Hertsmere Transport and Movement Assessment

Hertsmere Borough Council

July 2026

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Quality information

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Table of Contents

1. Introduction 1
1.1 Background 1
1.2 Methodology 1
1.3 Structure 2
2. Policy Context 3
2.1 Policy Review 3
3. Existing Conditions and Transport Baseline 7
3.1 Local Context and Transport Network Overview 7
3.2 Socio-Economic Context 10
3.3 Key Settlements 11
3.4 Current Movement Patterns 15
4. Proposed Growth 18
5. Site-Specific Assessment 21
5.1 Introduction 21
5.2 Site Proformas 22
6. Strategic Transport Modelling 23
Appendix A – Site Proformas 24

Figures

Figure 2-1: Themes, Objectives and Principles in the Hertfordshire LTP4 5
Figure 3-1: Hertsmere and nearby districts and boroughs 7
Figure 3-2: Existing road and rail network in Hertsmere 8
Figure 3-3: Bus services in Hertsmere 9
Figure 3-4: Active travel network in Hertsmere 10
Figure 3-5: Key settlements in Hertsmere 12
Figure 3-6: Key destination heatmap – Hertsmere 16
Figure 3-7: Commuting destinations for Hertfordshire residents (percentages) 16
Figure 3-8: Main mode of all trips in Hertfordshire (percentages) 17

Tables

Table 2-1: Key supporting documents of Hertfordshire LTP4 6
Table 4-1: March 2026 list of candidate site allocations 18

1. Introduction

1.1 Background

1.1.1 AECOM has been commissioned by Hertsmere Borough Council (HBC) to undertake a Transport and Movement Assessment in support of the preparation of its next Local Plan at Regulation 18. The new Local Plan for Hertsmere covers the period of 2026 to 2041, superseding the previous Local Plan for the 2012-2027 period.

1.1.2 Hertsmere's planned growth over the next 15 years will increase travel demand in the borough. In line with the Department for Transport's (DfT) priorities as set out in their Integrated Transport Strategy, and the direction established in the updated National Planning Policy Framework (NPPF), this growth should be accommodated primarily through safe and reliable active travel and public transport, alongside more efficient use of existing transport networks. This reflects a shift towards vision-led planning, where the desired outcomes, such as reduced car dependency, improved accessibility, and lower carbon emissions, are defined at the outset and transport interventions are identified to support these outcomes.

1.1.3 This Transport and Movement Assessment reviews the local context and transport baseline in Hertsmere. It outlines the transport network, socio-economic conditions, and travel patterns across the borough's key settlements. Following this area-wide review, a more detailed, site-specific assessment is undertaken. This examines existing transport conditions at locations identified for growth, with a focus on sustainable transport infrastructure, and highlights the potential implications of development for the transport network.

1.1.4 The evidence base presented will help to inform the identification of transport infrastructure requirements and mitigation measures as part of the Regulation 19 Local Plan. These measures will form part of an Infrastructure Delivery Plan (IDP) for Hertsmere.

1.2 Methodology

1.2.1 Relevant national, regional and local policy documents have been identified and reviewed to establish the key transport and development policy objectives in Hertsmere.

1.2.2 A borough-wide review of the existing transport network and local context, including socio-economic characteristics and the distribution of key settlements, provides a strategic overview of the challenges and opportunities in Hertsmere.

1.2.3 Individual site-based assessments have been completed for each of the planned allocations in Hertsmere. The assessments are presented in proformas which contain the following information:

- Land use type
- Quantum of development, e.g. number of homes
- Location – maps and distances to key settlements
- Proximity to trip attractors such as local schools, shops and healthcare facilities
- Walking and cycle networks surrounding development sites
- Estimated walking and cycling journey time and distance to local trip attractors

- Key highway connections including roads to which the development sites will be linked, and nearby bus and rail services

1.2.4 A 'Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies – Sustainable Transport Appraisal' (STA) document was prepared by Integrated Transport Planning (ITP) in June 2023. It demonstrates understanding of the baseline conditions, existing network opportunities and constraints and the planned implications of growth. Data and information from the ITP STA has been used in this document where appropriate.

1.2.5 It should be noted that the analysis in this document has been based upon the list of Local Plan sites provided to AECOM on 9 March 2026. It is understood that this has now been superseded by a list of sites provided in April 2026.

1.2.6 No transport modelling is being undertaken for Regulation 18. Modelling is expected to be completed as part of the Regulation 19 submission, utilising Hertfordshire's COMET Model as an evidence tool to assess the cumulative impacts of growth put forward in the new Local Plan on the transport network.

1.3 Structure

1.3.1 The remainder of this report is structured as follows:

- **Section 2** outlines the national, regional and local policy context that informs the Transport and Movement Assessment, including the application of a vision-led approach.
- **Section 3** describes the existing transport network and local context, including socio-economic characteristics and the distribution of key settlements.
- **Section 4** sets out the proposed growth locations, including the scale and type of development.
- **Section 5** explains the approach to the site-specific assessments and presents the assessments in proforma format for each of the planned site allocations.
- **Section 6** outlines the next steps with regards to the COMET modelling of the proposed growth.

2. Policy Context

2.1 Policy Review

2.1.1 This section sets out the existing and future transport and development policy documents relevant to Hertsmere, across national, regional and local levels. These documents shape development growth within the borough and as such it is important to reflect upon the visions and objectives these set out.

National

2.1.2 The **National Planning Policy Framework (NPPF)** sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective. The NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- making transport considerations an important part of early engagement with local communities;
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- understanding and addressing the potential impacts of development on transport networks;
- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

2.1.3 **Net Zero Strategy: Build Back Greener** sets out the previous Government's approach to achieving net zero greenhouse gas emissions by 2050. It identifies transport as a key sector for decarbonisation and emphasises the need to reduce reliance on private car use by supporting a shift towards walking, cycling and public transport. The strategy highlights the importance of delivering infrastructure and policy measures that enable low-carbon travel behaviours and support wider environmental objectives.

2.1.4 The DfT's **Integrated Transport Strategy** sets out a vision for a more joined-up, user-focused transport system, with a strong emphasis on improving end-to-end journeys across rail, bus, road, and active travel. Key priorities include better coordination between modes, simpler and more consistent fares, and expanded contactless ticketing to make journeys more seamless, reliable, and easier to use. The strategy also highlights the importance of reliable infrastructure, integration with spatial planning, and sustainability. Investment in roads and rail reform is intended to improve network performance, while transport is positioned as a tool to unlock housing and support economic growth.

Regional

2.1.5 In 2021 England's Economic Heartland (EEH) sub-national transport body published its **Regional Transport Strategy, Connecting People, Transforming Journeys**. It sets out an ambition to support sustainable growth and improve quality of life through a world-class, decarbonised transport system that leverages the region's strengths in technology and innovation for the benefit of residents, businesses, and the wider UK. The strategy promotes inclusive design, enabling confident and accessible travel, and emphasises a whole-systems approach to infrastructure planning. Key priorities include decarbonisation, future mobility, and enhanced east–west and local connectivity.

2.1.6 Hertsmere is located at the intersection of several **National Highways Route Strategy corridors**. The 'London Orbital and M23 to Gatwick' corridor is identified as critical for facilitating high volumes of orbital movement into and around London but faces significant challenges relating to congestion, reliability, and environmental impact. Given the position of Hertsmere on the M25, with J22, J23 and J24 within the local authority boundary, issues on the corridor can directly affect local accessibility and journey reliability, while issues on the local road network can have implications for the efficient operation of the M25. The route strategy identifies safety issues at M25 J23 (Bignells Corner). Constraints at this junction are also flagged in the London to Leeds (East) corridor, which includes the A1(M) in Hertsmere to the north of A1(M) J1 (Bignells Corner). Across all corridors, the strategies highlight the need to improve resilience, integrate with local and regional networks, and support decarbonisation and future travel demand. For Hertsmere, this reinforces its role as a critical location within the Strategic Road Network, where national and regional movements converge, creating opportunities for connectivity and challenges relating to congestion and network pressure.

2.1.7 **Hertfordshire's Local Transport Plan (LTP4)**, adopted in 2018 for the period of 2018-2031, recognises the issues arising from excessive car use and the consequences should car dependence rise in line with expected population growth within the county. Policies and objectives set out within the LTP4 ensure growth considers the opportunities to reduce travel demand with the aspiration 'to tip the balance in favour of non-car modes and to make journeys and their impact safer and healthier'. It further acknowledges that a move away from car-based investment and road capacity enhancement is required and increasing road network capacity should not be the default option. However, the LTP4 goes on to state that a blended strategic approach combining improvements in walking, cycling, passenger transport and highways provision is seen as optimum. Themes of People, Place, and Prosperity guide the following LTP4 vision:

'We want Hertfordshire to continue to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities'

2.1.8 These themes in turn relate to stated objectives and principles, to all support the above vision, with their relationship visualised in Figure 2-1.



Source: Hertfordshire LTP4

Figure 2-1: Themes, Objectives and Principles in the Hertfordshire LTP4

2.1.9 The Transport User Hierarchy in LTP4 supports 'the creation of built environments that encourage greater and safer use of sustainable transport modes' and should be applied to all schemes and transport strategies. The adopted hierarchy (ordered by priority consideration) is:

1. Opportunities to reduce travel demand and the need to travel
2. Vulnerable road user needs (such as pedestrians and cyclists)
3. Passenger transport user needs
4. Powered two-wheeler (mopeds and motorbikes) user needs
5. Other motor vehicle user needs

2.1.10 Whilst the hierarchy seeks to increase the attractiveness of alternative modes of transport, as previously noted the LTP4 recognises travel by car is still required for some journeys.

2.1.11 The LTP4 is further guided by a variety of specific transport planning strategies to aid in the delivery of the overarching priorities, summarised in Table 2-1.

Table 2-1: Key supporting documents of Hertfordshire LTP4

LTP4 Document	Description	Published
Accessibility Strategy	Accessibility assessment of key services and facilities within Hertfordshire for residents of the county.	July 2019
Active Travel Strategy	To encourage cycling and walking trips, particularly for shorter journeys and as part of longer journeys.	Revised strategy under development
Growth and Transport Plans (GTPs)	Detailed approach to deliver overarching LTP4 policies and objectives, focussing on more localised areas to identify possible interventions to current issues seen on the county's transport network. The GTPs are in the process of being updated, including for the South Central region.	June 2019 (SW Herts) / July 2022 (South Central)
Intalink Bus Strategy and Enhanced Partnership Scheme and Plan (2020)	Provides more detailed plans and proposals to both improve existing bus travel and grow the local bus network for the future.	February 2020
Rail Strategy	Ensures the railway in Hertfordshire can support economic growth and development and sets out Hertfordshire County Council's aspirations for the development of the rail network.	December 2020
Roads in Hertfordshire	Hertfordshire's Highway Design Guide incorporates a legal framework for which developments must design improvements to the highway network, underpinned by a philosophy of sustainability.	2011
Sustainable Modes of Travel Strategy	A focus on sustainable travel opportunities amongst children and young people to travel to, from and in between educational establishments.	August 2021

Local

2.1.12 Neighbourhood planning supports communities to shape the future of the places where they live and work. Radlett and Shenley have both adopted **Neighbourhood Plans**, allowing these communities to set localised visions and policies to guide development in their neighbourhood. Elstree and Borehamwood Town Council is in the process of consulting on their Neighbourhood Plan for the entirety of its parish.

2.1.13 HBC are working with Hertfordshire County Council (HCC) to develop **a Local Cycling and Walking Plan (LCWIP)** for Hertsmere. An LCWIP is a plan that will identify important local routes for people walking, using a wheelchair or riding a bike to go to work, school or to carry out everyday trips. When these important routes have been identified, HBC will use the latest guidance to suggest ways to improve them and make them safer. In the LCWIP consultation draft, priority walking and cycling routes were identified in Borehamwood & Elstree, Radlett, Potters Bar, and Bushey. Detailed design and feasibility work on priority routes will take place following public consultation. LCWIPs should have a strong link with strategic planning documents to ensure consideration is given to cycling and walking, and that the requirements for these road users are embedded in transport schemes.

3. Existing Conditions and Transport Baseline

3.1 Local Context and Transport Network Overview

3.1.1 Hertsmere is one of ten boroughs in Hertfordshire and is located to the south of the county. It covers approximately 100 square kilometres, representing a small proportion of Hertfordshire's total area of around 1,600 square kilometres. The borough borders the neighbouring Hertfordshire districts of St Albans, Three Rivers, Watford, and Welwyn Hatfield. It is also bordered by the London Boroughs of Harrow, Barnet, and Enfield to the south. Despite its proximity to London, Hertsmere is predominantly rural in character, with around 80% of its area designated as Green Belt[1].

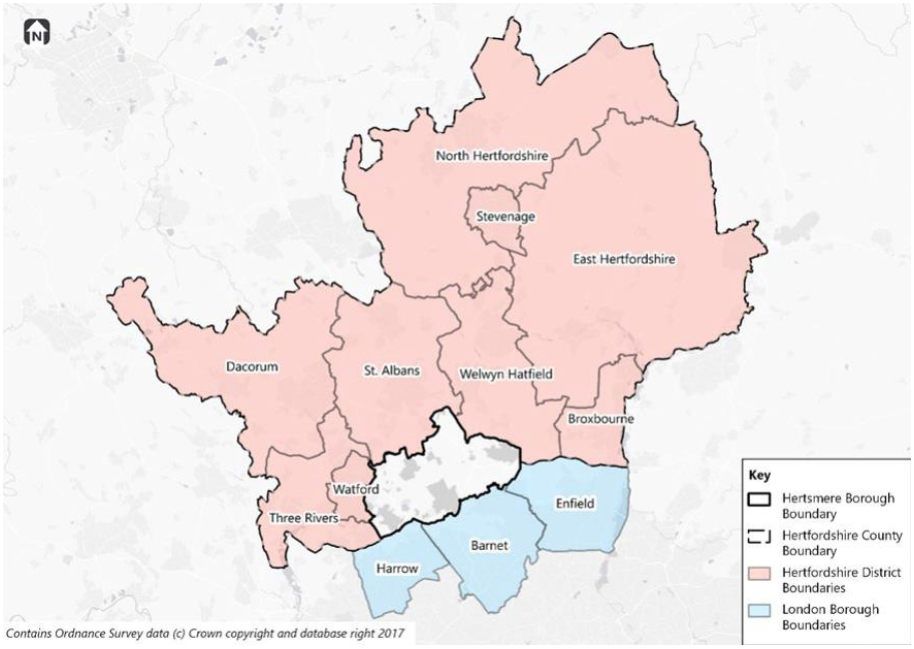


Figure 3-1: Hertsmere and nearby districts and boroughs

Road Network

3.1.2 Within Hertsmere, the Strategic Road Network (SRN), which is the road network monitored and managed by National Highways, consists of the M25, the M1, and the A1(M), which provide key north–south and orbital connections to London, the East, the South East, and the Midlands. Major junctions such as M25 Junction 23 / A1(M) Junction 1 (Bignells Corner) at South Mimms are particularly important for facilitating strategic and local movements.

3.1.3 In addition to the SRN, Hertsmere is served by elements of the Major Road Network (MRN). The MRN is the middle tier of the country's busiest and most economically important local authority A-roads, sitting between the SRN and the rest of the local road network. In Hertsmere, it includes routes such as the A41, which provides an important corridor linking the borough to Central London and Aylesbury, and supports both commuter and freight movements.

3.1.4 Other A-roads, including the A1000 and the A5183, play a key role in distributing traffic between the borough's key settlements, and in connecting to the wider SRN.

[1] Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.

The local road network comprises a hierarchy of B-roads and minor roads, which provide access within settlements and to rural areas. These routes are essential for local connectivity but can experience pressure from through traffic, particularly where drivers seek to avoid congestion on the SRN.

Rail Network

3.1.5 In terms of rail connectivity, three railway stations are located within Hertsmere: Elstree & Borehamwood, Potters Bar, and Radlett. These stations all provide north–south connections between London and destinations further north. Elstree & Borehamwood and Radlett stations are located on the Midland Main Line, with services operated by Thameslink between London St Pancras and Bedford. Potters Bar is located on the East Coast Main Line and is served by Thameslink and Great Northern services. In addition, several stations located outside but close to the borough boundary serve Hertsmere residents. These include Bushey and Watford Junction in Watford, both of which are served by National Rail and London Overground services, as well as nearby London Underground stations at Cockfosters, High Barnet, and Stanmore, which provide access to Transport for London (TfL)'s network.

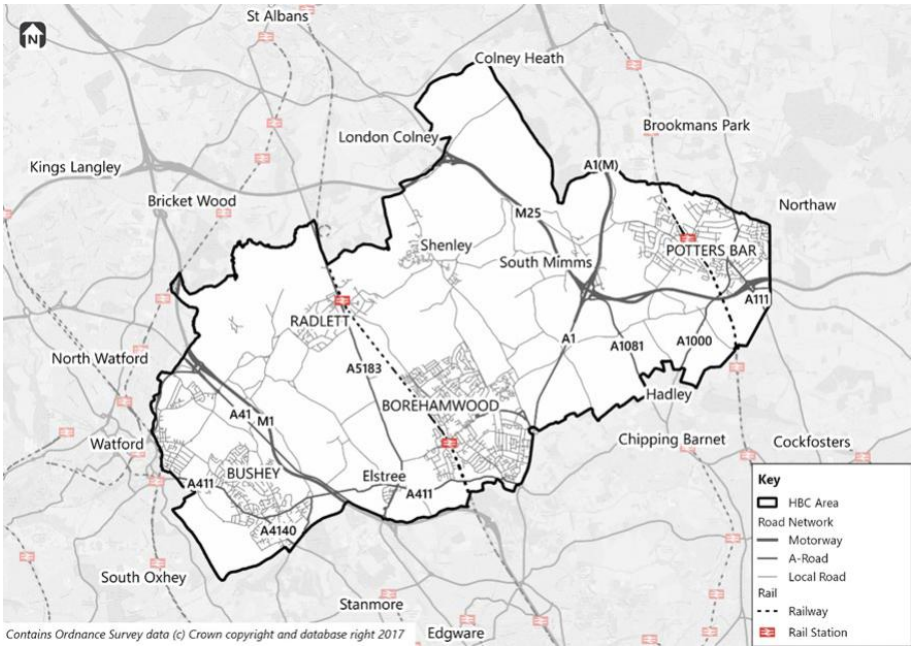


Figure 3-2: Existing road and rail network in Hertsmere

Bus Services

3.1.6 Hertsmere is served by a network of bus routes operated by providers including Arriva, London Sovereign, Metroline Travel, Sullivan, and Uno. Figure 3-3 illustrates bus service frequencies across the borough during a typical weekday AM peak period, used as a proxy for overall service provision.

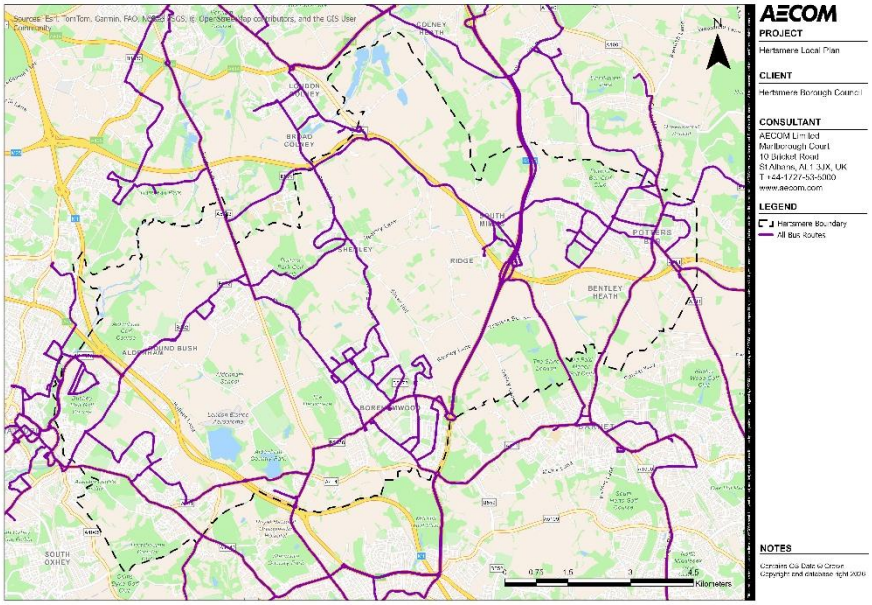


Figure 3-3: Bus services in Hertsmere

3.1.7 Higher frequency services, generally operating at more than four buses per hour, are concentrated in the south of the borough and provide connections to neighbouring London boroughs. The most frequent routes, typically operating every 10 minutes, serve Potters Bar, Elstree and Borehamwood, and Bushey, providing access to London Underground stations such as Cockfosters, High Barnet and Stanmore.

3.1.8 Bus services connecting Hertsmere to the rest of Hertfordshire generally operate at lower frequencies, typically between one and four buses per hour. Key destinations such as St Albans and Watford are relatively well served, with a combination of bus and rail providing direct connections to the borough's main settlements.

Active Modes

3.1.9 National Cycle Network (NCN) Route 12 passes through the eastern part of the borough near Potters Bar, providing cycle connections to Enfield in north London and to Spalding in Lincolnshire via Stevenage, St Neots and Peterborough. The route includes a combination of on-road and off-road sections. NCN Route 6 runs along the western boundary of the borough via Watford, forming part of a longer-distance route connecting London with the East Midlands and extending as far as the Lake District.

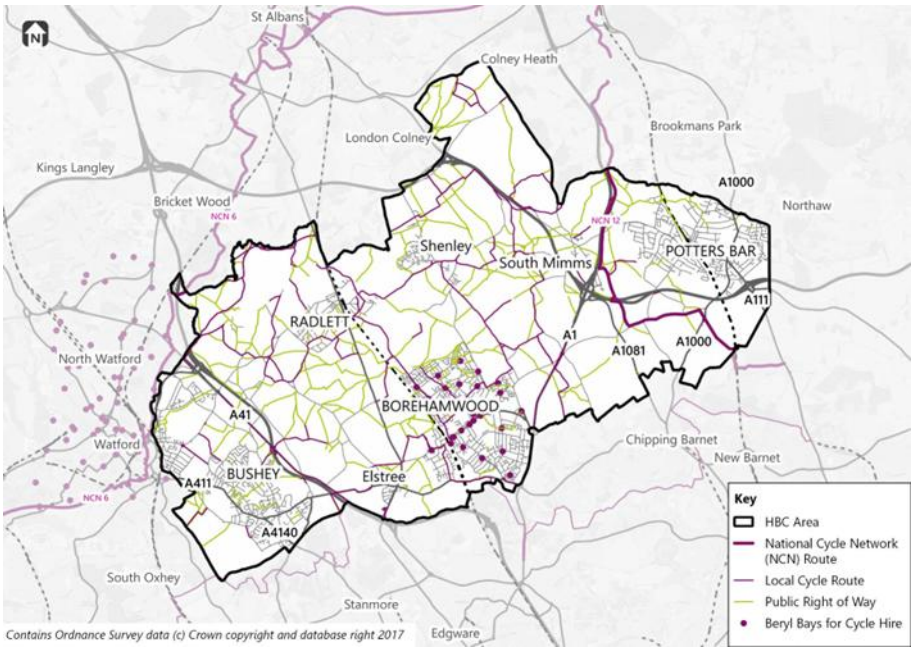


Figure 3-4: Active travel network in Hertsmere

3.1.10 The London Outer Orbital Path (LOOP) is a 150-mile, 24 section circular walking route encompassing Greater London, with some northern sections crossing into Hertsmere. Sections 15, 16 and 17 connect Hatch End to Enfield Lock, via Elstree, Barnet, and Cockfosters to provide residents with access to this leisure route.

3.2 Socio-Economic Context

3.2.1 Hertsmere's population has grown over the past 20 years and is expected to continue increasing over the next two decades. The borough is the sixth most populous of the 10 districts and boroughs in Hertfordshire, accounting for approximately 9% of the county's total population[2]. Levels of unemployment are relatively low, and further employment growth is anticipated as part of planned development within the borough.

3.2.2 There are notable variations in levels of deprivation across Hertsmere, resulting in disparities in health outcomes, including life expectancy. Borehamwood Cowley Hill is the most deprived Lower Super Output Area (LSOA) in Hertfordshire and falls within the 10% most deprived areas nationally. In contrast, Bushey Heath is among the least deprived areas, ranking within the top 1% nationally.

3.2.3 Obesity acts as a general indicator of inactivity and an unhealthy lifestyle, and one that is predicted to see an increase in prevalence amongst the UK population[3]. There is a reported link between high levels of deprivation and obesity, with more deprived communities often experiencing poorer health outcomes and reduced access to opportunities for physical activity.

3.2.4 Hertsmere's challenges relating to health inequalities and areas of higher deprivation can be partly addressed through transport interventions that support increased levels of everyday activity while improving access to key services and employment opportunities. Measures such as improved walking and cycling infrastructure, safer active travel routes, and enhanced public transport provision

[2] Office for National Statistics, Census 2021 *population data*, cited in Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.
[3] Hertsmere Borough Council (2018) Hertsmere Health and Wellbeing Strategy 2018–2022, cited in Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.

can help encourage uptake in active travel and support healthier, better connected communities.

3.2.5 Vehicle ownership can also provide an indicator of socio-economic status in an area as well as the personal perception of the quality of other transport modes. Whilst only 16% of Hertsmere residents don't have access to a car compared to 23% nationally[4] (indicating a higher level of car ownership and reliance on such mode within Hertsmere), there is an essential need for non-car-based transport options for almost one in five of Hertsmere's households.

