNT3 site allocation which is defined as sustainable in the district plan. The Inspector found the allowed residential development opposite the Appeal site to be a sustainable location also. A range of sustainable measures and improvements are provided as part of the proposals, providing a genuine choice of transport mode by sustainable modes, presented in **PoE Appendix B**. The proposals limit the need to travel outside of Buntingford through the provision of local employment opportunities and access to nearby services and amenities, meaning existing and future residents of Buntingford will have employment opportunities within walking and cycling distance. The proposals make the most of existing transport infrastructure and enhance that existing provision further.	✓
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 aspirations of the LCWIP. The amount of development can be accommodated in the area, as demonstrated in the Transport Assessment.	✓
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 that impacts on the transport network are acceptable. Matters of highways safety are being dealt with by Mr 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 the area have been taken by the proposals. New infrastructure for walking, wheeling, cycling and public transport use is 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 48 (for modes except driving) for the existing site. This means that the site, in its existing form: • Is 48% 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 76 – 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 (August 2026)

TR4: Street design, access and parking

Policy Review Table 4: 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 that will be designed in accordance with national guidance. Sustainable travel is prioritised throughout the proposals, see the list of sustainable travel improvements and measures in **PoE Appendix B**. The proposals do not prioritise the use of an unsustainable private vehicle. The proposal provides a layout which facilitates 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 and crossing provision at the A10 roundabout. Public transport infrastructure is proposed with 2 new bus stops on the A507 which will be delivered in line with design standards. As requested by the LHA, a financial contribution of £247k is provided towards sustainable transport projects in Buntingford.	✓
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 5: 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. 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 matter of assessing transport impacts is not in contention at this inquiry. However, 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 Mr Duffy.	✓

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

TR8: Public rights of way

Policy Review Table 6: 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 not impacted by this proposal.	✓
b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:		
i. Improved access to green spaces and the countryside;		
ii. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;		
iii. The provision of accessible, safe and convenient links to services and facilities; and		
iv. Improved connections with public transport stops and interchanges.		

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

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

Policy Review Table 7: 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;	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.	✓
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;	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. 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);	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 8: 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 will be 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 site is located within a convenient walking and cycling distance of the nearby petrol station and 24-hour Londis convenience store, enabling employees to access day-to-day amenities. Further facilities will be provided within a walkable distance at the Local Centre of the approved residential development when that site comes forward. The development will also provide employment opportunities for local residents, reducing the need to travel outside of Buntingford for work.	✓

Hertfordshire Local Transport Plan (LTP4) – Policy 1: The Transport Users Hierarchy

Policy Review Table 9: Hertfordshire Local Transport Plan (LTP4) – Policy 1: The Transport Users Hierarchy

Policy Wording	Context of the proposals:	Do the proposals comply
To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:		
Opportunities to reduce travel demand and the need to travel.	The site is located within a convenient walking and cycling distance of the nearby petrol station and 24-hour Londis convenience store, enabling employees to access day-to-day amenities before, after or during lunch breaks, without relying on a private car. Many facilities in Buntingford and on the recent residential approval are also within convenient walking distance The development will also provide employment opportunities for local residents to access employment and reduce the need for them to travel further afield for work. Accessibility is enhanced with the proposed walking, cycling and bus improvements reducing the need to travel by car to work.	✓
Vulnerable road user needs (such as pedestrians and cyclists).	Suitable active travel links within the site and into Buntingford are proposed, and traffic calming measures and improved crossing facilities. Those will provide for all users including the vulnerable road users. The Route along the A507 and Baldock Road has been found to be acceptable by the Inspector at the residential development Inquiry. Provision of bus stops on the A507, to the west of the A10 increases safety and accessibility for vulnerable road users by reducing the need to cross the A10.	✓
Passenger transport user needs.	The two new bus stops are proposed on the A507 provide a link from the site to Buntingford and other nearby towns. This enhances public transport.	✓
Powered two wheeler (mopeds and motorbikes) user needs.	The site access and the proposed junction have been designed to accommodate all motor vehicles.	✓
Other motor vehicle user needs.	The site access and the proposed junction have been designed to accommodate all motor vehicles. The site benefits from an excellent connectivity score by driving. Electric charging facilities will be provided on site in accordance with standards. The shared footway / cycleway will also allow mobility scooters to access the site.	✓