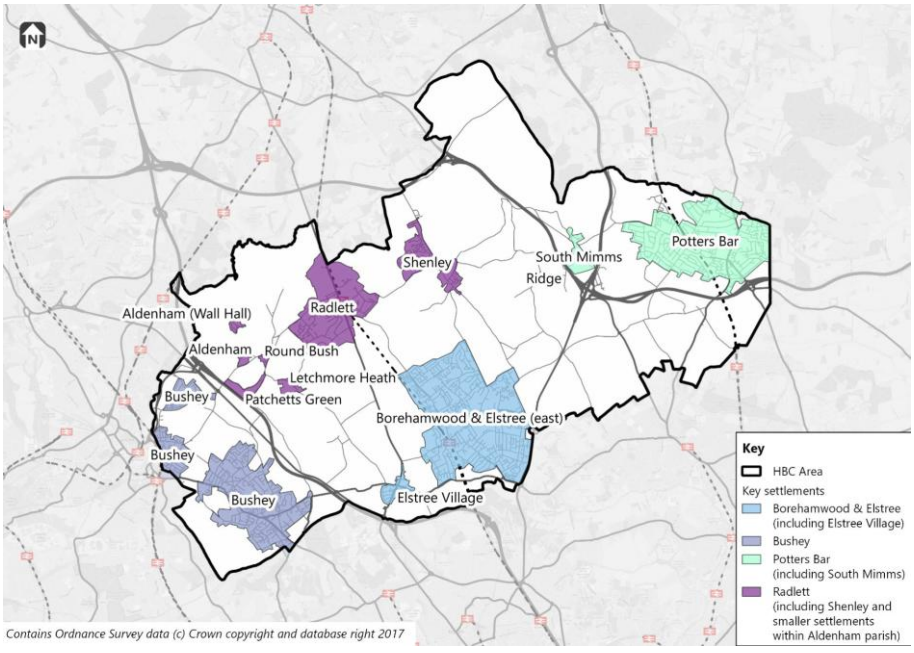
3.3 Key Settlements

3.3.1 Hertsmere's main settlements are relatively small compared to larger neighbouring towns such as Watford, St Albans, and Hemel Hempstead. Each settlement has its own distinct character, level of connectivity, and set of constraints. These settlements act as local service centres for surrounding villages, many of which are more rural in nature. As a result, these smaller settlements tend to be more reliant on private car travel, reflecting more limited accessibility by sustainable modes.

3.3.2 The settlements in Hertsmere have been categorised into a hierarchy in the 'Settlement Hierarchy and Accessibility Mapping Analysis'[5] undertaken by HBC. The settlement tiers were defined based on population and housing provision, facilities and service provision, and accessibility, with Tier I representing the largest settlements and Tier VII the smallest.

3.3.3 The principal settlements, and the smaller communities they serve, are listed below and shown in Figure 3-5.

- Borehamwood and Elstree (including Elstree Village)
- Bushey
- Radlett (including Shenley and smaller settlements within Aldenham parish)
- Potters Bar (including South Mimms)



[4] Office for National Statistics, Census 2021 *Car or van availability*
[5] Settlement Hierarchy report - FINAL, Hertsmere Borough Council.

Figure 3-5: Key settlements in Hertsmere

Borehamwood and Elstree

3.3.4 As the only Tier I settlement within Hertsmere, the largest proportion of the borough's population reside in Borehamwood and Elstree (36,500 within Borehamwood and Elstree and a further 1,700 in Elstree Village). This is considered to be the principal residential and economic centre for Hertsmere and has a reputation for film and television.

3.3.5 Borehamwood is closely situated to Hertsmere's southern boundary, where this adjoins with the boundary of the London Borough of Barnet.

3.3.6 The M1 and A1 sandwich the settlement to the west and east respectively and directly connected by:

- A1; a north-south route alongside the eastern edge of the settlement, provides road connectivity between Central London, M25 and South Mimms.
- The Elstree Way corridor is an east-west route for connectivity through the town centre. The Elstree Way Corridor Area Action Plan (EWCAAP) has guided development and regeneration along this corridor since adoption in 2015 and provides Borehamwood's town centre with a link to the A1 and Elstree Village.
- A5135 Elstree Way; a connection between the A1, Sky Studios and Elstree Studios of eastern Borehamwood.
- B5378 Shenley Road; aligns through Borehamwood's town centre, connecting Elstree Studios to the east and Elstree and Borehamwood Railway Station to the west. An Air Quality Management Area (AQMA) exists along part of this route.
- B5378 Allum Lane; connects Elstree and Borehamwood Railway Station with Watling Street to provide a link between west Borehamwood and Elstree village.

3.3.7 A5183 Watling Street; a north-south route to connect Borehamwood and Elstree with Radlett, St Albans and the A414 for onward connections to North Hertfordshire. A411 Barnet Lane; an east-west route directly aligned through Elstree village which continues to the south of Borehamwood and connects the settlement to Barnet in North London.

3.3.8 The smaller village of Elstree is dominated by a major junction (A411/A5183) in the centre of the village which is designated as an AQMA. This junction provides the village with connections to Borehamwood, Bushey and Radlett whilst also providing a link to the strategic M1, Junction 4.

3.3.9 The A5183 (Elstree Way, Rowley Lane) carries significant levels of traffic, providing access to local and adjoining employment areas and one of the most heavily trafficked routes in Hertfordshire.

3.3.10 Frequent weekday AM peak period bus services provide Borehamwood and Elstree with connections to areas within North London, including New Barnet and Edgware, in addition to more local services to Radlett, Shenley and Potters Bar. However, these local services are less frequent, with no more than two buses an hour within the same period.

3.3.11 Elstree and Borehamwood railway station services the Midland Main Line to provide north south rail links into central London via St. Pancras. There has been a slight overall increase in passenger numbers from 2012 to 2020 (5.9%) at Elstree and Borehamwood rail station and it is the busiest rail station within Hertsmere.[6] It was

[6] ORR Table 1415 - Time series of passenger entries and exits and interchanges by station - National Rail passengers only, cited in Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.

also the fourth busiest within Hertfordshire in 2019/2020. A small network of cycleways exists within Borehamwood, primarily to the north of the main shopping area. An on-carriageway, non-segregated facility provides a cycle link between Elstree and Borehamwood rail station and Radlett, however the network is sparse south of the A5135. Cycle connectivity is also limited west of Borehamwood, particularly across the A5183, close to Hertsmere Golf Course.

3.3.12 Borehamwood has recently introduced a cycle hire scheme, provided and operated by Beryl. There are currently 25 Beryl Bays within the town, granting access to both traditional and electric bikes. Work is currently being undertaken to look at possibilities for improving the cycle network within Borehamwood.

3.3.13 Both Elstree village and Borehamwood provide residents with access to GPs and primary and secondary education facilities. Elstree Aerodrome is also located to the north-west of the settlement area and Elstree Studios is a key employment destination. Outside of the settlement, Barnet provides residents of Borehamwood and Elstree access to their nearest hospital, Barnet hospital and offers a close connection into London via Barnet underground station on the TfL network.

Bushey

3.3.14 Predominantly residential in nature, Bushey has a population of 27,500 and is the second largest town in Hertsmere (Tier II settlement). It is situated towards Hertsmere's westernmost extents and is closely located to the neighbouring borough of Watford and its town centre (Figure 3-5). Three distinct areas comprise the settlement, each with individual characteristics (Bushey Heath, Bushey Village and North Bushey).

3.3.15 Bushey lies to the west of the M1, equidistant between Junctions 4 and 5, and provides the settlement with a north-south connection immediately between London and Hertfordshire. The A41 runs largely parallel to the M1 to the northeast of Bushey. The A411 is the primary road through the settlement, which connects to Bushey rail station, Watford town centre, and Elstree, and further afield. It carries significant levels of traffic and is one of the 25 most heavily trafficked routes within Hertfordshire.[7] The A4140 is another key route for the settlement, which runs northwest-southeast from the town centre towards Stanmore in Barnet.

3.3.16 Bus operators utilise this road network heavily providing bus connectivity from Bushey to Watford and neighbouring London boroughs in the south. The 142 London Sovereign service operates every 10 minutes in the weekday AM peak, one of the more frequent services within Hertsmere. A less frequent service (two buses an hour) operated by Sullivan provides east-west connectivity from Bushey towards Elstree and Borehamwood.

3.3.17 Bushey rail station is located in the neighbouring borough of Watford on the West Coast Main Line and TfL's London Overground (Lioness Line). The station provides services to London and has seen a rise in passenger numbers of approximately 200% between 2008/9 and 2018/19, reflecting a significant increase in demand over the last 10 years.[8]

3.3.18 The existing cycle network is limited throughout Bushey, with small sections of cycle facility dispersed across the settlement with little connectivity. The A41 Cycle Track, however, provides a more continual shared-use, off-carriageway facility along the A41, east of the settlement.

[7] Figure 3.2.1, Traffic and Transport Data Report, 2019, cited in Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.
[8] ORR Table 1415 - Time series of passenger entries and exits and interchanges by station - National Rail passengers only, cited in Integrated Transport Planning *Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies: Sustainable Transport Appraisal*. June 2023.

3.3.19 Watford implements a cycle hire scheme in its borough, currently operated by Beryl Bikes. 76 Beryl Bays are currently provided, with closest access for Bushey residents at Oxhey Green and the A411/A4008/Aldenham Road junction.

3.3.20 Residents are served with a number of key facilities including GPs and primary and secondary education facilities. However, the closest A&E department is Watford General Hospital, located outside of the borough.

Potters Bar and South Mimms

3.3.21 Potters Bar is situated to the east of Hertsmere and features varying characteristics between local areas. Its population is approximately 23,000 and comprises two distinct shopping areas.

3.3.22 The Middle Super Output Area (MSOA) Potters Bar Oakmere is one of the most deprived areas within Hertsmere which, however, also borders some of the least deprived areas in Hertsmere.

3.3.23 Potters Bar relates strongly to the M25 with junction 24 sitting at its southern extent, whilst the A1(M) further separates the town from the remainder of the borough. Other key road links from the town include:

- A1000 Barnet Road, High Street, Hatfield Road; a main distributor route to connect Hatfield, Hertfordshire with Barnet,
- A111 Southgate Road; a north-south route from Potters Bar towards Cockfosters, Southgate and the North Circular (A406) in North London.

3.3.24 There is limited east-west connectivity utilising the strategic road network, which instead is provided by secondary distributors. The B556, B158 and B157 connect Potters Bar to settlements such as South Mimms and Cuffley and towards the A10.

3.3.25 Potters Bar rail station is situated on the East Coast Main Line providing a rail link between London and Peterborough. Rail station usage for 2024-25, indicates a 34% growth in entries and exits since 2014-15, the largest increase of Hertsmere's three railway stations.

3.3.26 High frequency bus services link Potters Bar to the London Borough of Enfield via the A1005. Arriva London typically operates at least four buses an hour in the weekday AM peak period towards Enfield whilst access to the London Underground network (High Barnet and Cockfosters stations) from Potters Bar is provided by bus route 298 to Cockfosters. Potters Bar is limited in its bus services to the west, with infrequent routes towards Borehamwood.

3.3.27 A very limited coverage of cycleways exists within Potters Bar and does not provide a connection to local facilities or nearby settlements. NCN Route 12 aligns to the west of the settlement, but again does not provide local access by cycle to key facilities. There is also a key point of severance for pedestrians and cyclists caused by the B556 (Mutton Lane) and its two key junctions where it meets the A1000 and Darkes Lane.

Radlett and Shenley

3.3.28 Radlett is largely residential in nature, with areas of green belt surrounding the settlement. Approximately 8,300 people reside in Radlett, the fourth largest settlement within Hertsmere and classed as a Tier III settlement. Approximately an additional 4,000 Hertsmere residents reside in Shenley, one of the larger key villages within the borough. Both settlements lie in close proximity to each other, with key infrastructure links providing sustainable transport options within reasonable journey times across both Shenley and Radlett.

3.3.29 Radlett's road connectivity is provided by one prominent A-road and several B-roads:

- A5183 Watling Street; a north-south route aligned centrally through Radlett, with local connections to Radlett rail station, Elstree and St Albans
- B462 Radlett Road; an east-west secondary distributor with connections to Bushey and Watford to the west of Radlett.

3.3.30 Shenley is predominantly connected by secondary distributors:

- B5378 Shenley Road; a north-south route, and the only secondary distributor connecting Shenley to Borehamwood in the south and London Colney in the north.
- Shenley Hill/Radlett Lane directly links Radlett and Shenley
- Mimms Lane connects Shenley to South Mimms and Ridge to the east, with access to the strategic A1(M).

3.3.31 Further connectivity from Shenley is granted via various narrow unclassified roads, such as Rectory Lane and Woodhall Lane. These characteristically provide circuitous routes to the classified road network.

3.3.32 Bus services provide east-west connections, ultimately linking Watford to St Albans and Hatfield through Hertsmere via Radlett and Shenley on long-distance routes. These services typically operate twice hourly on a weekday morning peak period by Sullivan and Uno.

3.3.33 An on-carriageway, non-segregated route links Radlett and Shenley via Shenley Hill/Radlett Lane, whilst both settlements also offer a continuous route towards the northern extents of Borehamwood. The route along Radlett Lane is a promoted route as part of the Borehamwood Loop Leisure Route, rather than a dedicated cycleway. The link along Shenley Ridge is also a promoted leisure route but does not benefit from any segregation or on-carriageway advisory lane and has a 60mph speed limit in places. It is noted the network coverage is poor towards the centres of both Radlett and Shenley, with limited connections to key facilities. These routes do not meet latest national standards such as LTN 1/20, and the lack of connections to key facilities at settlement destination is a significant barrier to cycling.

3.4 Current Movement Patterns

3.4.1 Movement and accessibility trends, including journey mode share and trip purpose, of Hertsmere residents have been understood through a range of data sources. The Hertfordshire County Travel Survey (HCTS), 2025, provides detailed travel pattern information on journeys made within the county.

Key Destinations

3.4.2 Key destinations providing a purpose for travel include primary, secondary, and further education sites, GPs and hospitals, community facilities such as libraries and community centres and primary shopping areas. The concentration of such facilities within Hertsmere is visualised in Figure 3-6, indicating a clear correlation between the size and categorised tier of settlement and level of facility.

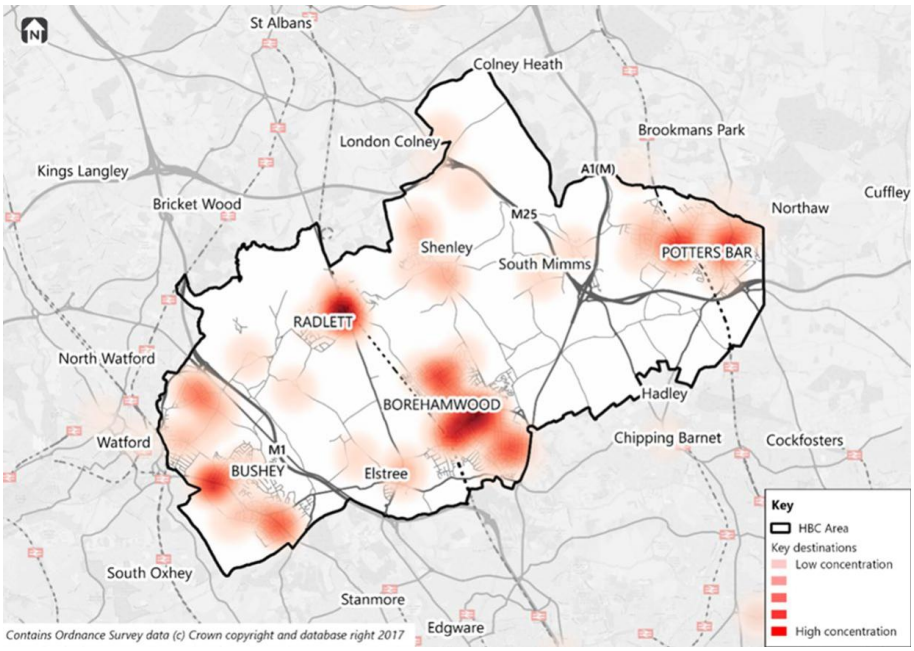


Figure 3-6: Key destination heatmap – Hertsmere

Place of Work

3.4.3 Figure 3-7 shows the destinations of journeys made to work on the travel day by respondents who travelled from home. Just under one third (31.9%) of these journeys were to workplaces within respondents' home district. In Hertsmere, 61.5% of respondents work from home at least once per week.

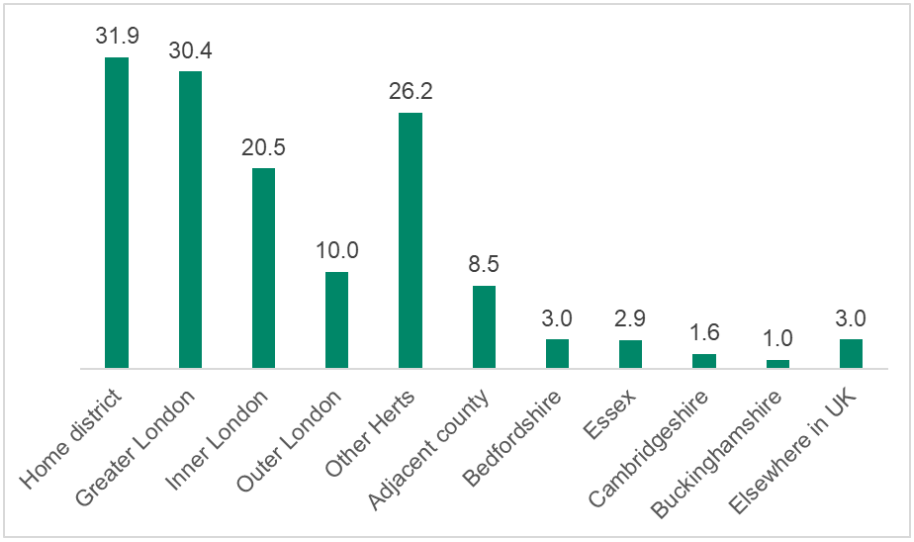


Figure 3-7: Commuting destinations for Hertfordshire residents (percentages)

3.4.4 More than half (58.3%) of Hertsmere residents travel to Greater London for work, higher than any other district in Hertfordshire.

Mode Share

3.4.5 Figure 3-8 shows the percentage main mode of all trips in Hertfordshire.

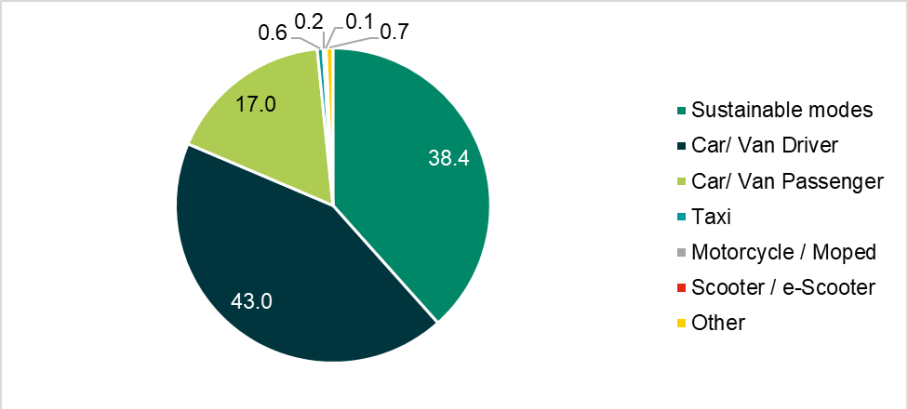


Figure 3-8: Main mode of all trips in Hertfordshire (percentages)

3.4.6 The overall proportion of all trips made by car has fallen from 68.8% in 2018 and 63.0% in 2022 to 62.5% in 2025.

3.4.7 There has been an increase in the use of sustainable modes (walking, cycling, bus, train and tube) as the main mode of transport from 32.2% in 2018 and 37.3% in 2022 to 38.4% in 2025.

3.4.8 More than three quarters (76.8%) of short trips less than one mile were made on foot and 2% were made by bike. One fifth (19.9%) of journeys less than one mile in distance were made by car. For journeys between one and three miles, the proportion of trips made by car increased to 62.5%. Train accounted for 41.3% of journeys between twenty and thirty miles and half of journeys between thirty and forty miles.

Alternative Trip Purposes

3.4.9 The Travel Survey highlights that there is a diverse range of trip types made in Hertfordshire, of which trips to a 'Usual place of work' represent 17% of all trips. Other trip purposes included:

3.4.10 Leisure, social, or recreation was the most frequent journey purpose (36.9%), which was consistent with the survey in 2022 (33.6%);

- Shopping trips comprised 14.5% of trips made, of which 10.7% were for food shopping purposes; and
- Accompanying trips made up 11.5% of journeys, including 6.9% of trips escorting to and from education.

3.4.11 Just under one quarter (23.2%) of leisure, social and recreation trips were to locations outside of Hertfordshire, including London. St Albans (12.9%) and North Hertfordshire (11.3%) were also key destinations for leisure, social and recreation trips.

3.4.12 Many education journeys and accompanied trips were made to St Albans (17.8% each).

3.4.13 For non-commuting trips, active modes become more widely used, particularly education journeys (43.2% walked as their main mode of transport), leisure trips (32.9% walked) and shopping (30.9%).

4. Proposed Growth

4.1.1 The initial site assessments have been underpinned by the assumptions on the quantum and spatial distribution of planned housing and economic growth. Table 4-1 below presents a breakdown of potential development sites. Site-specific assessments were completed for sites with more than 50 dwellings.

Table 4-1: March 2026 list of candidate site allocations

Settlement	Reference	Site Address	Typology	Site Capacity	Proforma Required
Borehamwood	HBA SA1	Borehamwood Town Centre Retail Park	Strategic Urban Site	501	Yes
Borehamwood	HBA SA3	Tesco Foodstore, Elstree Way, Borehamwood	Strategic Urban Site	468	Yes
Borehamwood	HBA SA16	Imperial Place, Elstree Way, Borehamwood	Urban Site	221	Yes
Borehamwood	HBA SA4	Cheeky Monkeys Day Nursery, Elstree Way, Borehamwood	Urban Site	120	Yes
Borehamwood	HBA SA6	Hertsmere Civic Centre Car Park, Elstree Way, Borehamwood	Urban Site	115	Yes
Borehamwood	HBA SA5	Hertsmere Civic Centre, Elstree Way, Borehamwood	Urban Site	95	Yes
Borehamwood	HBA SA24	Old Haberdasher's Sports Ground - Croxdale Road, Borehamwood	TBC	95	Yes
Borehamwood	HBA SA11	Cluster on Elstree Way (comprised of office building, Shell Garage and Kwik Fit), Borehamwood	Urban Site	74	Yes
Borehamwood	HBA SA15	Leeming Road Local Centre, Borehamwood	Urban Site	71	Yes
Borehamwood	HBA SA23	Hollywood Court, Borehamwood	Urban Site	71	Yes
Borehamwood	HBA SA12	Car Park, Theobald Street (south) including former Shiva Building, Borehamwood	Urban Site	55	Yes
Borehamwood	HBA SA2	Pure Gym Borehamwood	Strategic Urban Site	51	Yes
Borehamwood	HBA SA7	Elstree & Borehamwood Railway Station, Borehamwood	Urban Site	43	No
Borehamwood	HBA SA9	Borehamwood Fire Station, Elstree Way, Borehamwood	Urban Site	36	No
Borehamwood	HBA SA8	Travelodge, Studio Way, Borehamwood	Urban Site	33	No
Borehamwood	HBA SA26	Director’s Arms, Borehamwood	Urban Site	29	No
Borehamwood	HBA SA10	Borehamwood Job Centre, Elstree Way, Borehamwood	Urban Site	27	No
Borehamwood	HBA SA14	McDonald’s, Elstree Way, Borehamwood	Urban Site	26	No
Borehamwood	HBA SA25	Brook Road Car Park, Borehamwood	TBC	18	No
Borehamwood	HBA SA13	Fairway Hall, Brook Road, Borehamwood	Urban Site	5	No

Settlement	Reference	Site Address	Typology	Site Capacity	Proforma Required
Borehamwood Extension Site	HBA SA17a	Well End Strategic Urban Extension, Borehamwood	Strategic Urban Extension	1523	Yes
Borehamwood Extension Site	HBA SA17c	Well End Strategic Urban Extension, Borehamwood	Strategic Urban Extension	1425	Yes
Borehamwood Extension Site	HBA SA22	Parkview/ Borehamwood Golf Course	Urban Extension	1073	Yes
Borehamwood Extension Site	HBA SA17d	Well End Strategic Urban Extension, Borehamwood	Strategic Urban Extension	802	Yes
Borehamwood Extension Site	HBA SA21	Field south of B5378, Borehamwood	Urban extension	240	Yes
Borehamwood Extension Site	HBA SA20	Paddocks, Barnet Lane (east), Borehamwood	Urban extension	220	Yes
Borehamwood Extension Site	HBA SA19	Paddocks, Barnet Lane (west), Borehamwood	Urban extension	133	Yes
Bowman's Cross	HBCA SA1	Land at Bowman's Cross, Courser's Road, Ridge (Site located to the east of London Colney and north of the M25, which forms its southern boundary)	Strategic Site/ New Settlement	500	Yes
Bushey	HBUSA SA2	Car Dealership, 21 High Road, Bushey	Urban Site	19	No
Bushey	HBUSA SA3	Car Park, 67 High Road, Bushey	Urban Site	11	No
Bushey	HBUSA SA1	Car Park, Kemp Place, Bushey	Urban Site	10	No
Bushey Extension Site	HBUSA SA6	Land at Elstree Road (south), Bushey	Urban extension	1300	Yes
Bushey Extension Site	HBUSA SA5	Land rear of Farm Way (north), Bushey	Urban extension	802	Yes
Bushey Extension Site	HBUSA SA8	Bushey Hall Golf Course, Bushey	Urban extension	350	Yes
Bushey Extension Site	HBUSA SA7	Former Bushey Golf Course (Bushey Country Club)	Urban extension	286	Yes
Bushey Extension Site	HBUSA SA4	Land at Little Bushey Lane (west), Bushey	Urban extension	280	Yes
Out of Settlement	HOS SA1	Other Sports Facility, Watford Road/ Aldenham Road, Elstree	Urban extension	69	Yes
Potters Bar	HPBA SA1	Tesco Superstore, Mutton Ln, Potters Bar EN6 2PB	Strategic Urban Site	588	Yes
Potters Bar	HPBA SA2	Canada Life House 2 - 6 High Street Potters Bar Hertfordshire EN6 5BA	Strategic Urban Site	369	Yes
Potters Bar	HPBA SA3	Sainsbury's, Sainsbury's Centre, Darkes Ln, Potters Bar EN6 1AU	Strategic Urban Site	128	Yes
Potters Bar	HPBA SA6	Bus Garage, High Street, Potters Bar	Urban Site	119	Yes
Potters Bar	HPBA SA4	Potters Bar Railway Station Car Park, Darkes Lane, Potters Bar	Strategic Urban Site	98	Yes
Potters Bar	HPBA SA5	11 Darkes Lane, Potters Bar	Strategic Urban Site	58	Yes