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

Policy Review Table 10: 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 prioritising walking, wheeling, cycling and public transport. An active travel link connecting the site with Buntingford is provided on the A507, including enhanced pedestrian/cycle infrastructure on the A507 and Baldock Road, traffic calming measures and new/enhanced crossing facilities, which will improve safety and accessibility for pedestrians, cyclists and other vulnerable road users. Two new bus stops on the A507 will provide convenient access to Buntingford and surrounding settlements by public transport. The proposed shared footway will also accommodate mobility scooter users, helping to ensure inclusive access to the site. In addition, safe and suitable access has been provided to connect the site to the wider highway network for all motor vehicles, with the site access and proposed junction designed to accommodate all standard vehicle types. The route along the A507 and Baldock Road, including the Toucan Crossing, has been found to be safe and suitable by the inspector at the residential development inquiry.	✓
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 Mr Duffy for design considerations.	Refer to the evidence of Mr 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 cost effective mitigation of significant 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 B.**	✓
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. Access off the A507 was also allowed at the residential development Inquiry. The proposals will enhance the employment landscape of Buntingford and surrounding areas. Accessing the development will create no harm to the operation A507.	Refer to the evidence of Mr 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.	No PRoWS are impacted by this development. 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 11: 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. Access to destinations further afield is available via local bus services, with two new bus stops proposed close to the site entrance for convenient use by future occupiers and staff. The (adjacent) allowed residential site north of the A507 was found by the Inspector at Inquiry to be suitably located to enable sustainable travel.	✓
(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: • An all-modes access roundabout to the north of the site; • An active travel corridor enhancement on the A507 Baldock Road, across the A10 and into Buntingford. • Two new bus stops proposed close to the site entrance. • A financial contribution of £247k towards the extension of the London Road Active Travel Scheme and additional cycling and walking routes within Buntingford identified by EHDC in their emerging Local Cycling and Walking Improvement Plan (LCWIP) provided by the appellant. Car sharing schemes will be promoted in the travel plan. See full list of sustainable interventions and measures as set out in **PoE Appendix B.**	✓
(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;	Subject to suitably worded conditions, there is compliance 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	N/A	
(g) Ensure that provision for the long-term maintenance of any of the above measures (c) (d) and (f) that are implemented is assured	Subject to suitably worded conditions, there is compliance 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.	A contribution of £247k is agreed by the Appellant towards sustainable transport projects in Buntingford, as requested by HCC and calculated using the HCC toolkit for Strand 2 contributions.	✓
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.	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 12: 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 Mr Duffy.	Refer to the evidence of Mr 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 13: 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	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 14: 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 15: 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;		
(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;	These policies are not related to the accessibility and sustainable travel elements of the proposals.	Not Applicable
(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.		

East Herts District Plan – BUNT3 Employment in Buntingford

Policy Review Table 16: East Herts District Plan (2018) – BUNT3

Policy Wording	Context of the proposals:	Do the proposals comply
In accordance with Policy ED1 (Employment), the following locations are designated as Employment Areas:		
(a) Park Farm (b) Buntingford Business Park (c) Watermill Industrial Estate (Reserved for B1, B2 and small-scale B8 uses) II. In addition, 3 hectares of land located to the north of Buntingford Business Park has been allocated as an extension to the existing Employment Area.	The following EHDC Planning Policy Team consultee comment was presented in the Delegated Officer Report: "*This proposal for significant employment and open space constitutes an urban extension to the west of the town, which represents a clear departure from the development strategy set out in Policy DPS2 and BUNT3 of the adopted District Plan, 2018. Concerns remain that the location is disconnected from the town and will result in high dependency on cars, with a detrimental impact on the local road network*". The EHDP defines BUNT3 as a sustainable location, which shares the same transport and travel characteristics as the appeal site. The proposals do not restrict development on BUNT3 and are not in conflict.	Not Applicable