Settlement	Reference	Site Address	Typology	Site Capacity	Proforma Required
Potters Bar	HPBA SA7	Potters Bar Fire Station, Mutton Ln, Potters Bar EN6 2HF	Urban Site	21	No
Potters Bar	HPBA SA12	Car/ Taxi sales outlet, 226 Mutton Lane, Potters Bar	Urban Site	16	No
Potters Bar	HPBA SA9	Car Park, land R/O Darkes Lane, Potters Bar	Urban Site	15	No
Potters Bar	HPBA SA8	39-41 High St, Potters Bar EN6 5AJ	Urban Site	13	No
Potters Bar	HPBA SA10	Car Park, A1000, Potters Bar	Urban Site	7	No
Potters Bar Extension Site	HPBA SA14	Land at Mutton Lane (north), Potters Bar	Strategic Urban Extension	1875	Yes
Potters Bar Extension Site	HPBA SA13	Land at Baker Street (east), Potters Bar	Strategic Urban Extension	900	Yes
Potters Bar Extension Site	HPBA SA16	Former Potters Bar Golf Course	Urban extension	400	Yes
Potters Bar Extension Site	HPBA SA15	Land rear of Park Avenue, Potters Bar	Urban extension	260	Yes
Potters Bar Extension Site	HPBA SA17	Dove Lane, Potters Bar	TBC	82	Yes
Potters Bar Extension Site	HPBA SA18	Bridgefoot Lane (north), Potters Bar	TBC	80	Yes
Radlett	HRA SA2	Car Park, The Brook, Radlett	Urban Site	53	Yes
Radlett	HRA SA4	Car Park, Railway Cottages, Radlett	Urban Site	37	No
Radlett	HRA SA3	Radlett Railway Station and Car Park, Radlett	Urban Site	14	No
Radlett	HRA SA1	Land at 205 Watling Street (A5183), Radlett	Urban Site	9	No
Radlett Extension Site	HRA SA8	Home Farm, Radlett	Urban extension	1040	Yes
Radlett Extension Site	HRA SA5	Land on Watford Road (north), Radlett	Urban extension	972	Yes
Radlett Extension Site	HRA SA6	Land on Watford Road (south), Radlett	Urban extension	450	Yes
Radlett Extension Site	HRA SA7	Land South of Shenley Hill, Radlett	Urban extension	195	Yes

5. Site-Specific Assessment

5.1 Introduction

5.1.1 Assessments have been completed for each of the planned development sites set out in Section 4.

5.1.2 Individual site-based assessments have been completed for each of the planned site allocations in Hertsmere with over 50 dwellings. The assessments are presented in proformas which contain the following information:

- Land use type
- Quantum of development, e.g. number of homes
- Location – maps and distances to key settlements
- Proximity to trip attractors such as local schools, shops and healthcare facilities
- Walking and cycle networks surrounding development sites
- Estimated walking and cycling journey time and distance to local trip attractors
- Key highway connections
- Nearby bus and rail services
- An initial estimate of trip generation

5.1.3 Distances to key settlements are ‘as the crow flies’ from the centre of the site to the centre of urban areas, defined by the mid-point of their high streets. These straight-line distances provide an indication of proximity and should not be interpreted as evidence of practical accessibility.

5.1.4 The proformas also present estimated journey times to key trip attractors. This does not currently take into account the quality and perceived safety of routes for people making trips on foot and by bike.

5.1.5 Trip generation for the sites has been estimated using trip rates derived from the TRICS database. The trip rates used for the residential sites have been obtained from TRICS for 'Houses Privately Owned' (TRICS land-use category 03/A, Class C3). Generally, privately owned houses generate greater trips than affordable housing or other housing categories within TRICS, and therefore this category was chosen to provide a robust assumption for the traffic impact of the development, given the limited information on the breakdown of the housing types each in proposed development available at present. The trip generation forecasts are presented as two-way movements for the AM peak and daily total period, and are split by mode.

5.1.6 The proformas also include maps indicating the level of sustainable transport connectivity as determined by the DfT’s transport connectivity metrics[9]. This measures an individual’s ability to access employment, services and social engagements.

5.1.7 Connectivity assesses the value of destinations and the opportunity to reach said destinations using various modes of transport, including walking, cycling, driving and public transport. It considers different purposes of travel, like employment, education, shopping, leisure and healthcare.

[9] https://www.gov.uk/government/publications/transport-connectivity-metric/transport-connectivity-metric

5.1.8 The DfT has published connectivity estimates for the 2021 classifications for output areas (OA) and lower super output areas (LSOA) using data on travel infrastructure and destinations.

5.1.9 The connectivity model shows that while active travel and public transport connectivity have clear 'hot spots' located near the centres, connectivity for these modes is much poorer in the more rural locations which tend to be more car-dependent. It has also identified the locations of destinations that people may want to travel to and includes destination types that fall within the higher-level purposes of education, leisure and community, employment, healthcare, shopping and social visits.

5.1.10 It should be recognised that the scores reflect current levels of connectivity and do not take into account the local characteristics of specific sites, which may influence connectivity, for example the quality of walking and cycling routes, the availability of crossings, and congestion on roads. It is expected that when development sites come forward there may be improvements to local transport facilities that would lead to an improvement in the connectivity score. In fact, some of the larger development sites may contain trip attractors/destinations such as local shops, education and healthcare facilities.

5.1.11 The transport mitigation requirements for sites have not been considered at this stage. This will be undertaken for the finalised list of sites once the COMET modelling has been conducted.

5.2 Site Proformas

5.2.1 The site proformas are presented in Appendix A.

6. Strategic Transport Modelling

6.1.1 Transport modelling will be conducted prior to the submission of the Regulation 19 Local Plan using the Hertfordshire strategic transport model (COMET). Alongside the site-specific transport assessments, the modelling will identify the cumulative impact of Local Plan growth on the highway network in Hertsmere, and help to inform the development of interventions to support and mitigate the impacts of growth.

Appendix A – Site Proformas

Table of Contents

Reference	Site Address
HBA SA1	Borehamwood Town Centre Retail Park
HBA SA2	Pure Gym Borehamwood
HBA SA3	Tesco Foodstore, Elstree Way, Borehamwood
HBA SA4	Cheeky Monkeys Day Nursery, Elstree Way, Borehamwood
HBA SA5	Hertsmere Civic Centre, Elstree Way, Borehamwood
HBA SA6	Hertsmere Civic Centre Car Park, Elstree Way, Borehamwood
HBA SA11	Cluster on Elstree Way
HBA SA12	Car Park, Theobald Street (south) including former Shiva Building
HBA SA15	Leeming Road Local Centre, Borehamwood
HBA SA16	Imperial Place, Elstree Way, Borehamwood
HBA SA17a	Well End Strategic Urban Extension, Borehamwood
HBA SA17c	Well End Strategic Urban Extension, Borehamwood
HBA SA17d	Well End Strategic Urban Extension, Borehamwood
HBA SA19	Paddocks, Barnet Lane (west), Borehamwood
HBA SA20	Paddocks, Barnet Lane (east), Borehamwood
HBA SA21	Field south of B5378, Borehamwood
HBA SA22	Parkview/ Borehamwood Golf Course
HBA SA23	Hollywood Court, Borehamwood
HBA SA24	Old Haberdasher's Sports Ground - Croxdale Road, Borehamwood
HBCA SA1	Land at Bowman’s Cross, Courser’s Road, Ridge
HBUSA SA4	Land at Little Bushey Lane (west), Bushey
HBUSA SA5	Land rear of Farm Way (north), Bushey
HBUSA SA6	Land at Elstree Road (south), Bushey
HBUSA SA7	Former Bushey Golf Course (Bushey Country Club)
HBUSA SA8	Bushey Hall Golf Course, Bushey
HOS SA1	Other Sports Facility, Watford Road/ Aldenham Road, Elstree
HPBA SA1	Tesco Superstore, Mutton Ln, Potters Bar
HPBA SA2	Canada Life House 2 - 6 High Street Potters Bar Hertfordshire
HPBA SA3	Sainsbury's, Sainsbury's Centre, Darkes Ln, Potters Bar
HPBA SA4	Potters Bar Railway Station Car Park, Darkes Lane, Potters Bar
HPBA SA5	11 Darkes Lane, Potters Bar
HPBA SA6	Bus Garage, High Street, Potters Bar
HPBA SA13	Land at Baker Street (east), Potters Bar
HPBA SA14	Land at Mutton Lane (north), Potters Bar
HPBA SA15	Land rear of Park Avenue, Potters Bar
HPBA SA16	Former Potters Bar Golf Course
HPBA SA17	Dove Lane, Potters Bar
HPBA SA18	Bridgefoot Lane (north), Potters Bar
HRA SA2	Car Park, The Brook, Radlett
HRA SA5	Land on Watford Road (north), Radlett
HRA SA6	Land on Watford Road (south), Radlett
HRA SA7	Land South Of Shenley Hill Radlett Hertfordshire
HRA SA8	Home Farm, Radlett

Proposed Site

Site ID: HBA SA1	**Site Address:** Borehamwood Town Centre Retail Park, Borehamwood
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 501
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 5.01Ha

Site Location

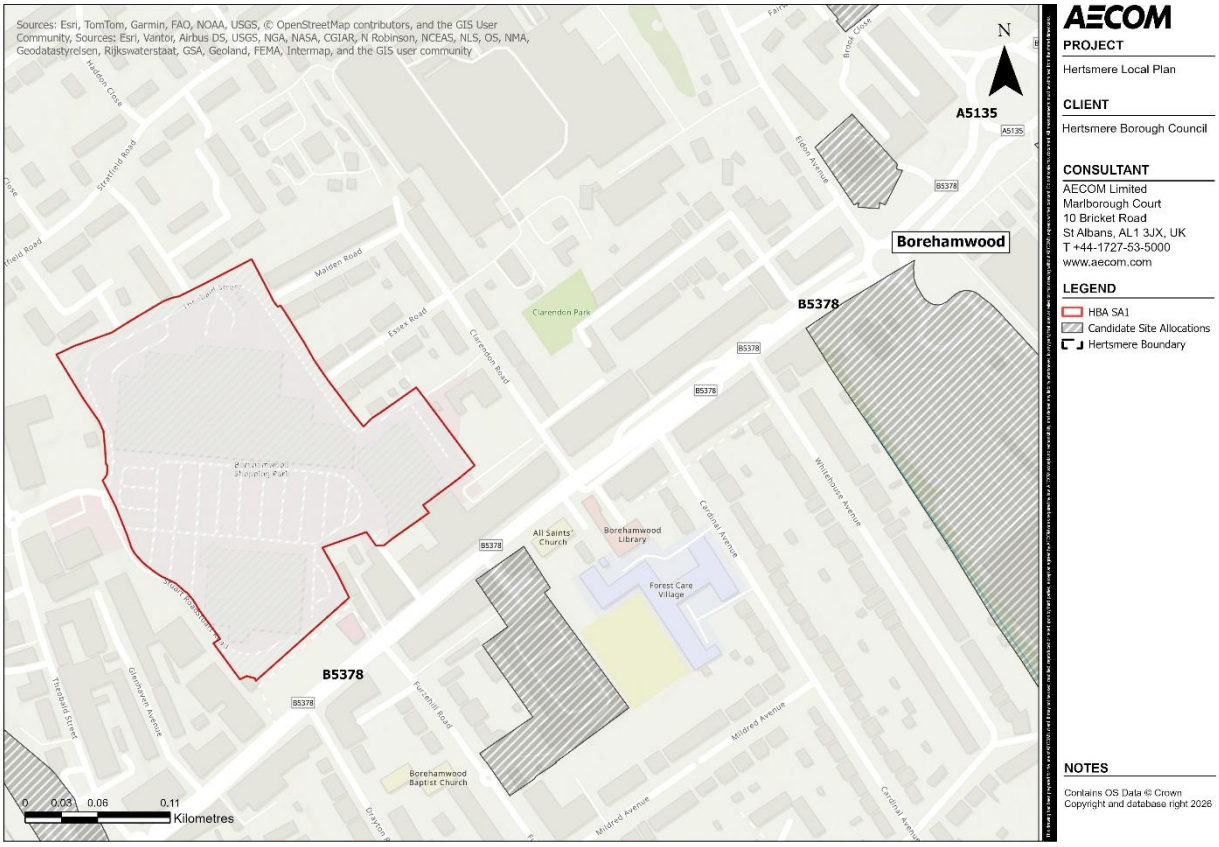


Figure 1: Borehamwood Town Centre Retail Park, Borehamwood site location

- The site is located in Borehamwood, approximately 2km northeast of Elstree and 2.1km southwest of Well End.
- The site is opposite to the Regulation 18 strategic urban site The Point, Shenley Road (HBA SA2) and northwest of Tesco Foodstore, Elstree Way (HBA SA3).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.48

Potters Bar – high street	8.07
Bushey	5.89
Radlett	3.93
St Albans	11.43
Watford	8.21
Hemel Hempstead	17.87
Hatfield	12.38
Stanmore Underground Station	4.54
High Barnet Underground Station	5.86

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.48km), Radlett (3.93km), and Bushey (5.89km).

- Stanmore Underground Station is located under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

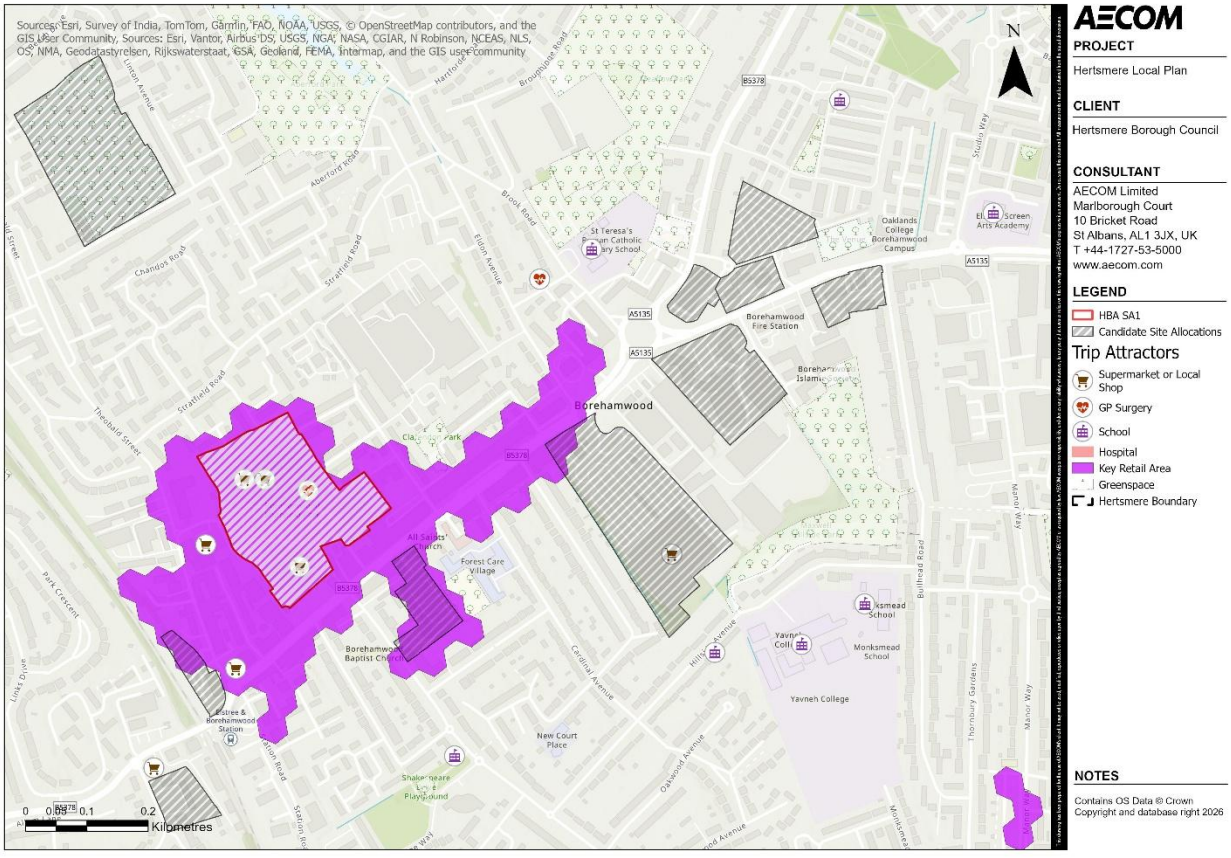


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	60 minutes	4.1 km	22 minutes	4.9 km
GP	The Grove Medical Centre	4 minutes	0.25 km	1 minute	0.26 km
Supermarket	Borehamwood Shopping Park	1 minute	0.05 km	1 minute	0.05 km
Primary School	St. Teresa's Primary School	12 minutes	0.9 km	3 minutes	1 km
Secondary School	Elstree Screen Arts Academy	21 minutes	1.5 km	6 minutes	1.7 km

- Many key services are located in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 15-minute walk.

- Some services, such as secondary schools, are not within walking distance but can be accessed within a 6-minute cycle. Others, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

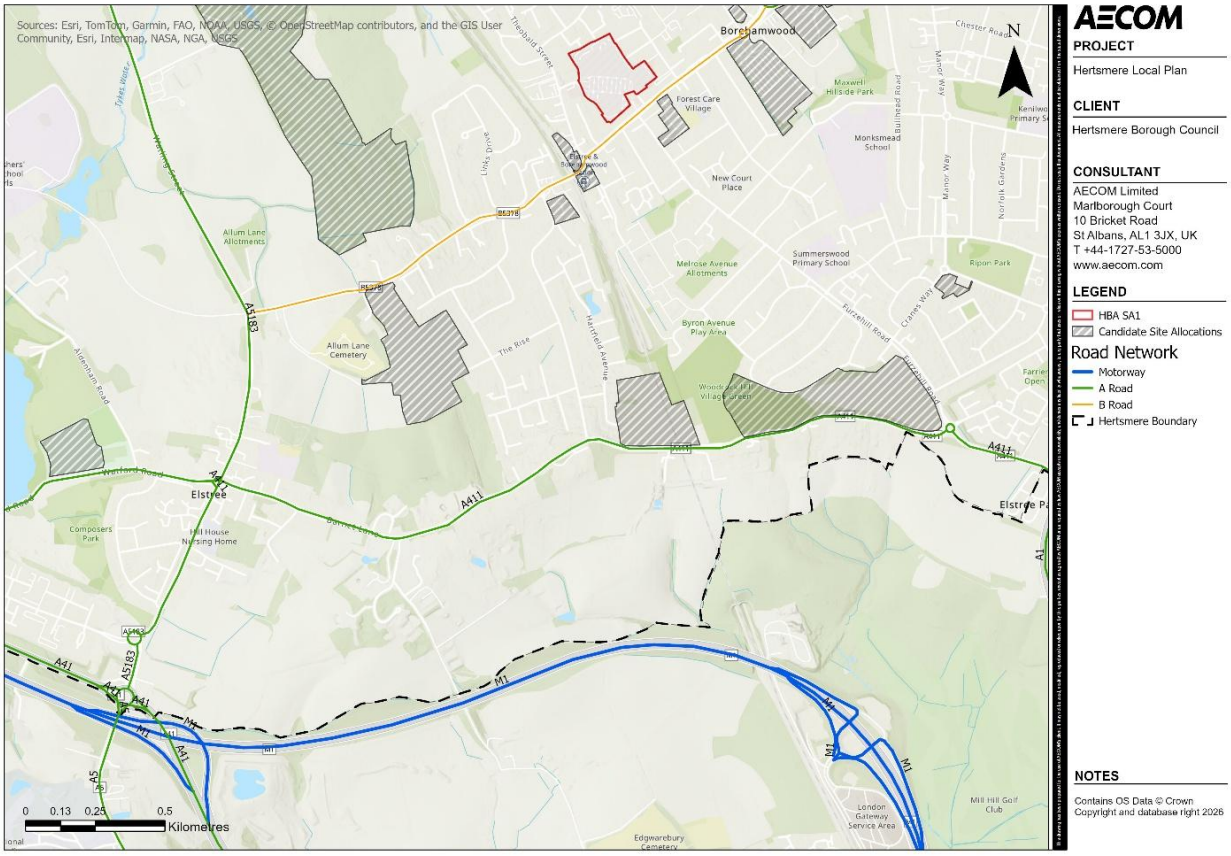


Figure 3: Map of the surrounding road network

- The B5378 Shenley Road, which links to major A roads to the east and west, borders the site to the south.

- The A5135 is situated approximately 600m east of the site, while the A5183 lies 1.5km to the west.

- The M1, which forms part of the Strategic Road Network (SRN), lies approximately 2km south of the site, providing a strategic north-south connection.

Public Transport Provision

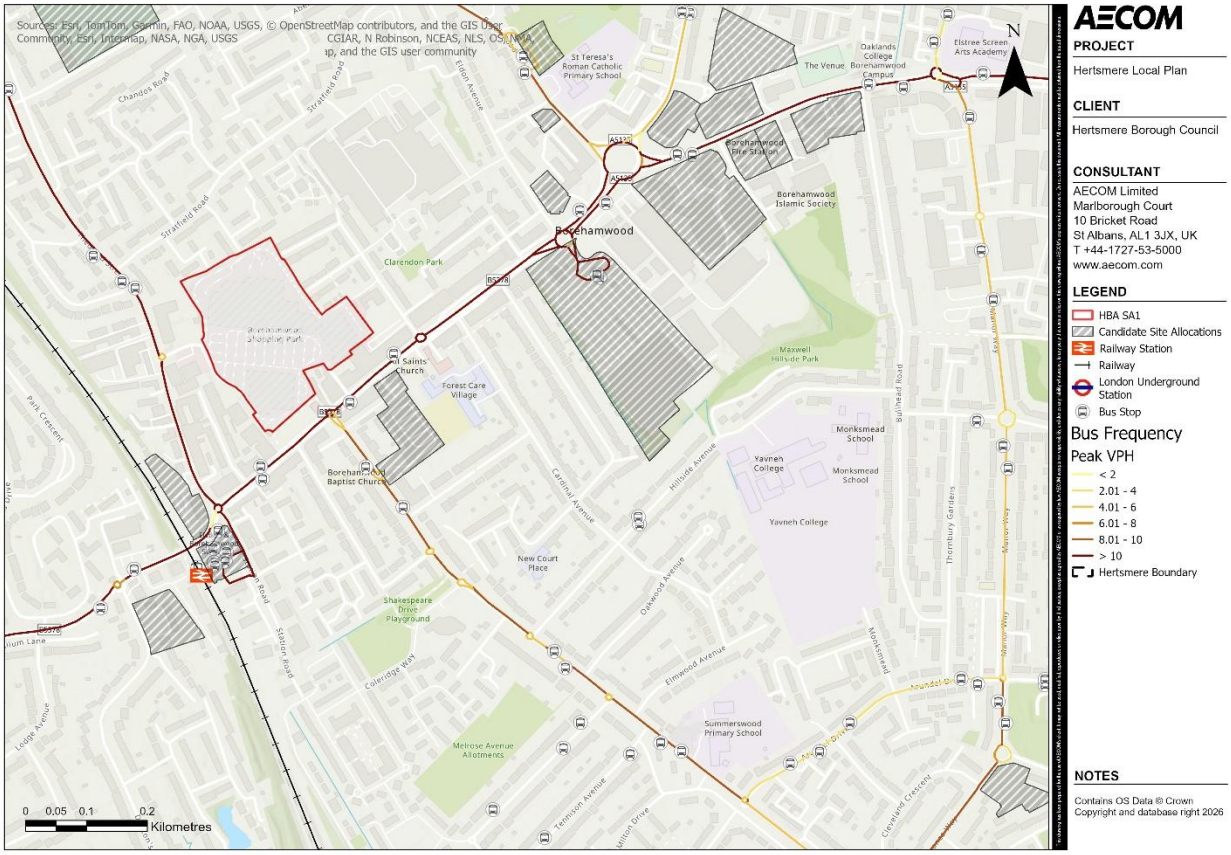


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 19 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Shenley Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is close to the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision

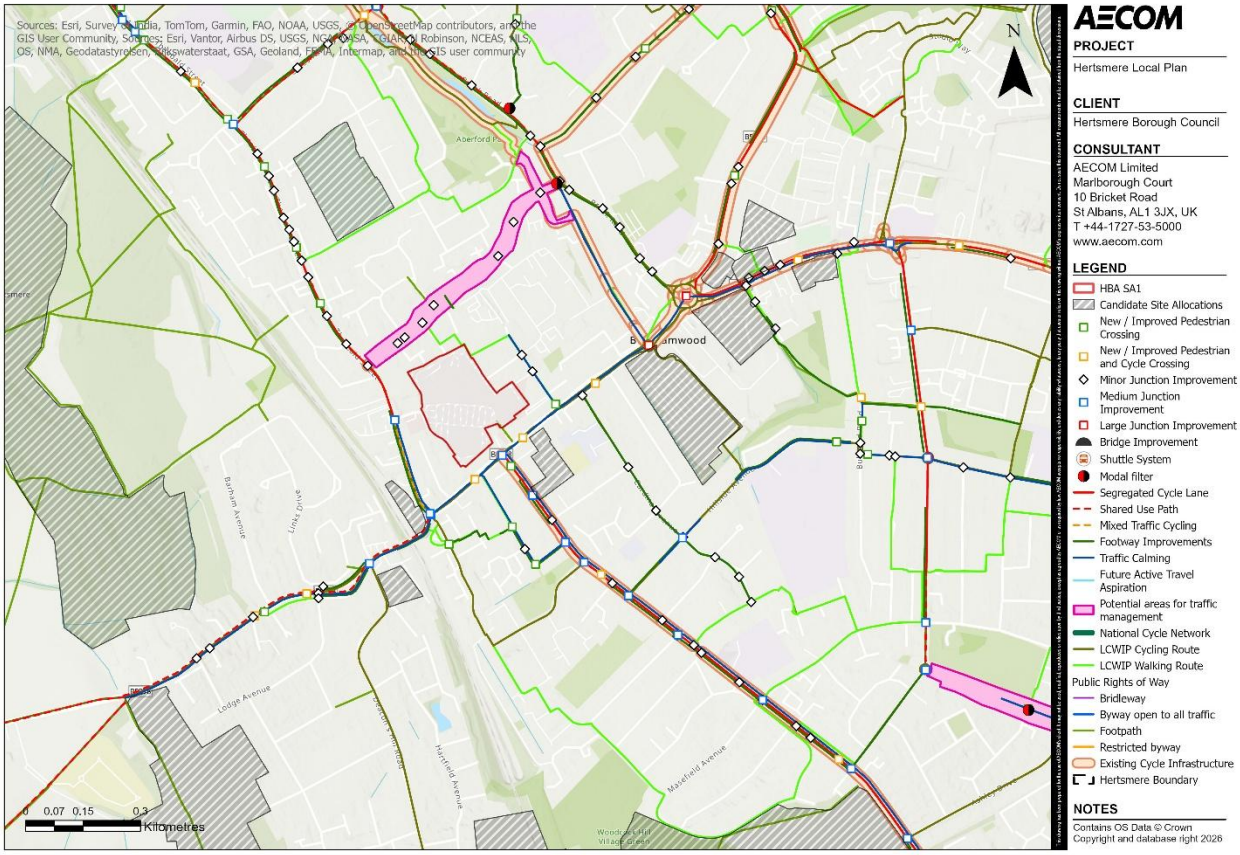


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An extensive network of leisure footpaths is located at The Hertsmere golf course, west of the site.
- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.
- The Hertsmere LCWIP Cycling Network runs near the site, connecting it to other parts of Borehamwood and the surrounding areas.

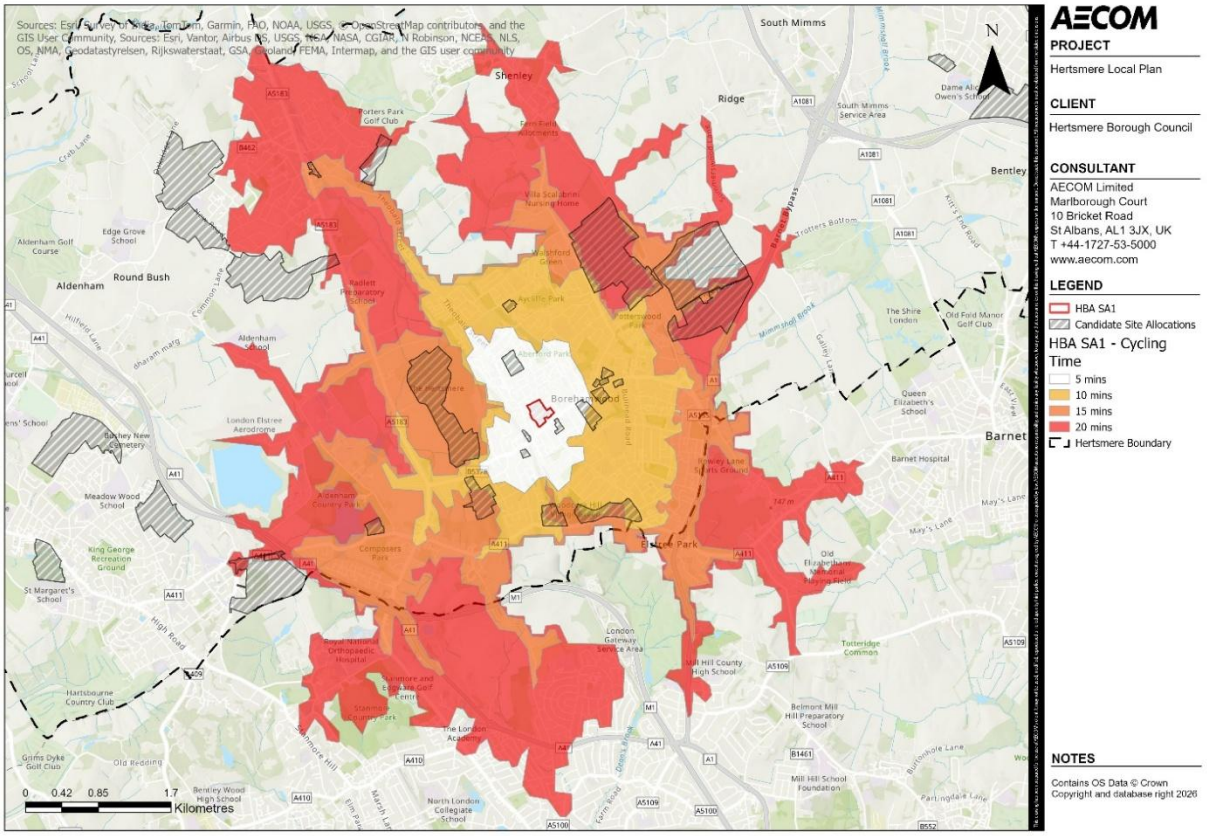


Figure 6: Cycling time from centre point of HBA SA1

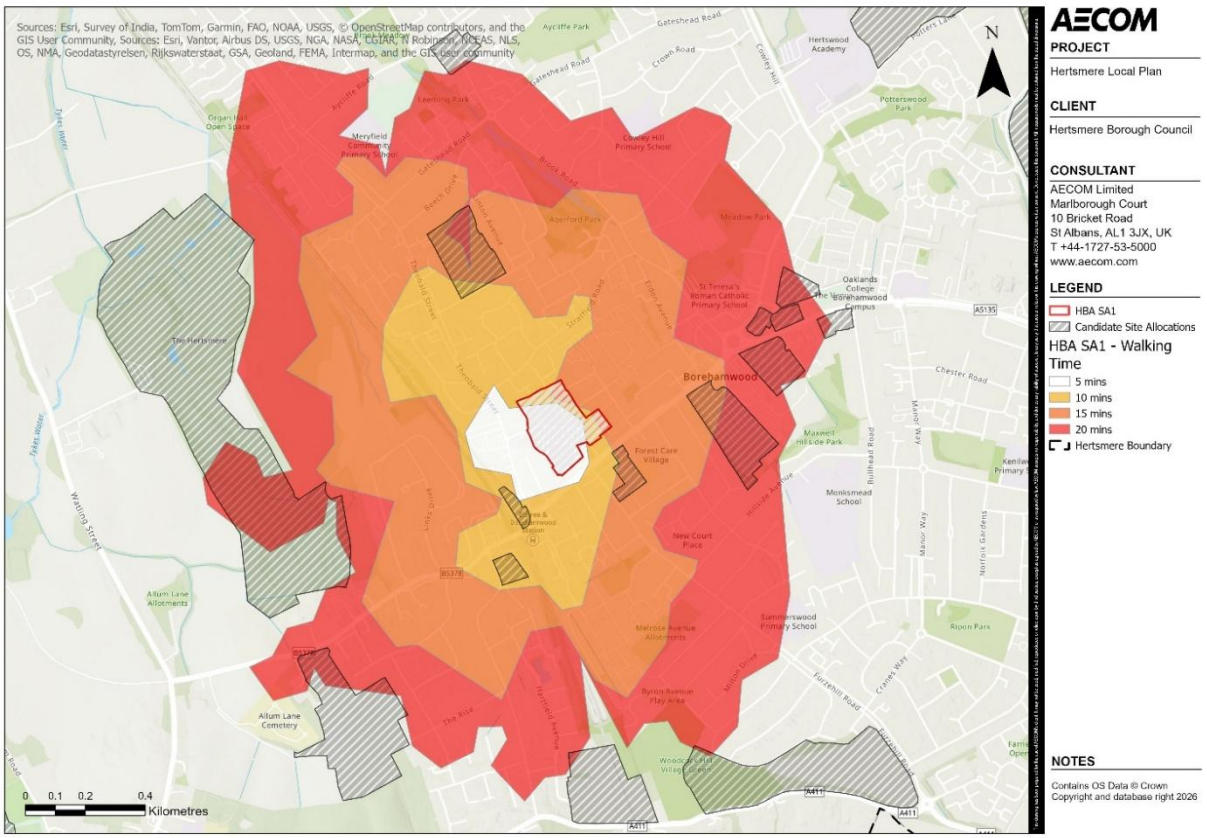


Figure 7: Walking time from centre point of HBA SA1

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	273	4.914	2462
Cyclists	0.026	13	0.179	90
Pedestrians	0.316	158	1.892	948
Public Transport Users	0.084	42	0.483	242

- Based on standard trip-rate assumptions for a C3 residential use and a total of 501 dwellings, the development is expected to generate approximately 273 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 2462 vehicle trips, 90 cycle trips, 948 pedestrian trips and 242 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

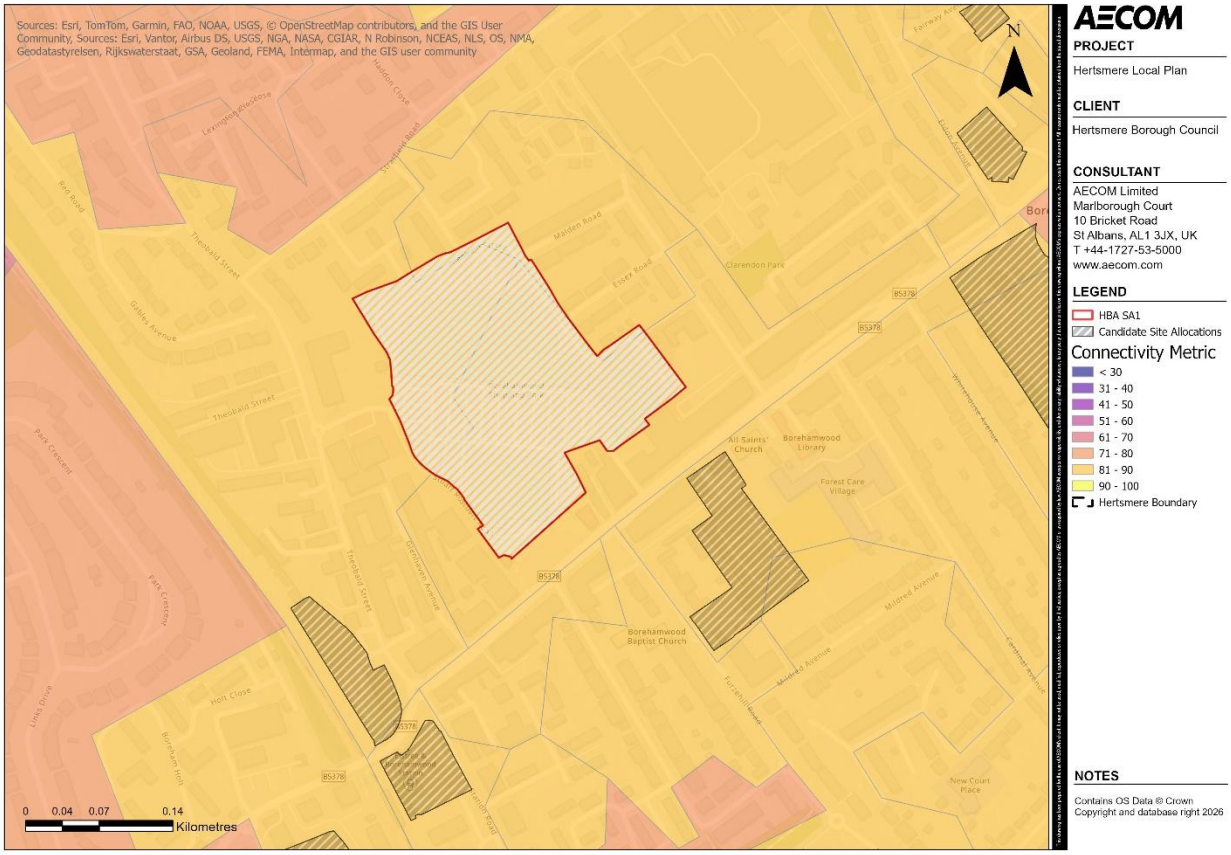
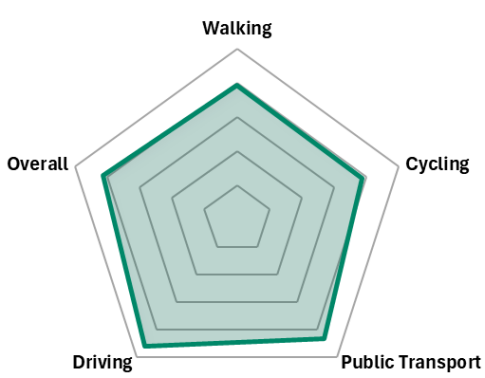


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus and rail services near to the site providing connections to local and regional destinations, although some bus services could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes, with connectivity improving towards the south of the site.



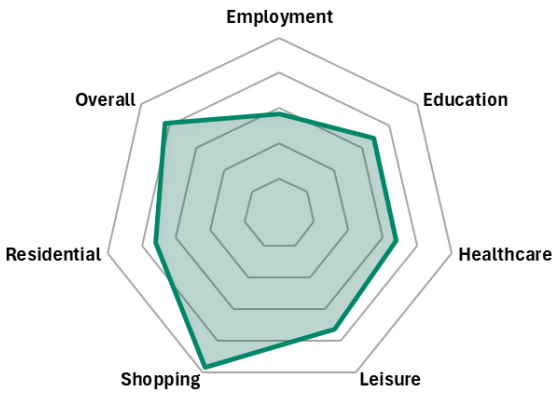


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA2	**Site Address:** Pure Gym Borehamwood, Borehamwood
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 51
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 1.02Ha

Site Location

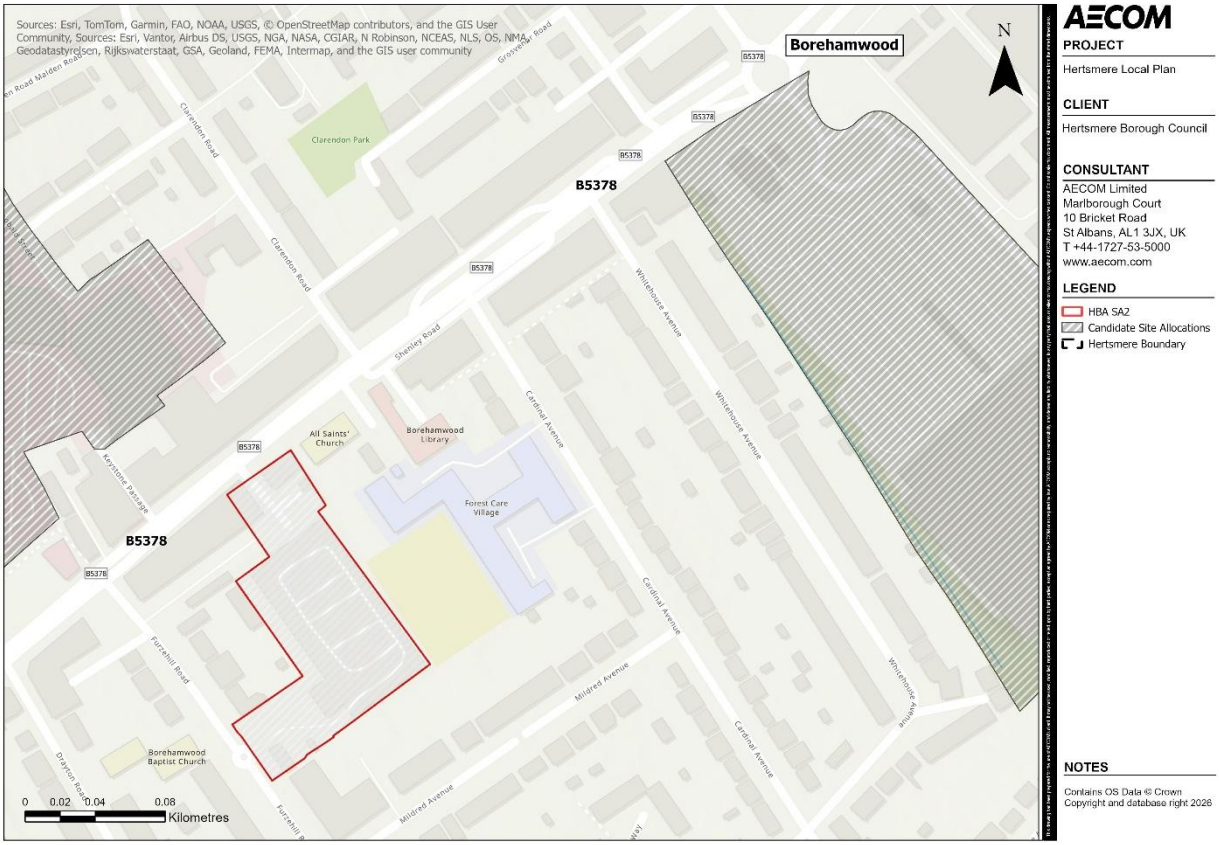


Figure 1: Pure Gym Borehamwood, Borehamwood site location

- The site is located in Borehamwood, approximately 2km northeast of Elstree and 2.1km southwest of Well End.
- The site is opposite to the Regulation 18 site Borehamwood Town Centre Retail Park (HBA SA1).
- The B5378 runs immediately north of the site, providing a key connection to the A roads located to the east and west of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.40
Potters Bar – high street	7.98
Bushey	6.06
Radlett	4.20
St Albans	11.67
Watford	8.41
Hemel Hempstead	17.56
Hatfield	12.48
Stanmore Underground Station	4.36
High Barnet Underground Station	5.64

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.40km), Radlett (4.20km), and Bushey (6.06km).

- Stanmore Underground Station is located just under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

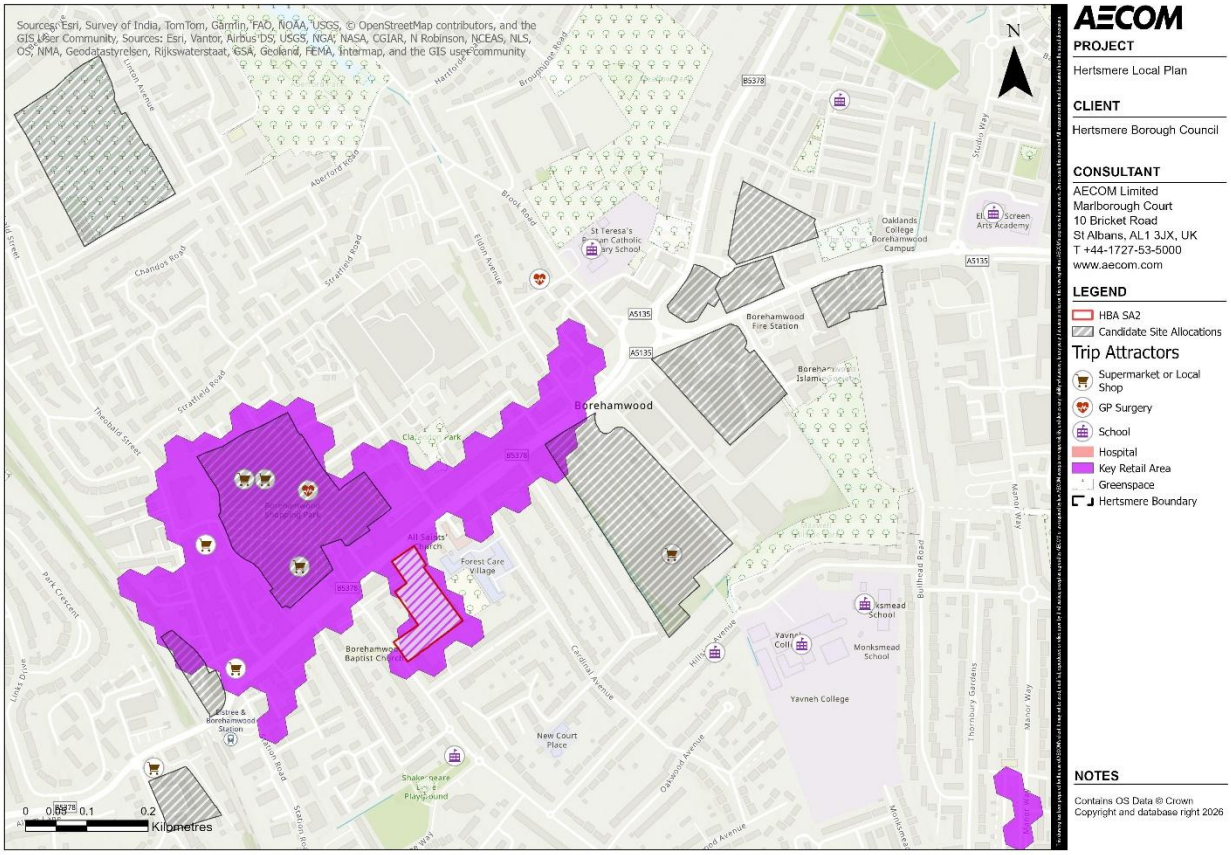


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	61 minutes	4.2 km	21 minutes	4.3 km
GP	The Grove Medical Centre	11 minutes	0.75 km	3 minutes	0.8 km
Supermarket	Longdan Borehamwood	7 minutes	0.5 km	2 minutes	0.55 km
Primary School	St. Teresa's Primary School	16 minutes	1.2 km	4 minutes	1.2 km
Secondary School	Yavneh College	15 minutes	1.1 km	5 minutes	1.1 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

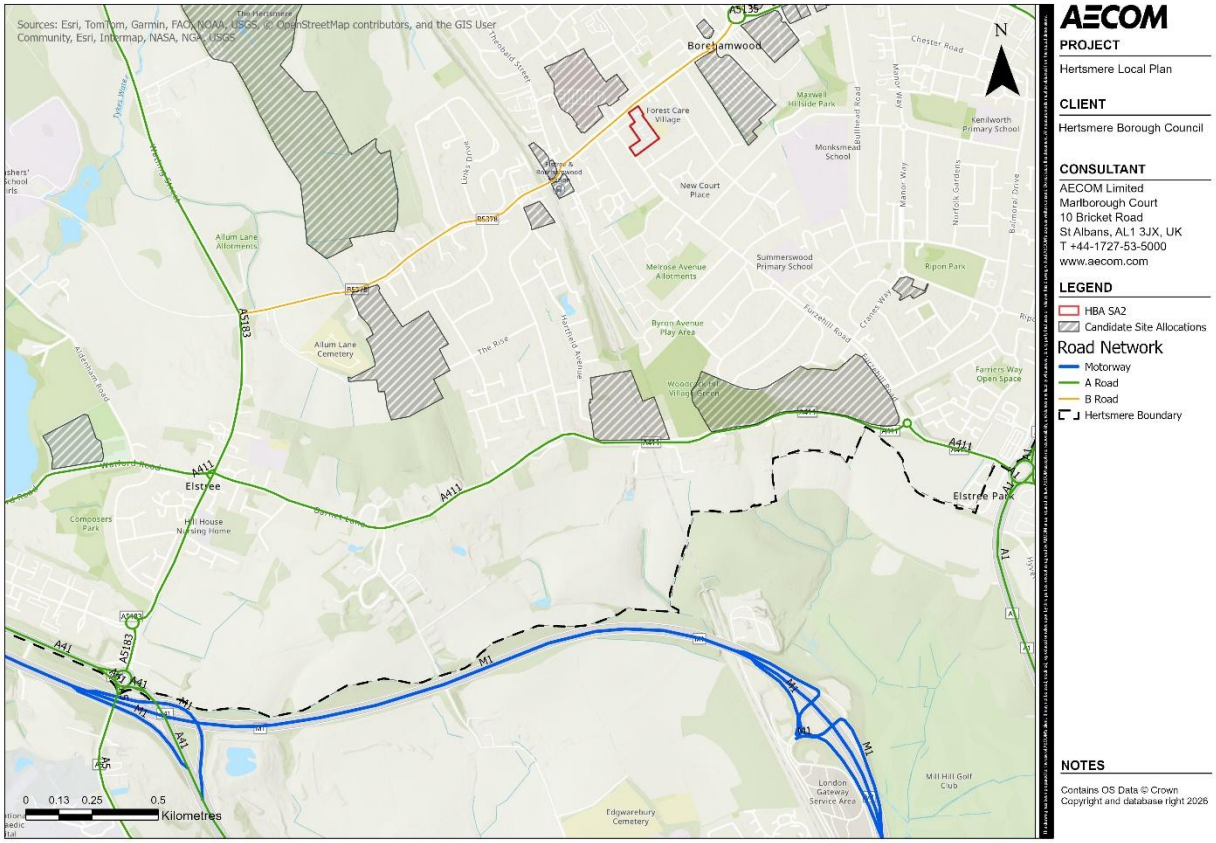


Figure 3: Map of the surrounding road network

- The B5378, which links to major A roads to the east and west, borders the site to the north.
- The A5135 is situated approximately 600m east of the site, while the A5183 lies 1.6km to the west.
- The M1, which forms part of the Strategic Road Network (SRN), lies approximately 1.1km south of the site, providing a strategic north-south connection.