East Herts District Plan – ED1 Employment

Policy Review Table 17: East Herts District Plan (2018) – ED1

Policy Wording	Context of the proposals:	Do the proposals comply
I. Within designated Employment Areas (as defined on the Policies Map), land is allocated for industry, comprising Use Classes B1 (Business), B2 (General Industrial), and, where well related to the primary road network, B8 (Storage and Distribution).		
II. The provision of new employment uses will be supported in principle where they are in a suitable location, where access can be achieved by a choice of sustainable transport modes, and where they do not conflict with other policies within this Plan. New employment floorspace should be of a flexible design, able to respond to the changing needs of small and growing enterprises, be energy efficient in both construction and operation (in accordance with the Council's Design and Landscape, and Climate Change policies in Chapters 17 and 22), and have fully integrated communications technology in line with Policy ED3: Communications Infrastructure.	The development is suitably located. It accords with Policy S5 and E4 of the NPPF. It is located adjacent to the existing settlement, and opposite a consented development which by definition of the NPPF is part of the settlement. It is physically well related to existing development at the Business Park. The inspector found that the residential development north of the A507 is suitably located. Those conclusions can also be made regarding the Appeal site. Internal site layout and mix of employment is a matter for detailed design and is therefore flexible and able to meet the needs of future occupiers.	✓
III. Development which would cause the loss of an existing designated Employment Area, or a site/premises which is currently, or was last, in employment use (Classes B1, B2, B8 or related Sui Generis), will only be permitted where all the following criteria are met: (a) The retention of the site or premises for Use Classes B1, B2 and B8 has been fully explored without success. This should also consider whether improvements to the existing site/premises would make it more attractive to alternative B1, B2 or B8 uses. The applicant will be expected to undertake discussions with officers as to the potential for and suitability of alternative uses. Evidence of a period of marketing of at least 12 months must be provided. For a non-designated employment area, a proportionate approach should be taken; (b) The retention of the B1, B2 or B8 use is unable to be facilitated by the partial conversion to a non-employment-generating use; and (c) The proposal does not prejudice the continued viability of existing Employment Areas and neighbouring uses, and existing operational employment sites and neighbouring uses.	Not Applicable to transport.	Not Applicable
IV. The Mill Site in Bishop's Stortford will remain as a designated Employment Area until such time that the land is presented as being available for redevelopment. The site will then be subject to the provisions of Policy BISH10 and should be brought forward for redevelopment as part of a comprehensive masterplan.	Does not relate to development site.	Not Applicable

East Herts District Plan – DES2 Landscape Character

Policy Review Table 18: East Herts District Plan (2018) – DES2

Policy Wording	Context of the proposals:	Do the proposals comply
I. Development proposals must demonstrate how they conserve, enhance or strengthen the character and distinctive features of the district's landscape. For major applications, or applications where there is a potential adverse impact on landscape character, a Landscape and Visual Impact Assessment and/or Landscape Sensitivity and Capacity Assessment should be provided to ensure that impacts, mitigation and enhancement opportunities are appropriately addressed.	These policies are not related to the accessibility and sustainable travel elements of the proposals.	Not Applicable
II. Appropriate mitigation measures will be taken into account when considering the effect of development on landscape character/landscaping.		
III. Where relevant, development proposals will have regard to the District Council's currently adopted Landscape Character Assessment Supplementary Planning Document.		

Buntingford Community Neighbourhood Plan (2017) – BE2

Policy Review Table 19: 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)	The development will provide employment opportunities within Buntingford, that will be accessible via sustainable modes of transport from Buntingford and further local towns and villages. A reduced need to travel outside of Buntingford for work is presented by the proposals. Matters of road safety are dealt with in the evidence of Mr Duffy.	✓
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 20: 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".		