Public Transport Provision

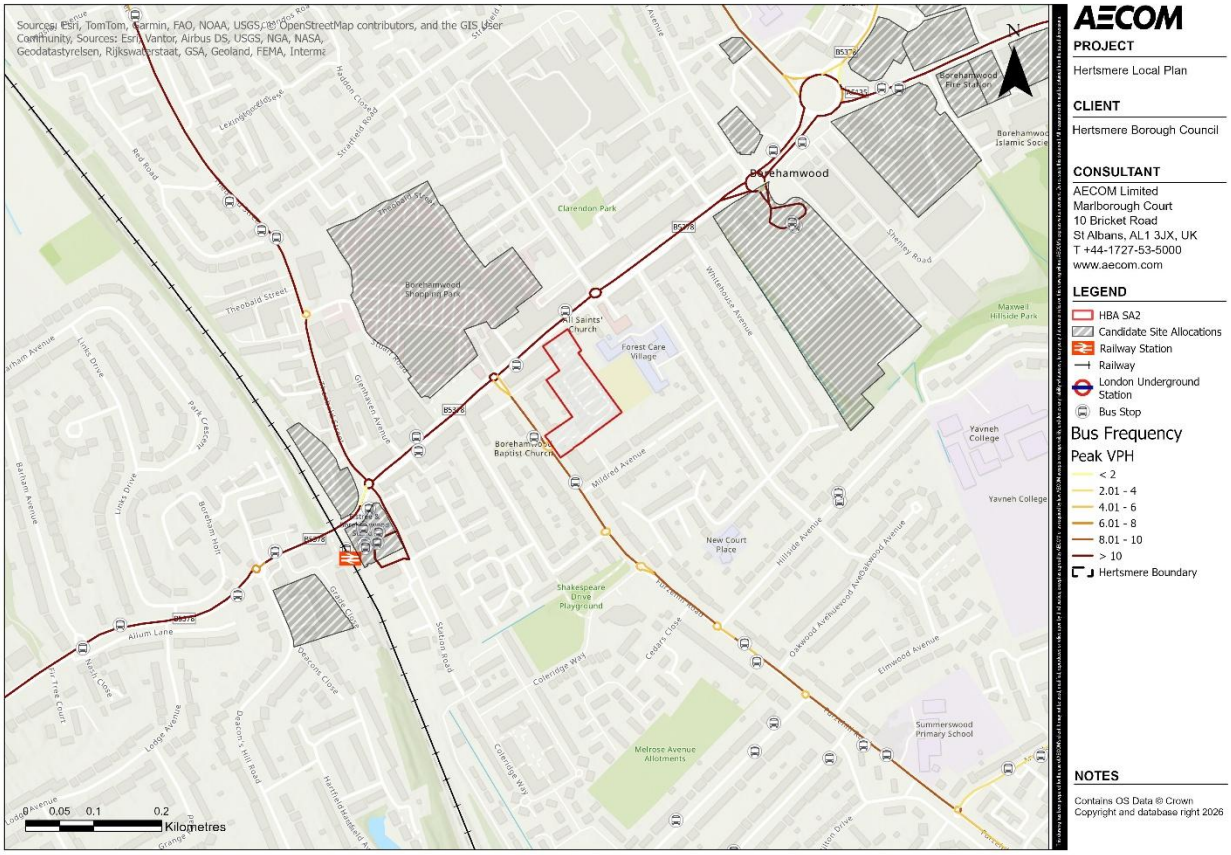


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 18 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Shenley Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

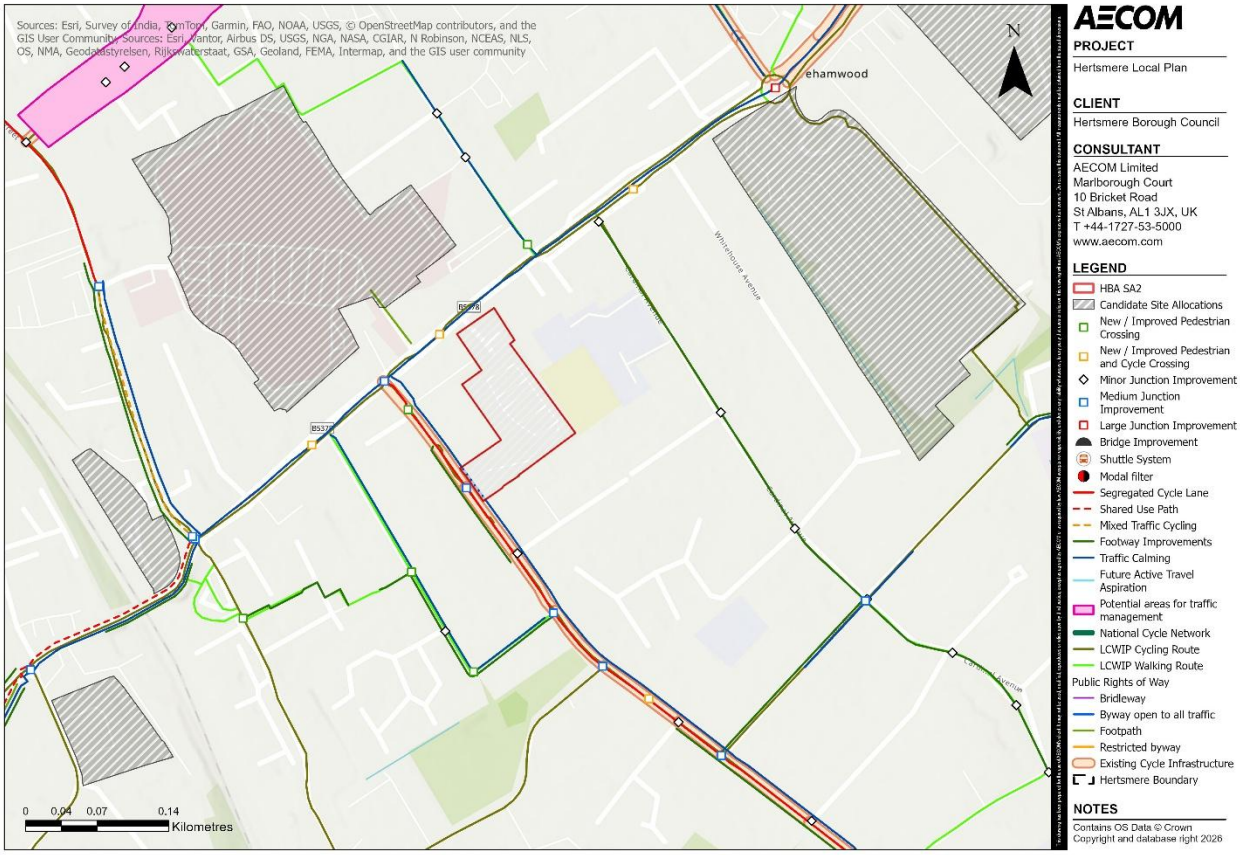


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network surrounding the site is limited. The closest footpath is north of the site, which offers a connection to Regulation 18 site allocation Borehamwood Town Centre Retail Park (HBA SA1).

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on roads bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

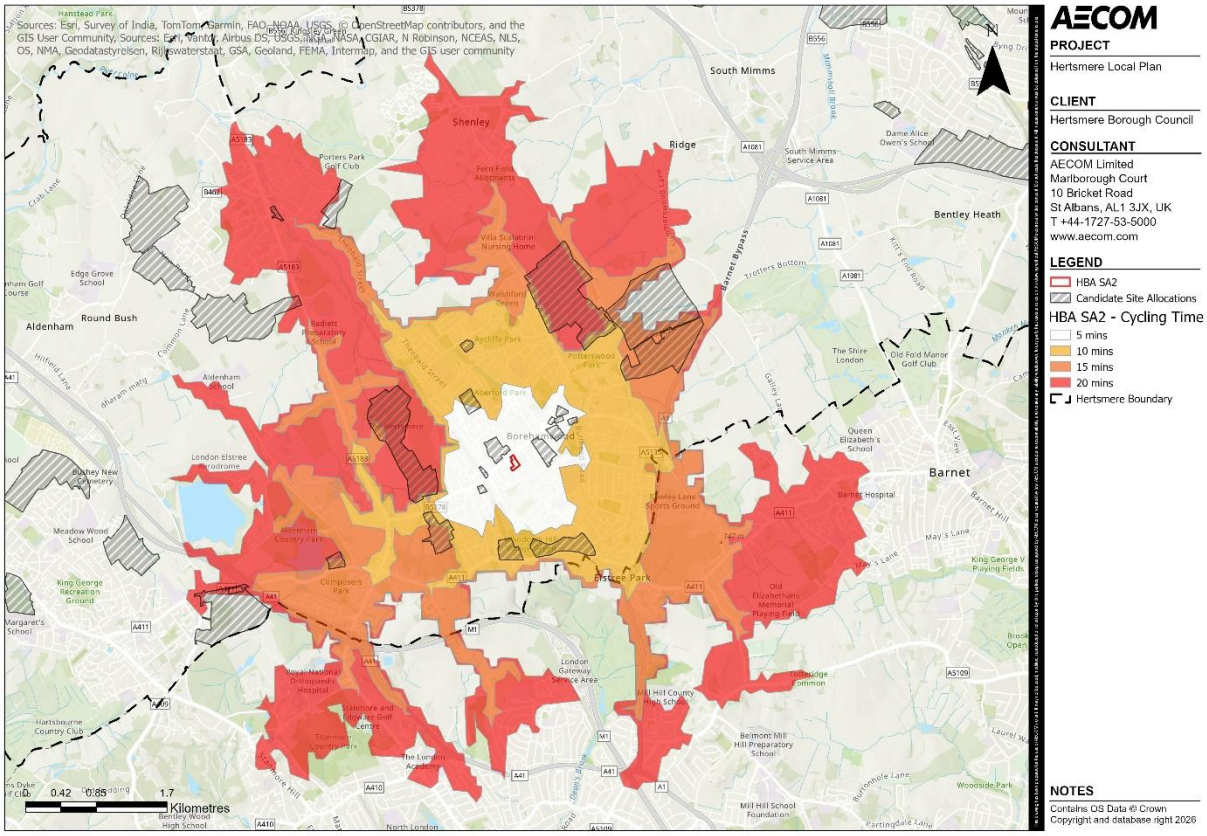


Figure 6: Cycling time from centre point of HBA SA2

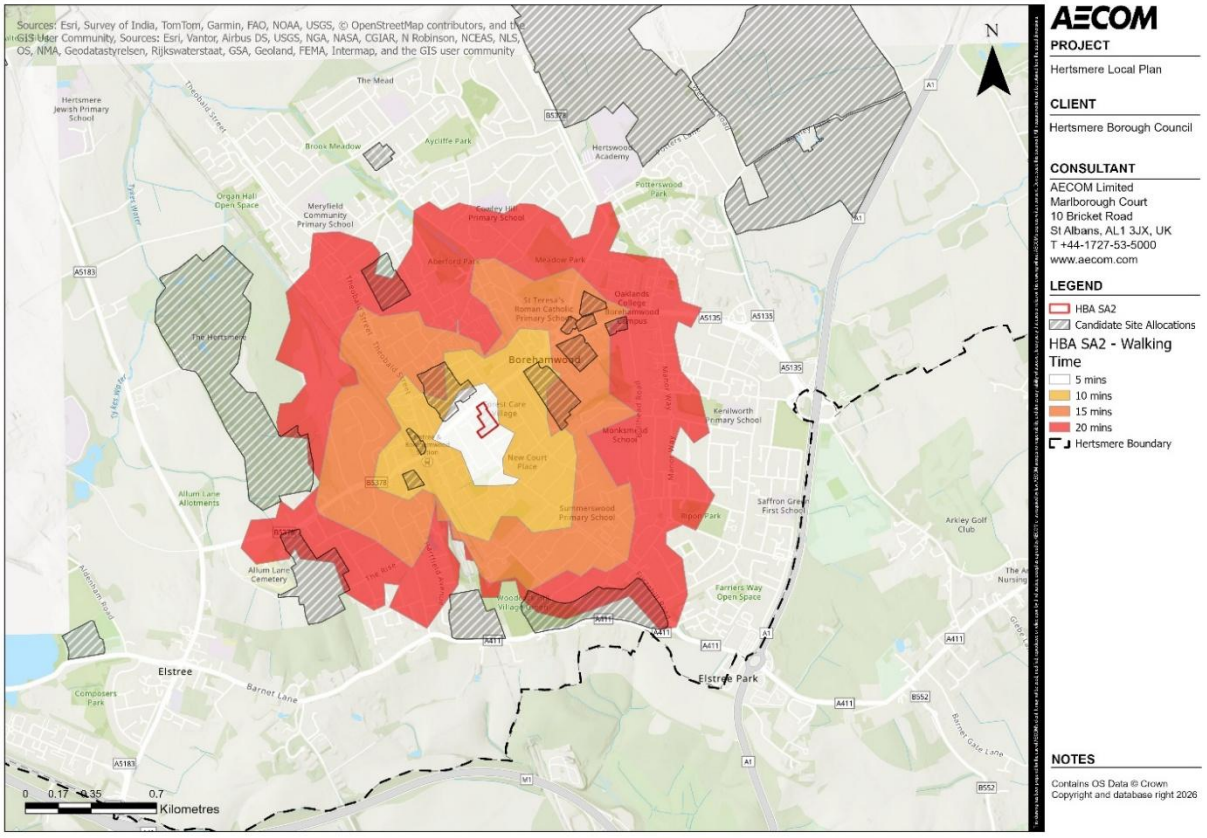


Figure 7: Walking time from centre point of HBA SA2

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 10-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	28	4.914	251
Cyclists	0.026	1	0.179	9
Pedestrians	0.316	16	1.892	96
Public Transport Users	0.084	4	0.483	25

- Based on standard trip-rate assumptions for a C3 residential use and a total of 51 dwellings, the development is expected to generate approximately 28 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 251 vehicle trips, 9 cycle trips, 96 pedestrian trips and 25 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

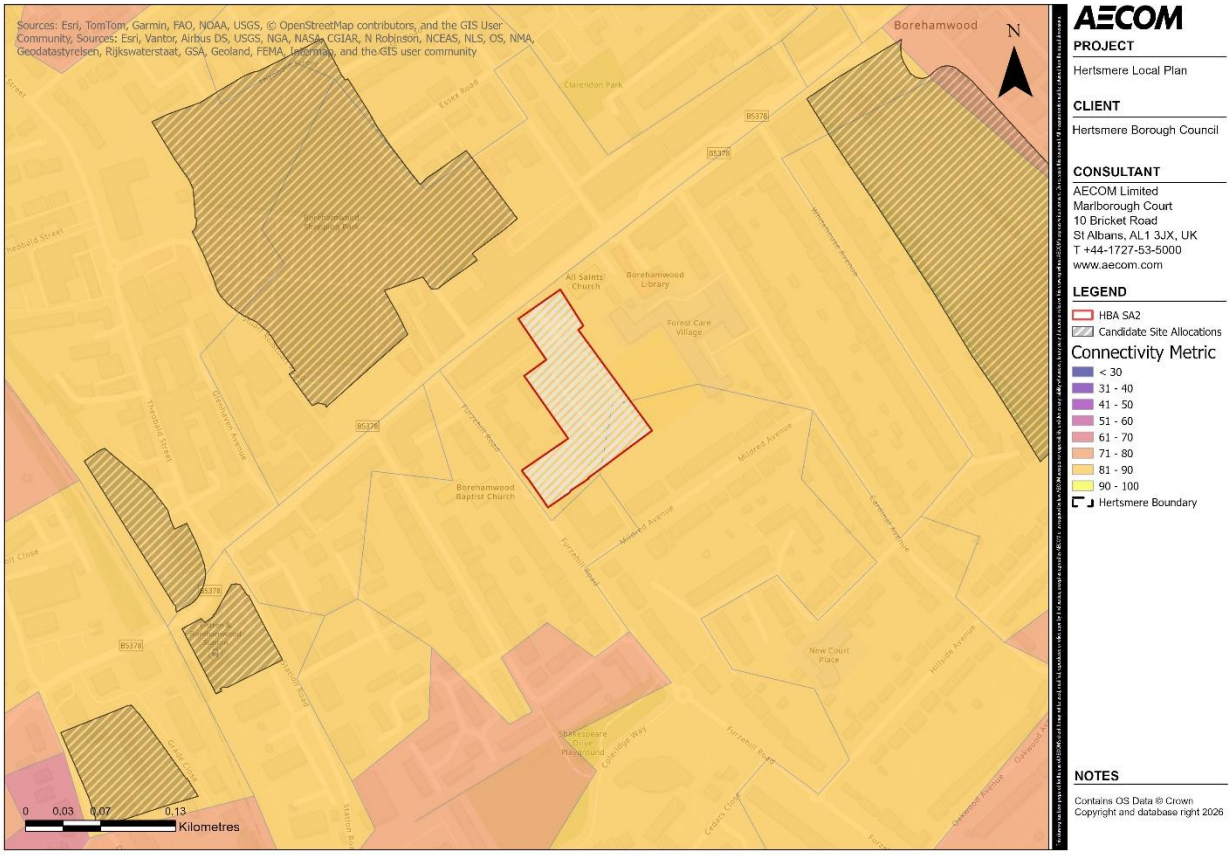


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus and rail services near to the site providing connections to local and regional destinations, although some bus services could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes, with connectivity improving towards the south of the site.

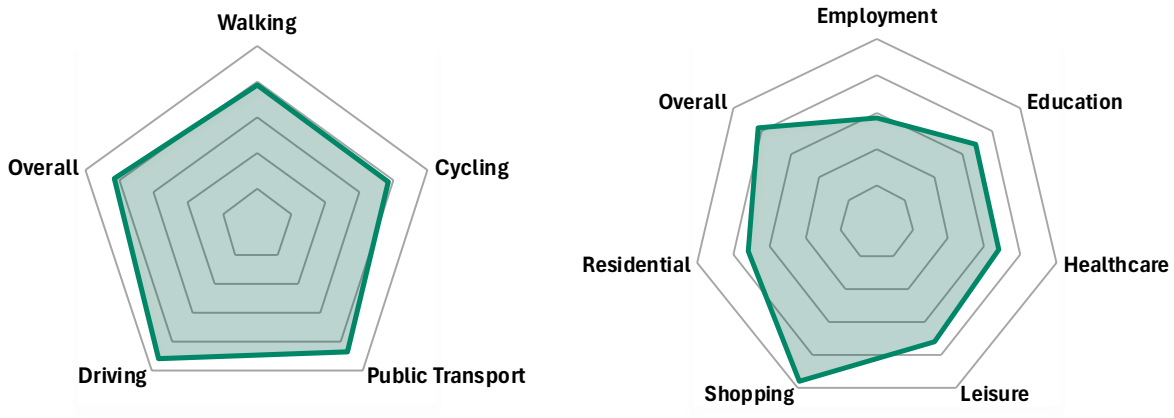


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA3	**Site Address:** Tesco Foodstore, Elstree Way, Borehamwood
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 468
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 4.68Ha

Site Location

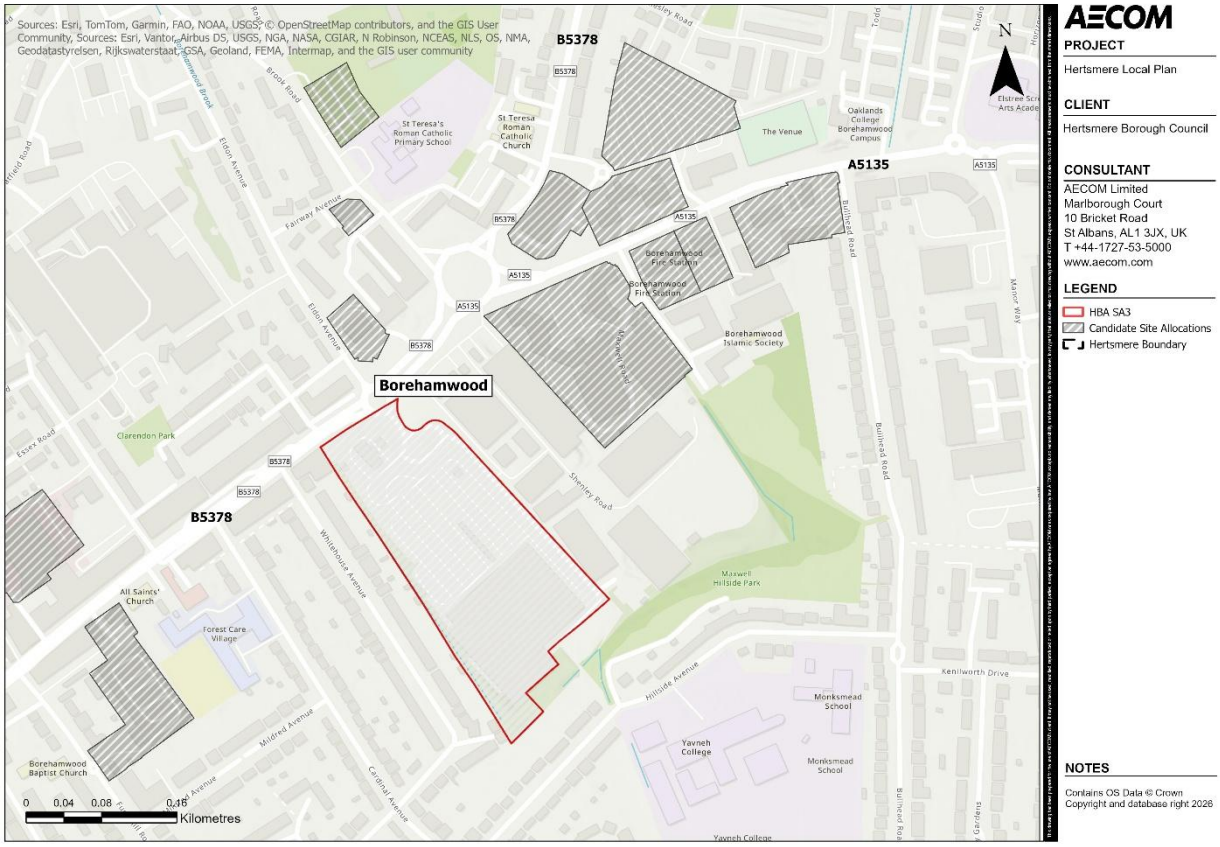


Figure 1: Tesco Foodstore, Elstree Way, Borehamwood site location

- The site is located in Borehamwood, approximately 2.4km northeast of Elstree and 1.8km southwest of Well End.

- Nine site allocations are located to the north-west of the site, surrounding Elstree Way / Shenley Roundabout. A further two site allocations are located within 600m west of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.19
Potters Bar – high street	7.60
Bushey	6.44
Radlett	4.36
St Albans	11.68
Watford	8.77
Hemel Hempstead	17.78
Hatfield	12.24
Stanmore Underground Station	4.68
High Barnet Underground Station	5.30

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.19km), Radlett (4.36km), and Bushey (6.44km).

- Stanmore Underground Station is located just under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

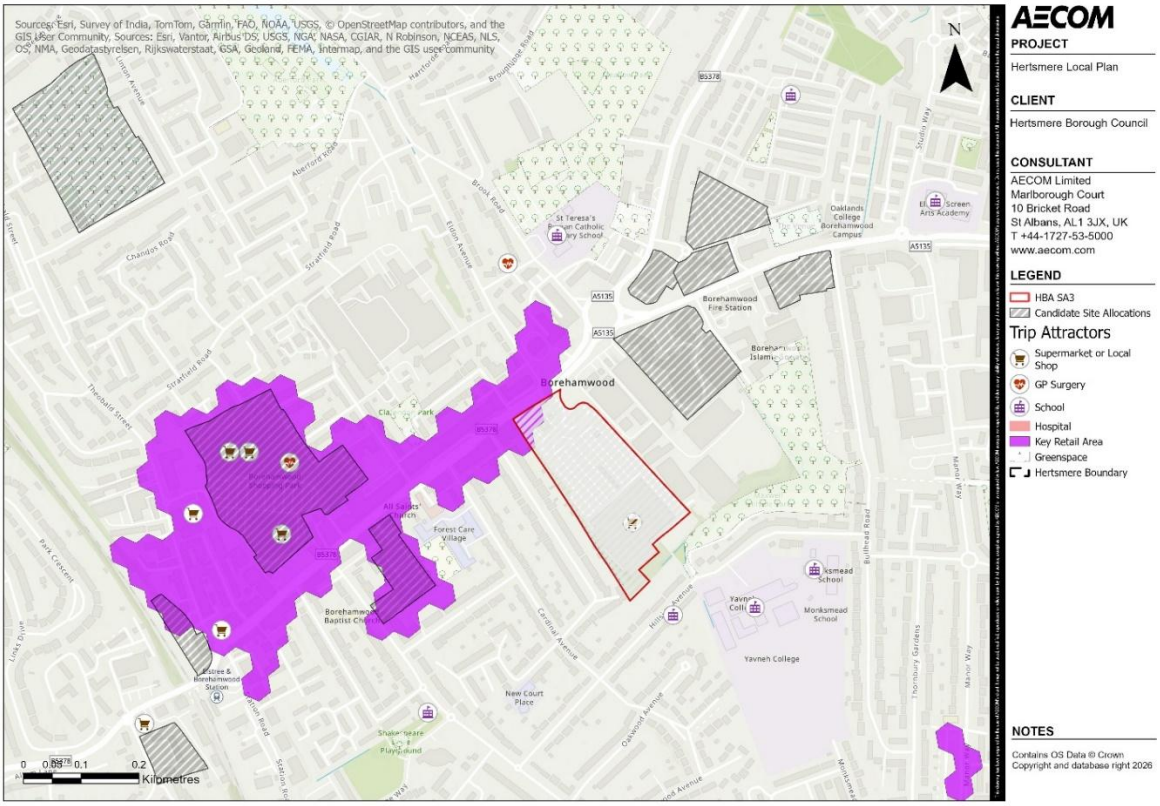


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	66 minutes	4.5 km	23 minutes	4.9 km
GP	Fairbrook Medical Centre	7 minutes	0.5 km	2 minutes	0.7 km
Supermarket	Tesco	1 minute	0.05 km	1 minute	0.05 km
Primary School	Yavneh Primary School	7 minutes	0.45 km	2 minutes	0.45 km
Secondary School	Yavneh College	7 minutes	0.45 km	2 minutes	0.45 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 10-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

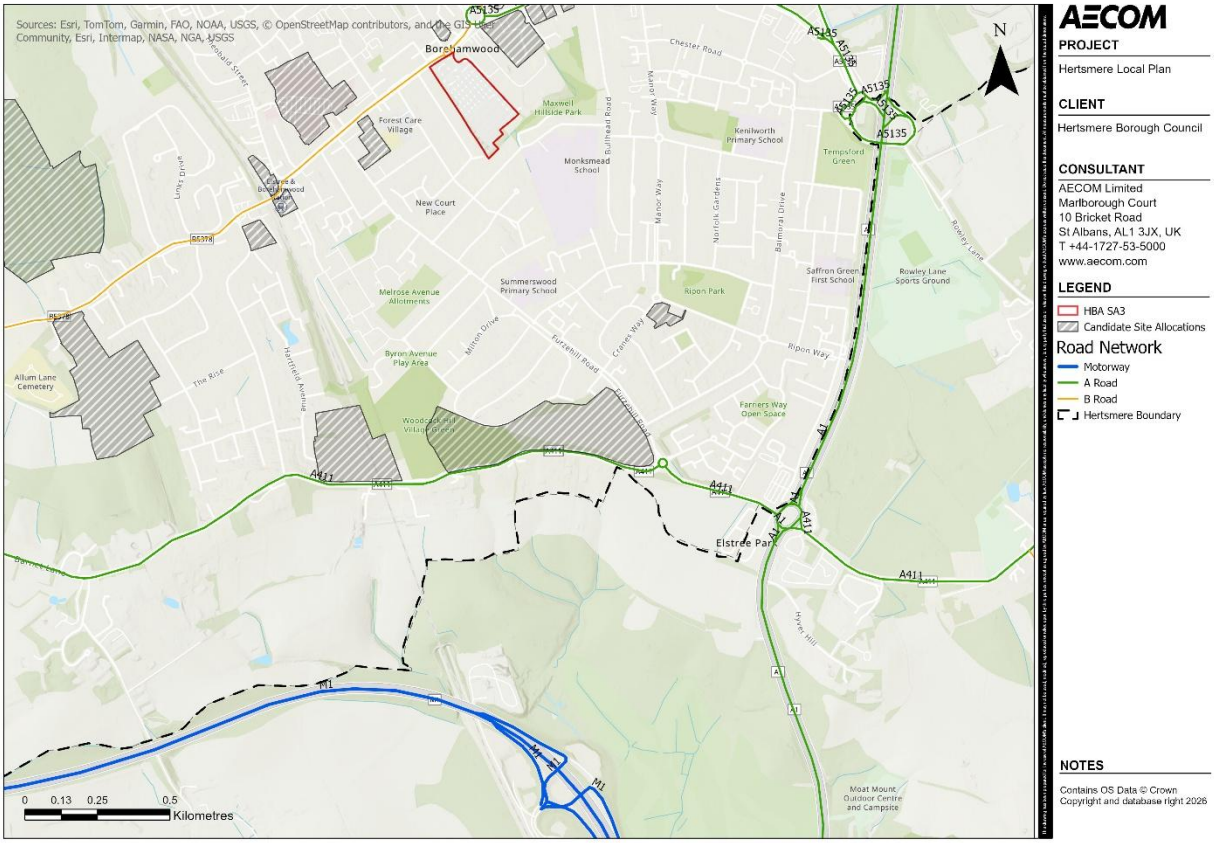


Figure 3: Map of the surrounding road network

- The B5378 Shenley Road, which links to major A roads to the east and west, borders the site to the north.

- The A5135 is situated approximately 200m northeast of the site, while the A5183 lies 2km to the west.

- The M1, which forms part of the Strategic Road Network (SRN), lies approximately 2km south of the site, providing a strategic north-south connection.

Public Transport Provision

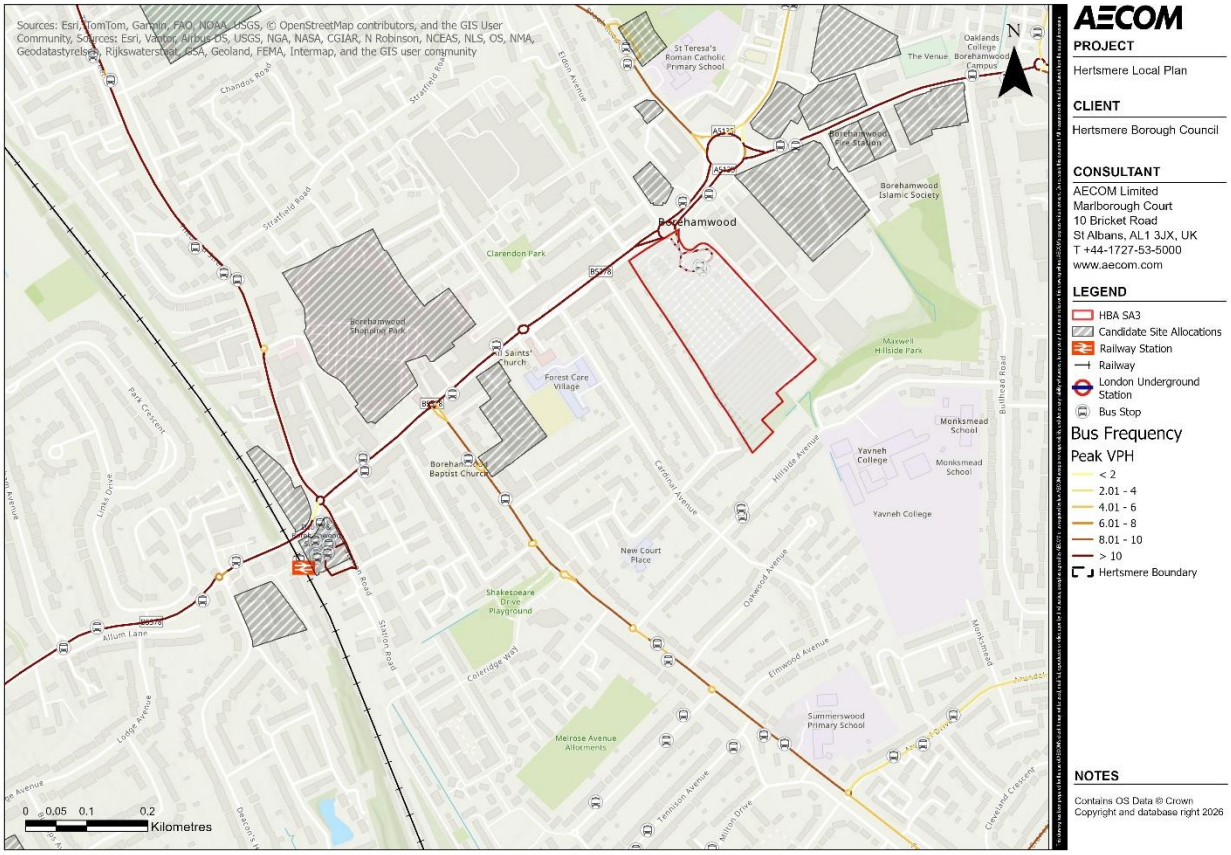


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 16 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Shenley Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

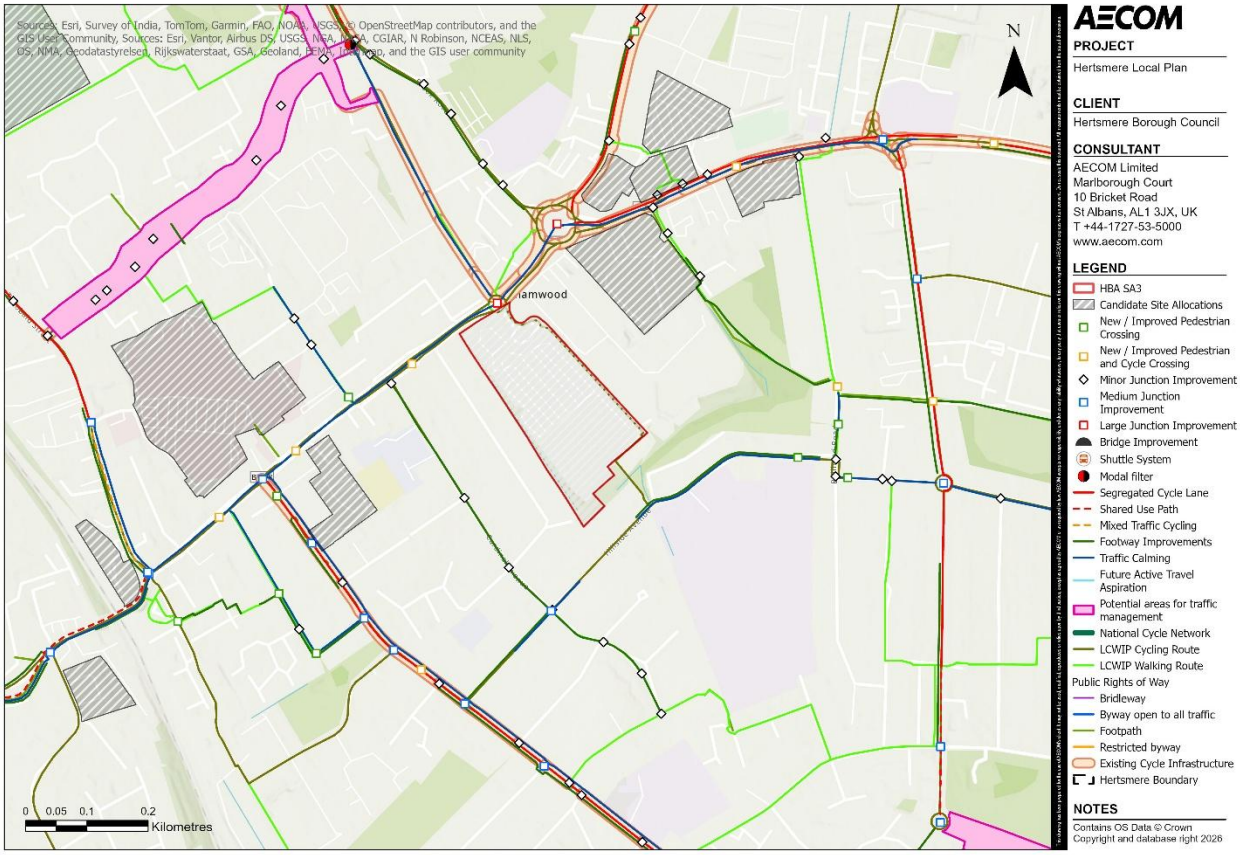


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network surrounding the site is minimal.
- A small (approximately 420m long) footpath is located to the east of the site, providing a connection between the A5135 Elstree Way and Bullhead Road via Cinder Path.
- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.
- The Hertsmere LCWIP Cycling Network runs on Shenley Road bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

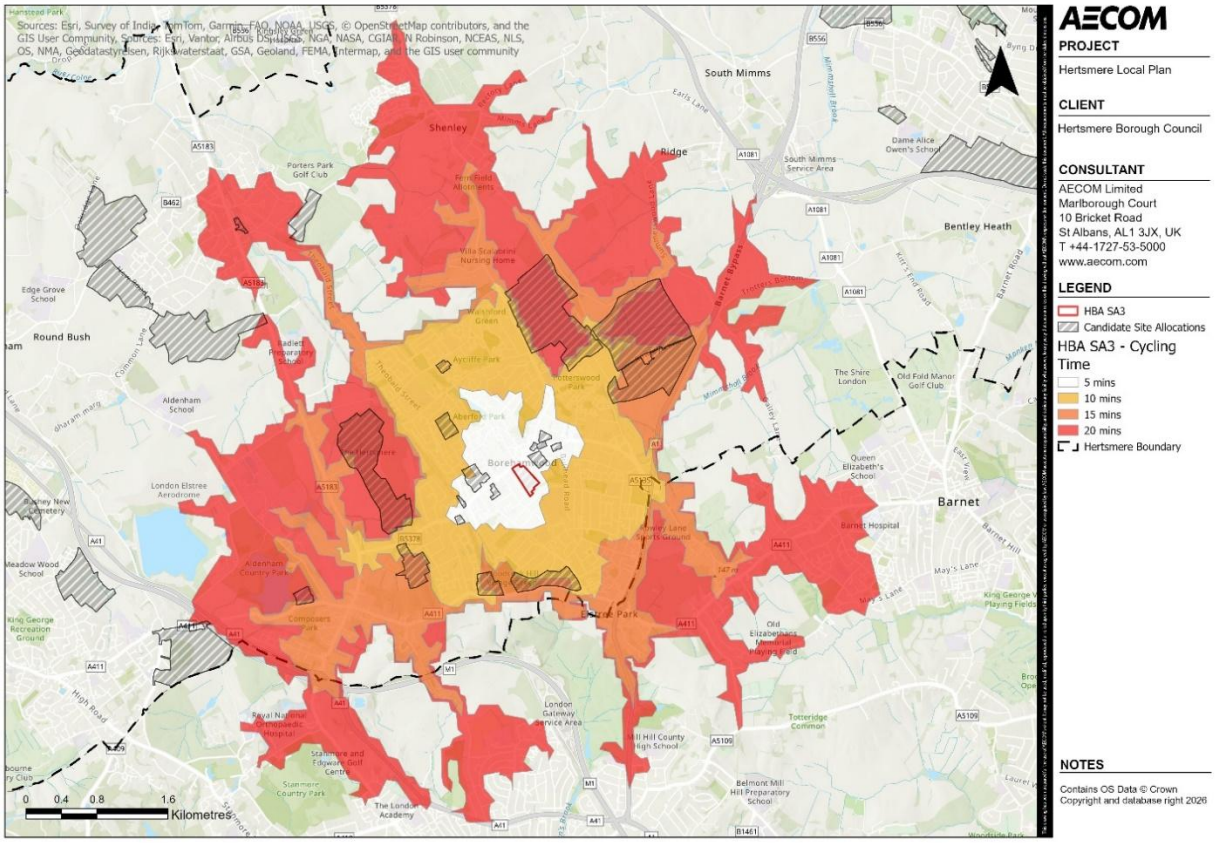


Figure 6: Cycling time from centre point of HBA SA3

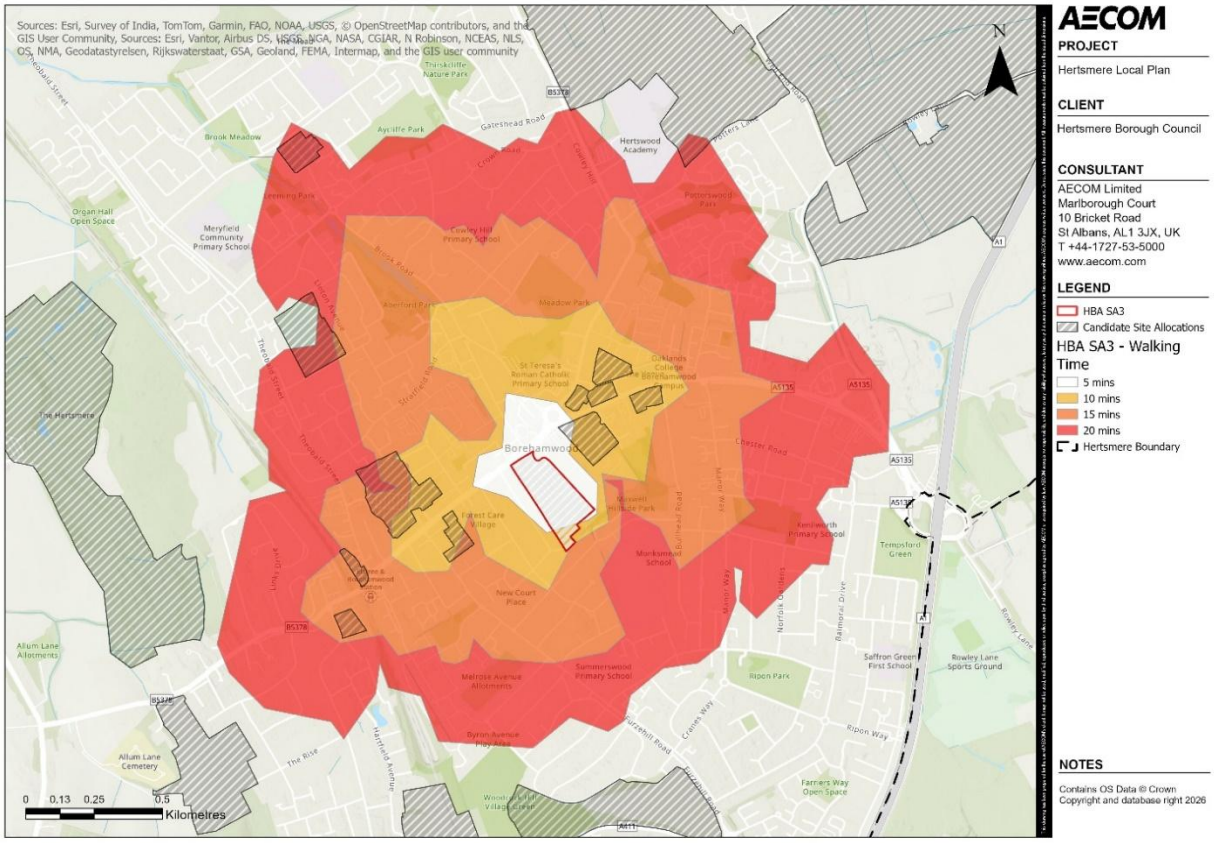


Figure 7: Walking time from centre point of HBA SA3

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	255	4.914	2300
Cyclists	0.026	12	0.179	84
Pedestrians	0.316	148	1.892	885
Public Transport Users	0.084	39	0.483	226

- Based on standard trip-rate assumptions for a C3 residential use and a total of 468 dwellings, the development is expected to generate approximately 255 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 2300 vehicle trips, 84 cycle trips, 885 pedestrian trips and 226 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

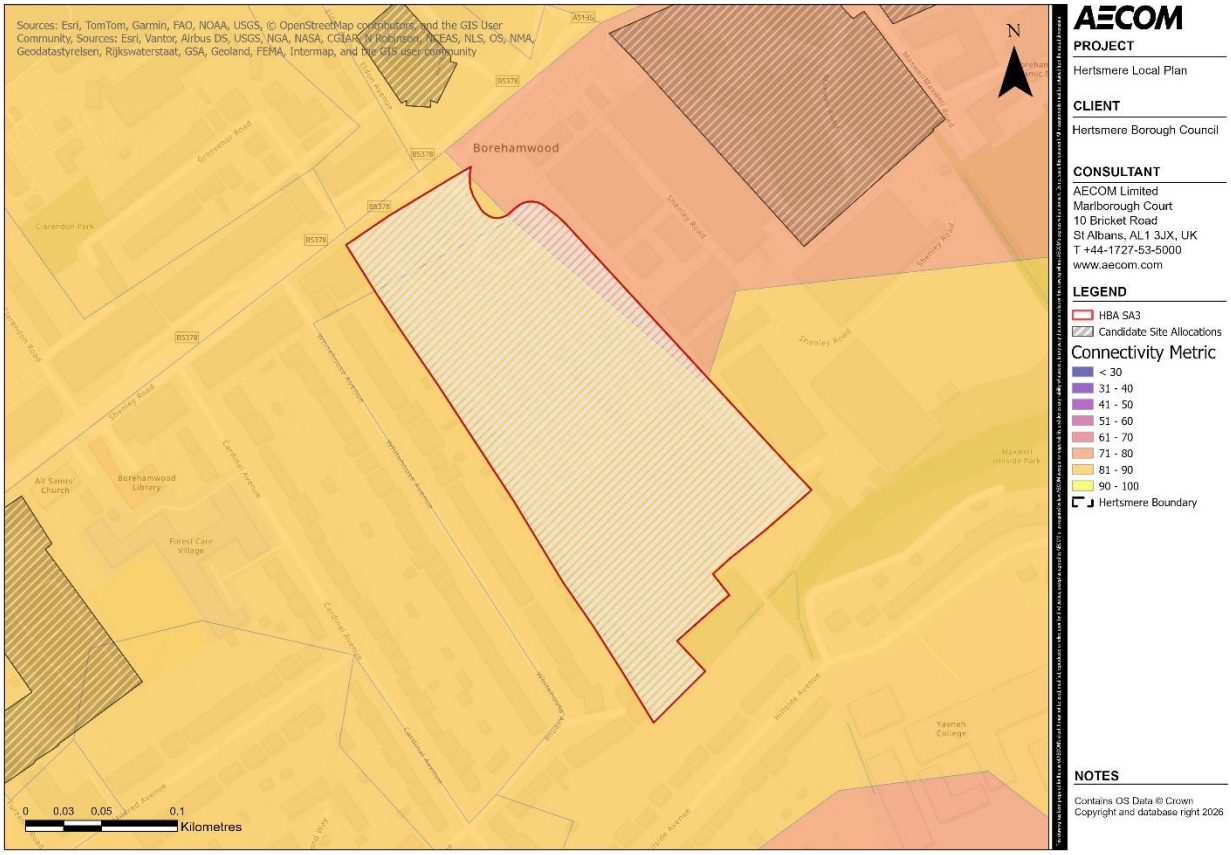


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are generally strong.

- Overall, the site allocation area falls within the 71st–90th percentiles for connectivity across most modes, with connectivity improving towards the south of the site.

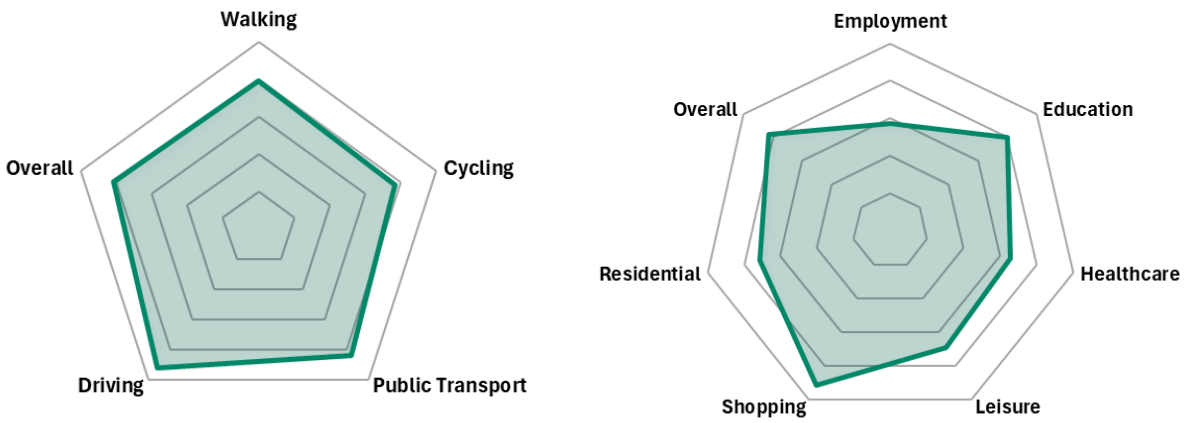


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA4	**Site Address:** Cheeky Monkeys Day Nursery, Elstree Way, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 120
Land Use Type: Comprehensive mixed-use redevelopment comprised of social/ community infrastructure (at ground level) and residential above (with vertical intensification).	**Site Area (Hectares):** 0.60Ha

Site Location

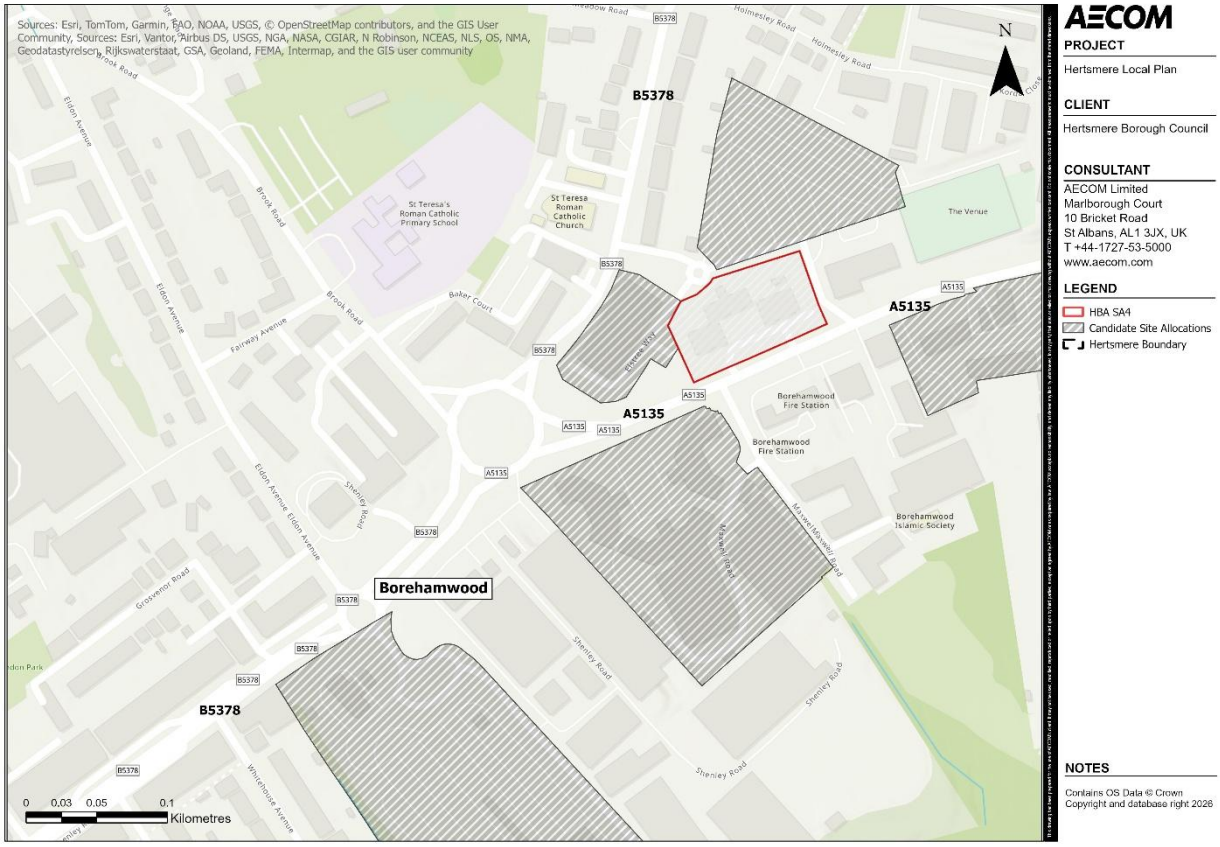


Figure 1: Cheeky Monkeys Day Nursery, Borehamwood site location

- The site is located in Borehamwood, approximately 1.4km southwest of Well End.
- Surrounding the site, eleven site allocations fall within 500m, the largest of which is the strategic urban site for Tesco Foodstore, Elstree Way (HBA SA3).
- The site is bordered by two Regulation 18 site allocations to the west and north.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.36
Potters Bar – high street	7.25
Bushey	6.71
Radlett	4.26
St Albans	11.42
Watford	8.97
Hemel Hempstead	17.66
Hatfield	11.82
Stanmore Underground Station	5.08
High Barnet Underground Station	5.17

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.36km), Radlett (4.26km), and Bushey (6.71km).

- Stanmore Underground Station and High Barnet Underground Station are both located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore and Barnet are located to the southwest and east, respectively, and represent two of the closest towns forming part of the Greater London urban area.

Proximity to Local Trip Attractors

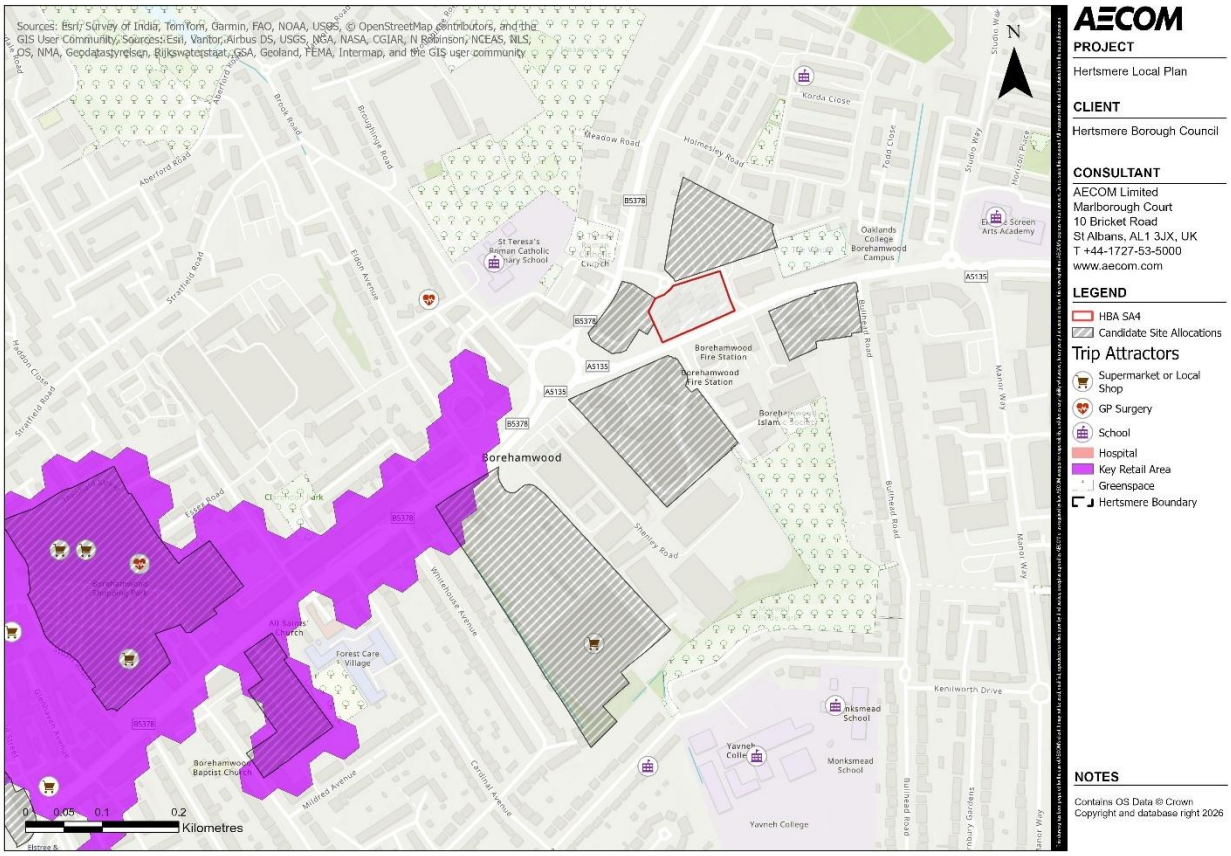


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	69 minutes	4.7 km	24 minutes	5 km
GP	Fairbrook Medical Centre	5 minutes	0.4 km	2 minutes	0.4 km
Supermarket	Lidl Elstree Way Borehamwood	8 minutes	0.6 km	3 minutes	0.6 km
Primary School	St. Teresa's Primary School	6 minutes	0.45 km	3 minutes	0.45 km
Secondary School	Elstree Screen Arts Academy	8 minutes	0.55 km	2 minutes	0.55 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 10-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

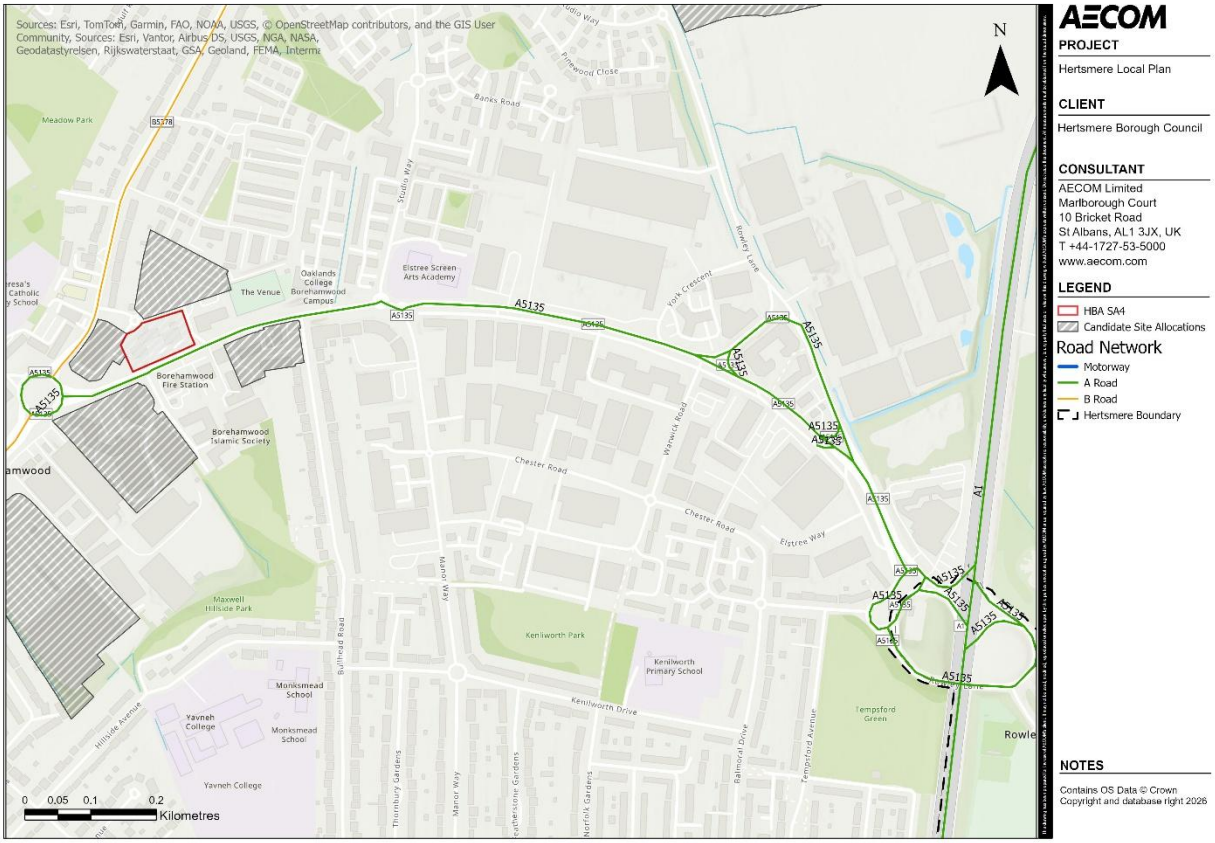


Figure 3: Map of the surrounding road network

- The southern boundary of the site borders the A5135 Elstree Way, providing direct access westward to the A1 Barnet By-Pass and onward to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

- The B5378 Shenley Road is located 200m west of the site, providing a westward connection to A5183 Elstree Hill North.

Public Transport Provision

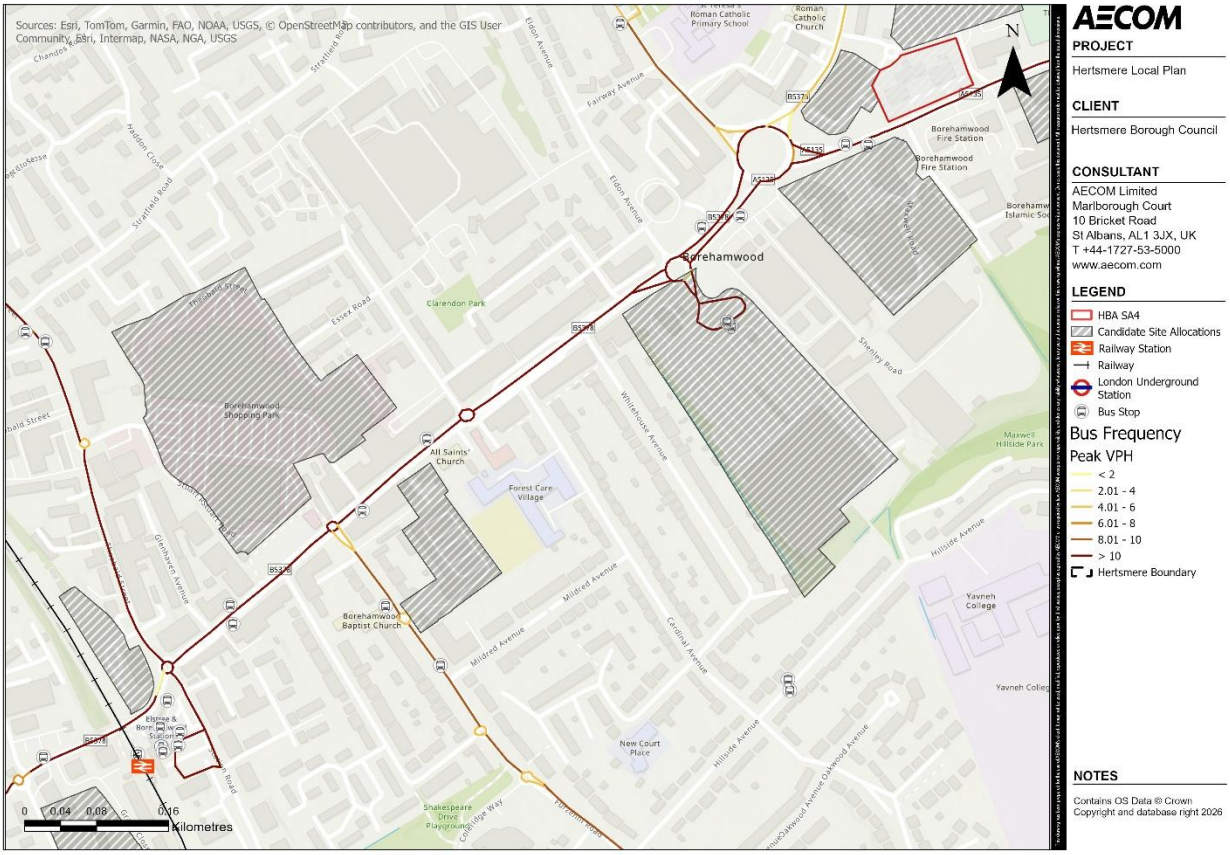


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 20 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

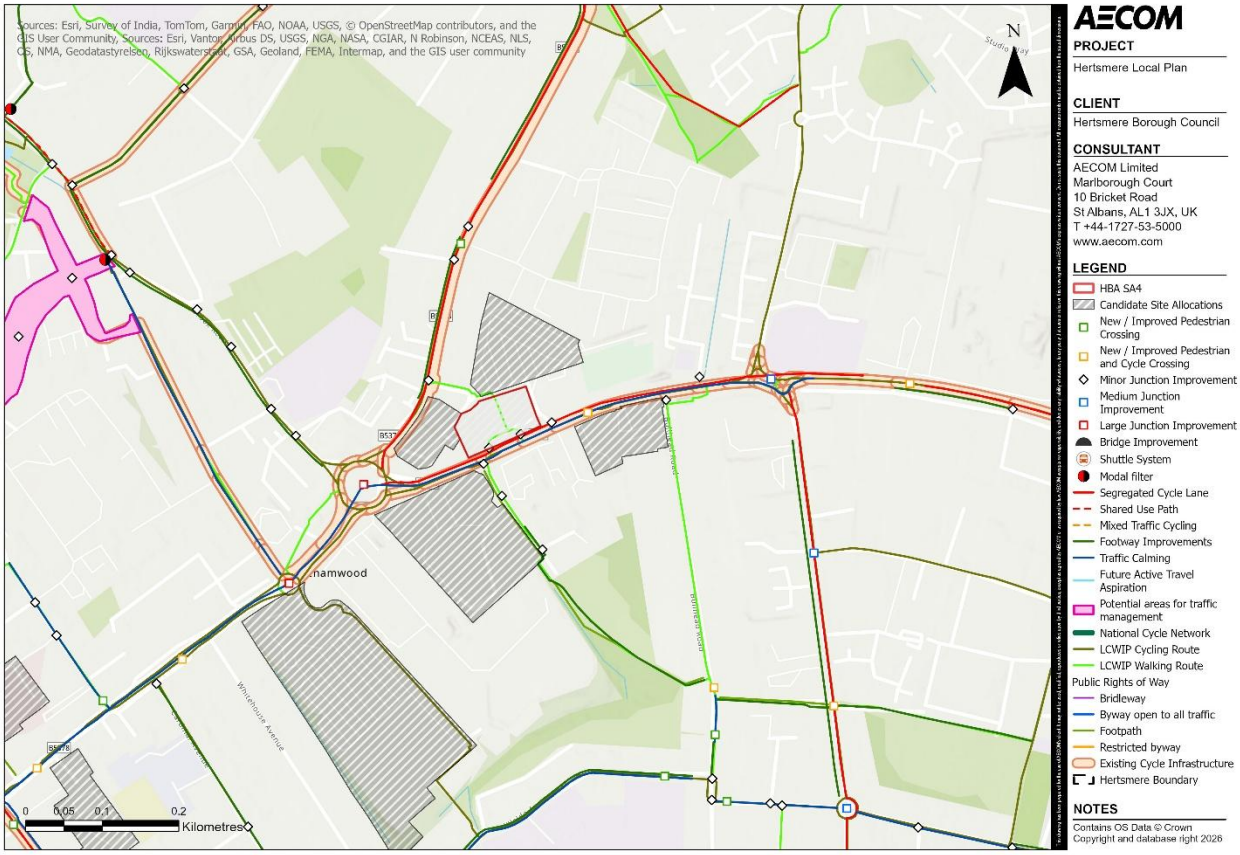


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network connects to the south of the site via Cinder Path, which links Elstree Way and Bullhead Road. Adjoining public footpath sections extend further afield, providing connections to Manor Way, King George Playing Field and, ultimately, northwards along Warwick Road.

- An additional public footpath is located 700m north of the site, which provides a connection between Rowley Lane and the B5378 Shenley Road.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Elstree Way bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

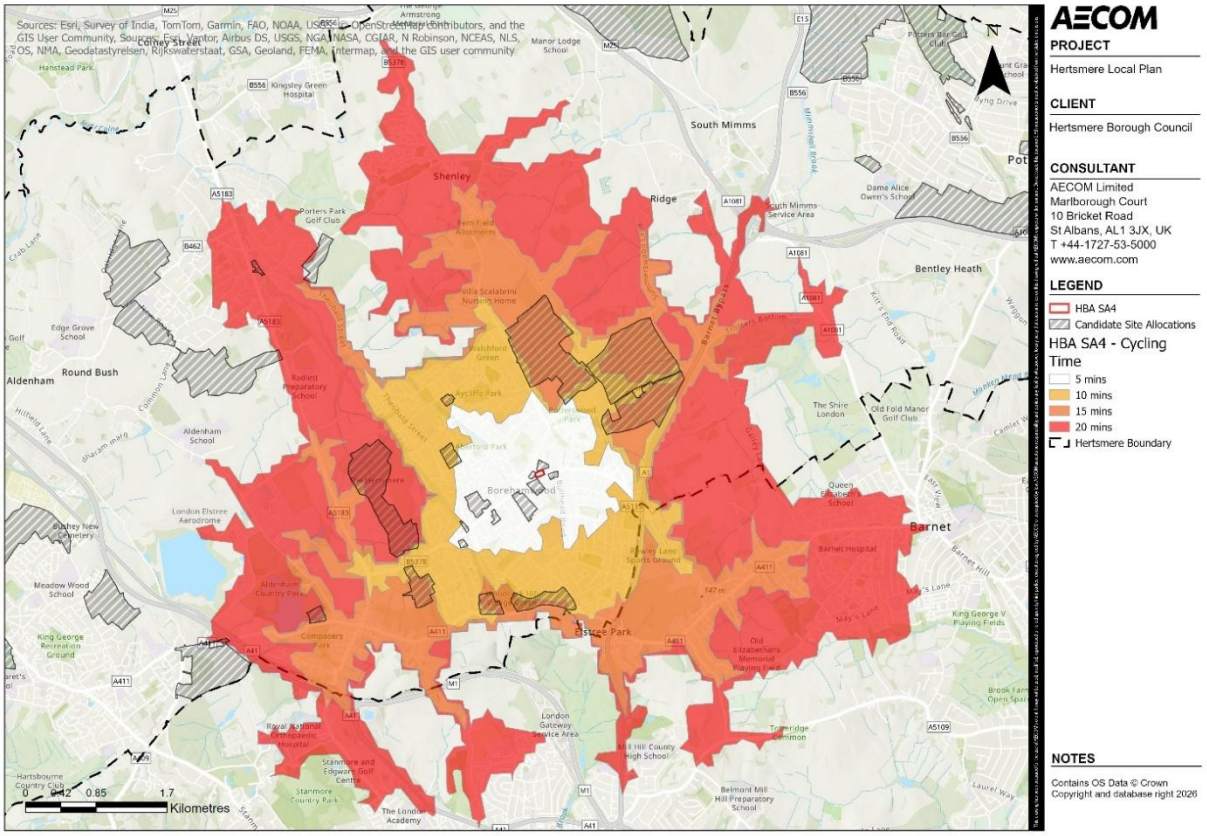


Figure 6: Cycling time from centre point of HBA SA4

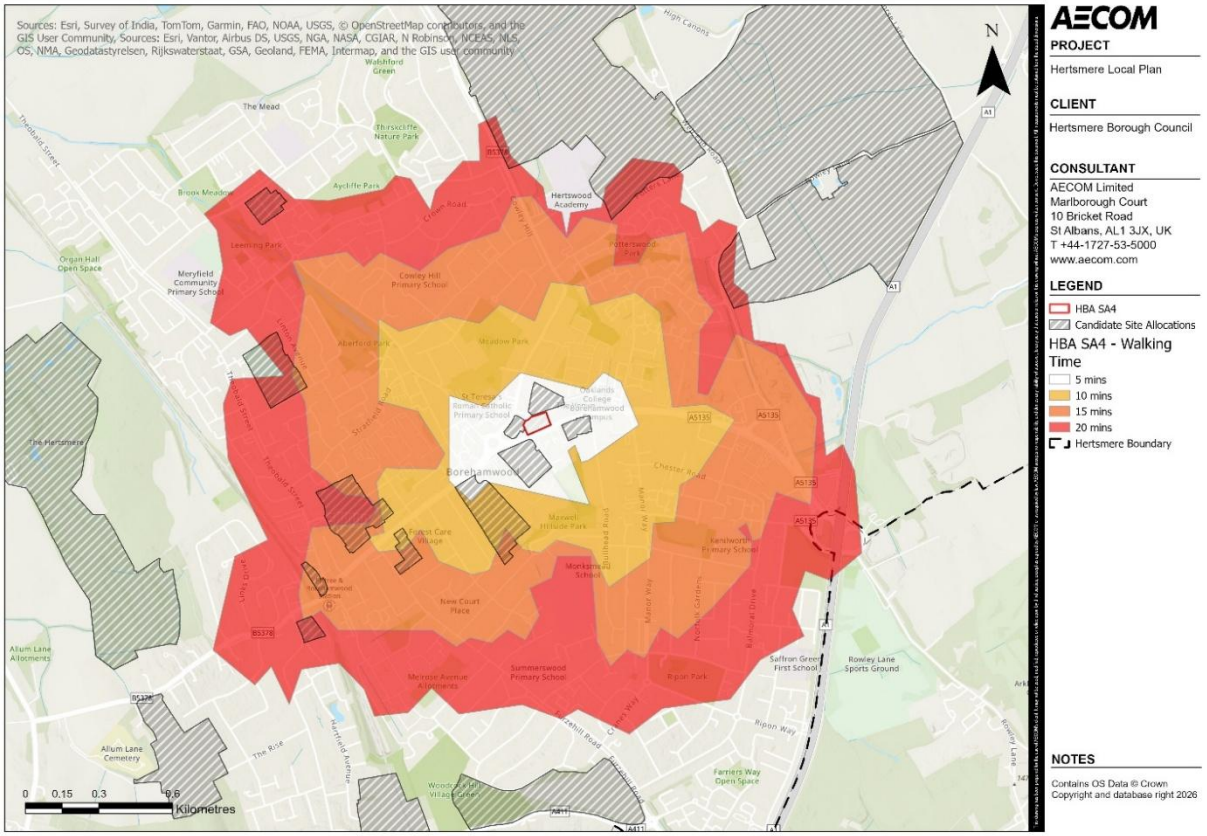


Figure 7: Walking time from centre point of HBA SA4

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	65	4.914	590
Cyclists	0.026	3	0.179	21
Pedestrians	0.316	38	1.892	227
Public Transport Users	0.084	10	0.483	58

- Based on standard trip-rate assumptions for a C3 residential use and a total of 120 dwellings, the development is expected to generate approximately 65 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 590 vehicle trips, 21 cycle trips, 227 pedestrian trips and 58 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

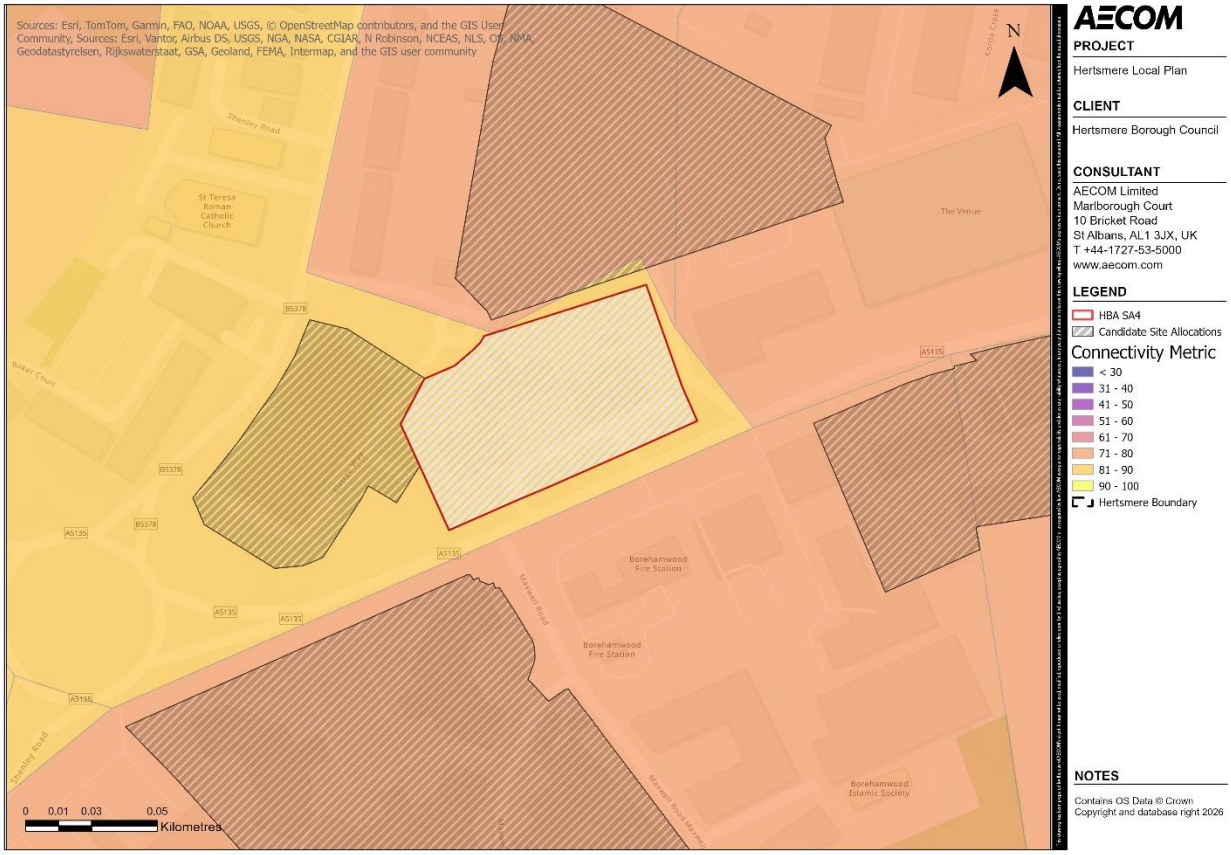
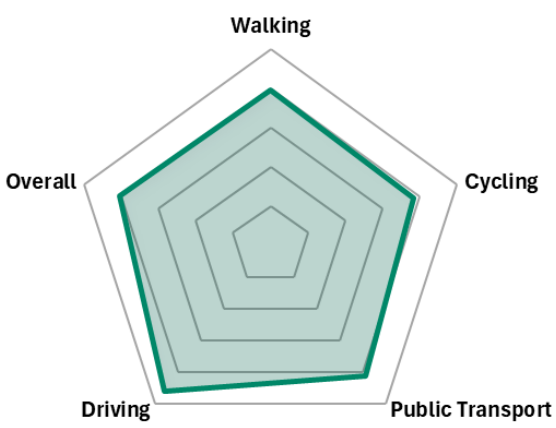


Figure 8: DfT Connectivity Metric data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes.



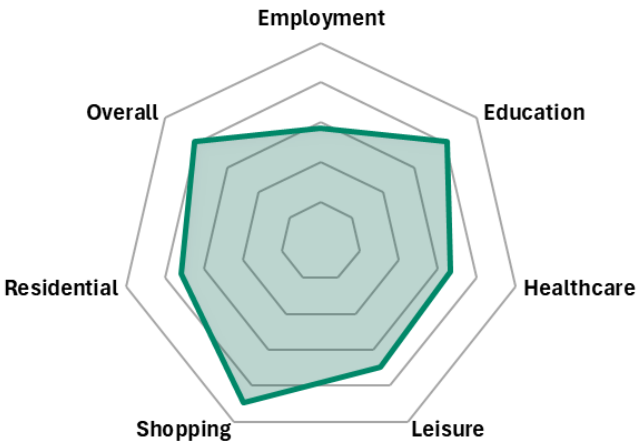


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA5	**Site Address:** Hertsmere Civic Centre, Elstree Way, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 95
Land Use Type: Comprehensive mixed-use redevelopment comprised of social/ community infrastructure (at ground level) and residential above (with vertical intensification).	**Site Area (Hectares):** 0.48Ha

Site Location

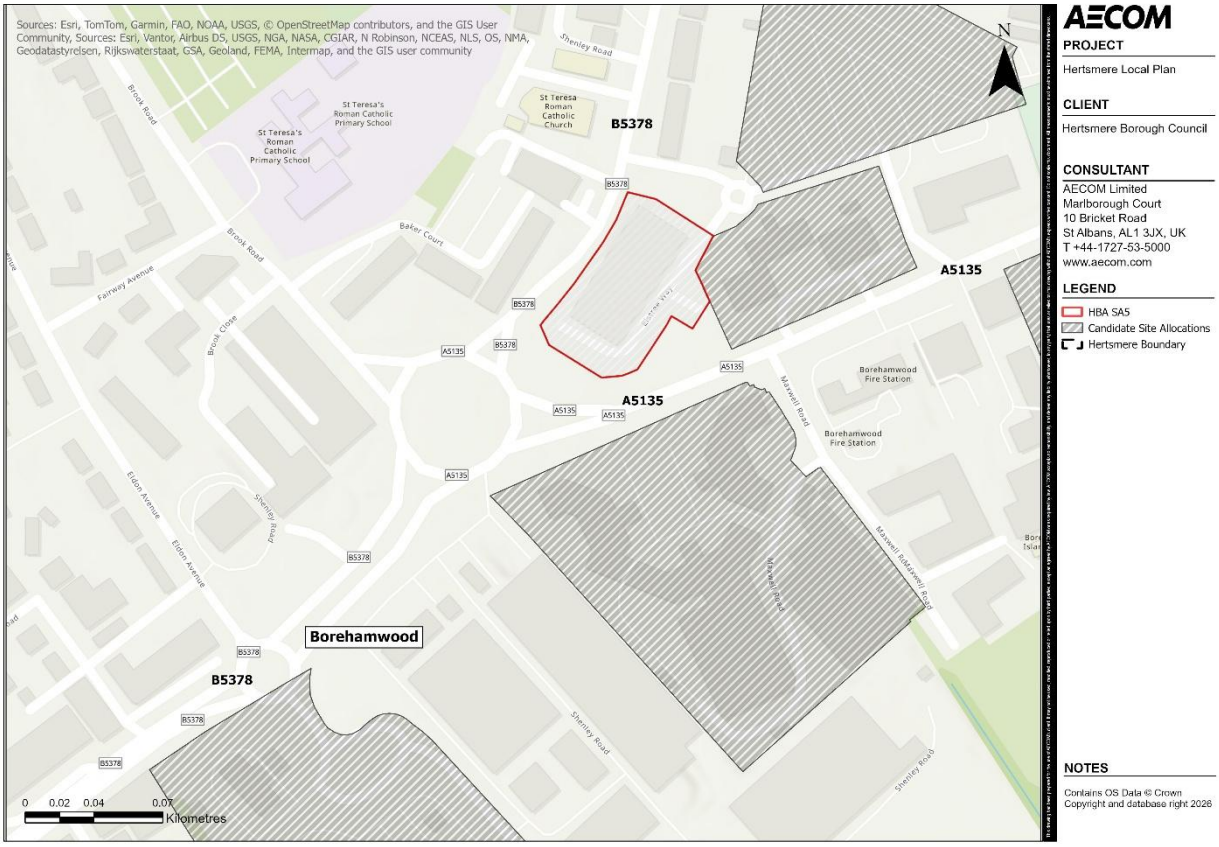


Figure 1: Hertsmere Civic Centre, Elstree Way, Borehamwood site location

- The site is located in Borehamwood, approximately 1.4km southwest of Well End.
- Surrounding the site, eleven site allocations fall within 500m, the largest of which is the strategic urban site for Tesco Foodstore, Elstree Way (HBA SA3).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.28
Potters Bar – high street	7.32

Bushey	6.62
Radlett	4.21
St Albans	11.4
Watford	8.88
Hemel Hempstead	17.58
Hatfield	11.87
Stanmore Underground Station	5.02
High Barnet Underground Station	5.26

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.28km), Radlett (4.21km), and Bushey (6.62km).

- Stanmore Underground Station and High Barnet Underground Station are both located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore and Barnet are located to the southwest and east, respectively, and represent two of the closest towns forming part of the Greater London urban area.

Proximity to Local Trip Attractors

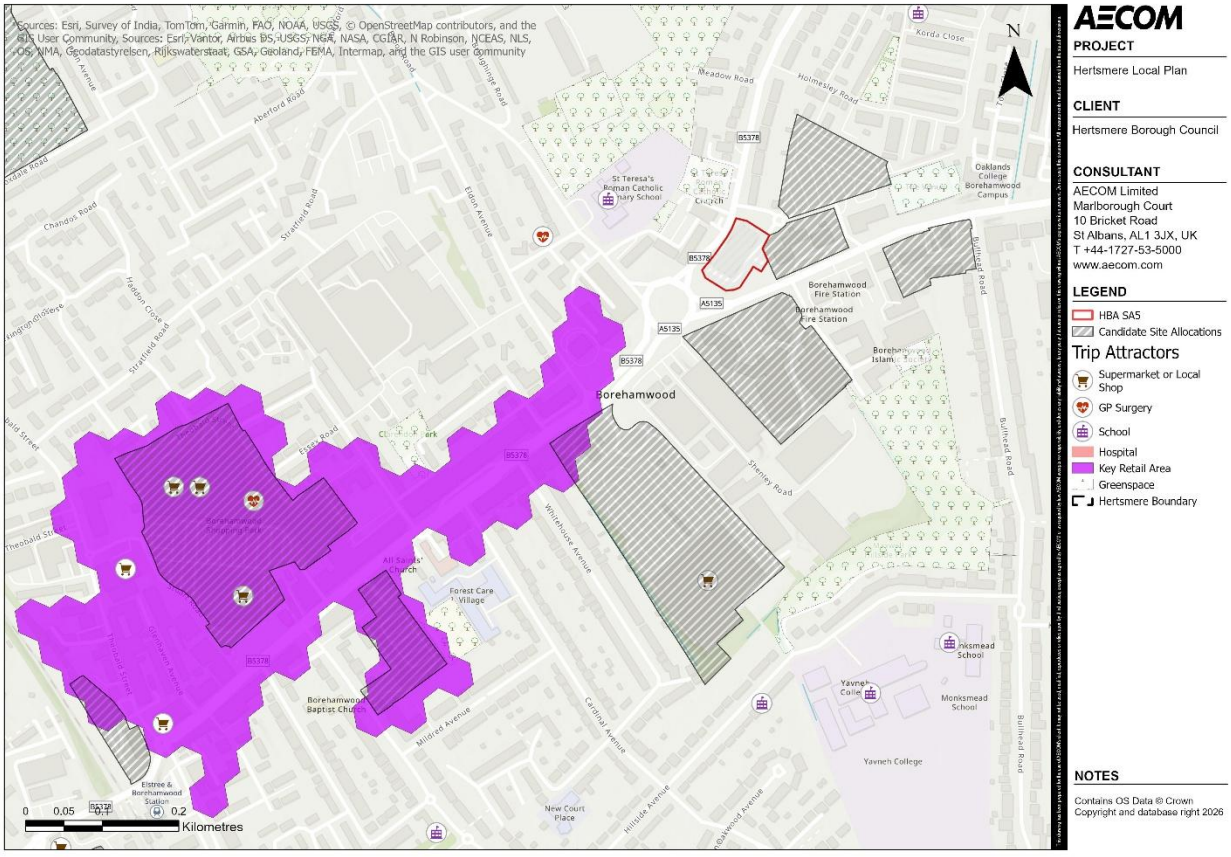


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	69 minutes	4.7 km	24 minutes	4.8 km
GP	Fairbrook Medical Centre	4 minutes	0.3 km	2 minutes	0.4 km
Supermarket	Tesco	8 minutes	0.55 km	3 minutes	0.7 km
Primary School	St. Teresa's Primary School	5 minutes	0.35 km	2 minutes	0.45 km
Secondary School	Elstree Screen Arts Academy	9 minutes	0.65 km	3 minutes	0.75 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 10-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

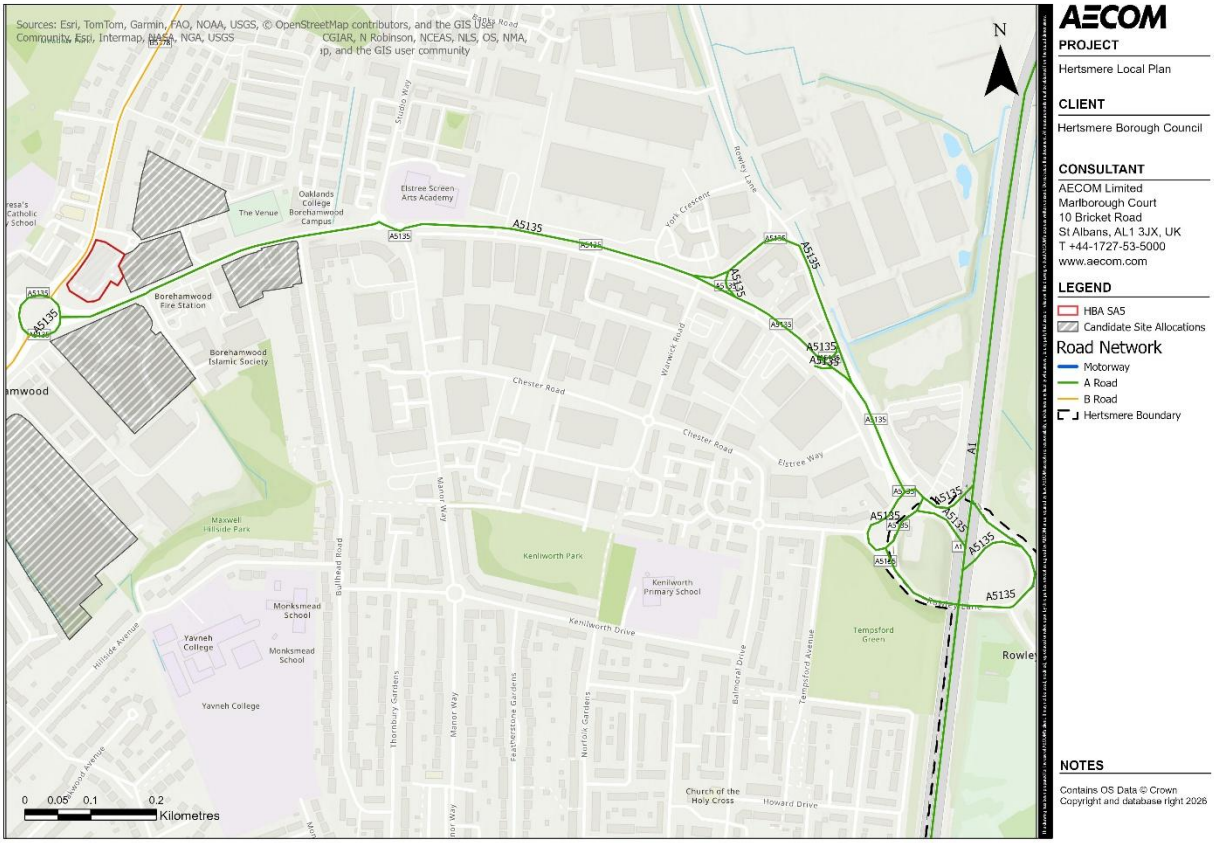


Figure 3: Map of the surrounding road network

- The western boundary of the site borders the B5378 Shenley Road, which provides a westward connection to A5183 Elstree Hill North.

- The A5135 Elstree Way is located to the south of the site, providing direct access westward to the A1 Barnet By-Pass and onward to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

Public Transport Provision

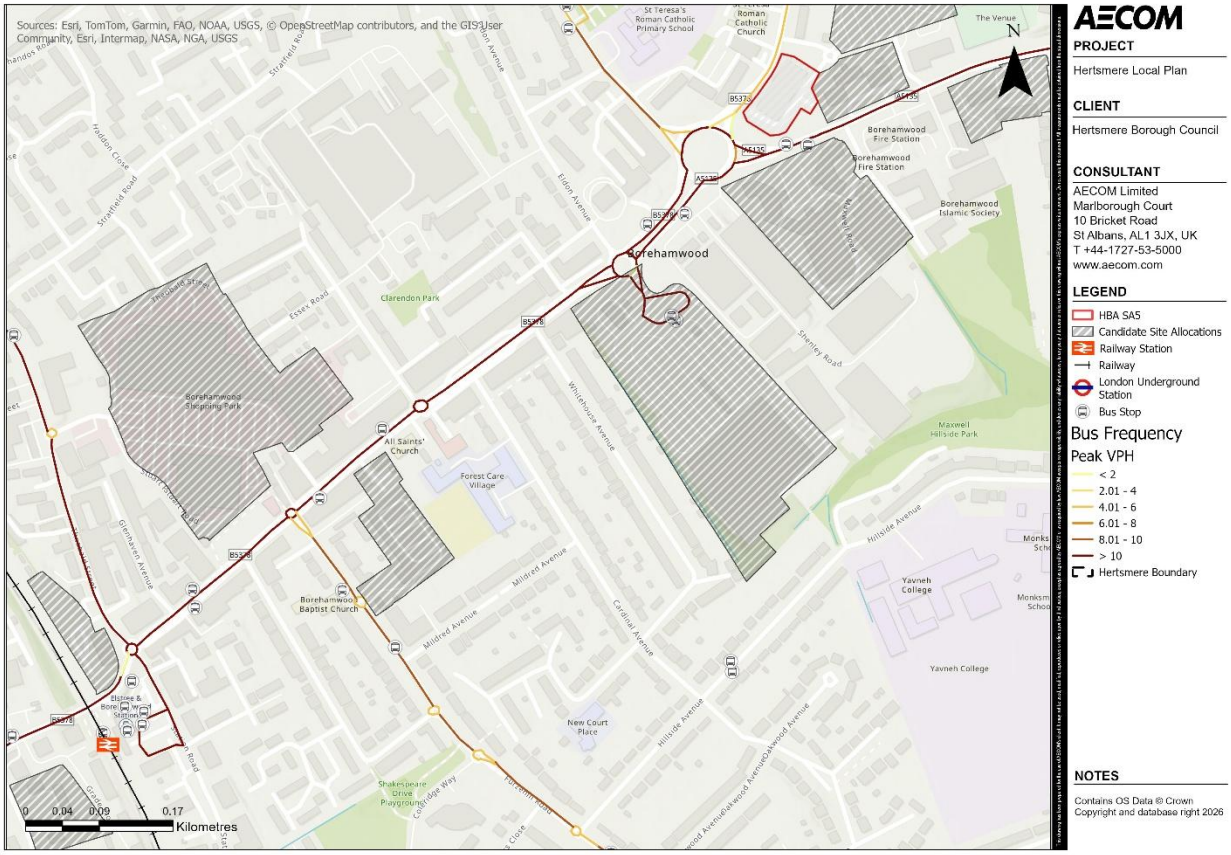


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 15 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

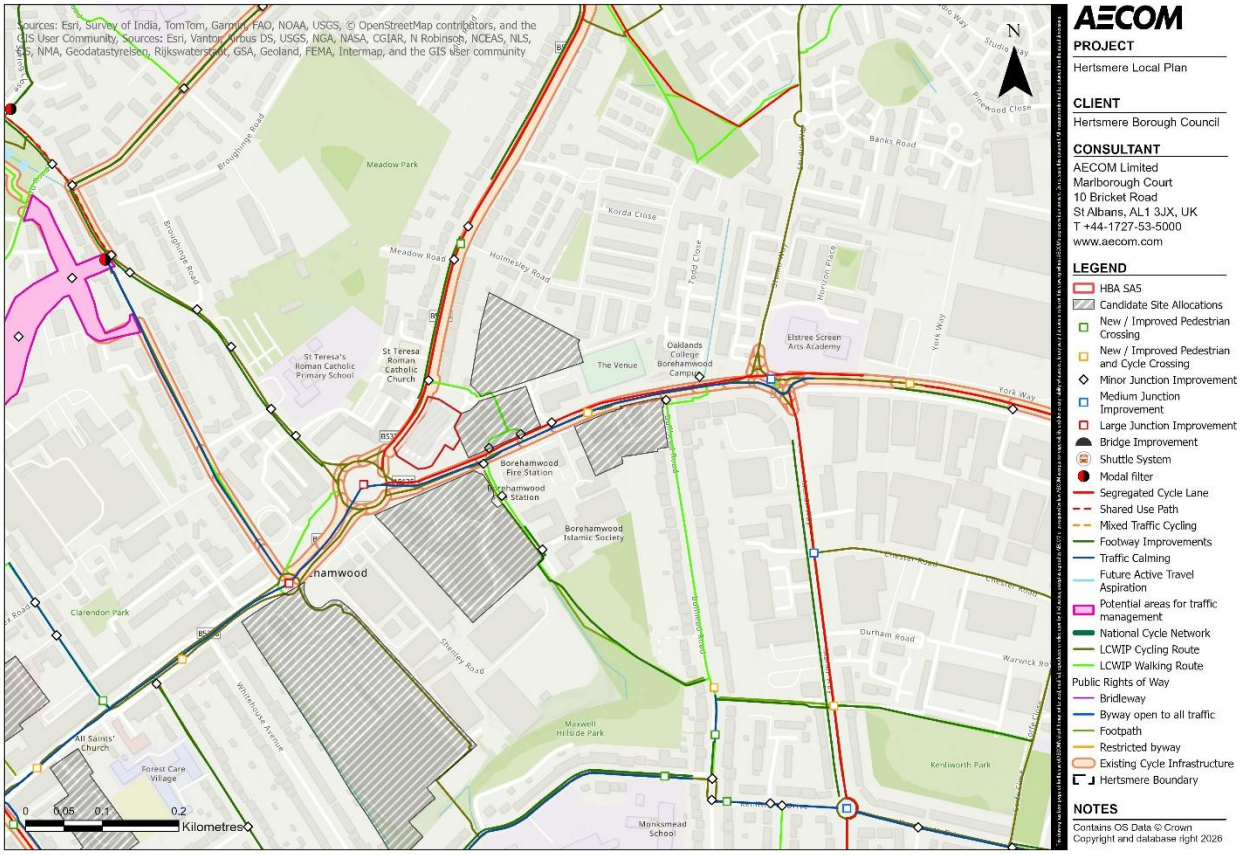


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network connects near the south of the site via Cinder Path, which links Elstree Way and Bullhead Road. Adjoining public footpath sections extend further afield, providing connections to Manor Way, King George Playing Field and, ultimately, northwards along Warwick Road.

- An additional public footpath is located 700m north of the site, which provides a connection between Rowley Lane and the B5378 Shenley Road.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Shenley Road bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

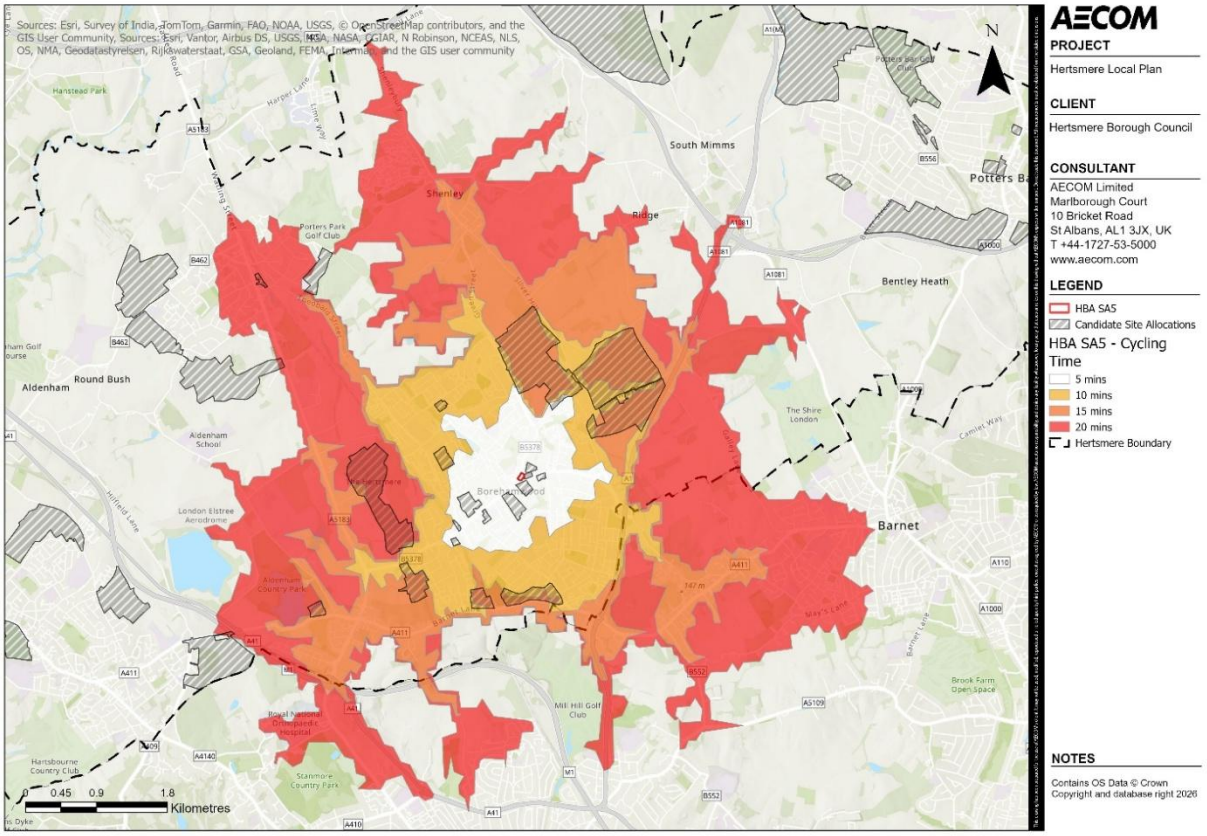


Figure 6: Cycling time from centre point of HBA SA5

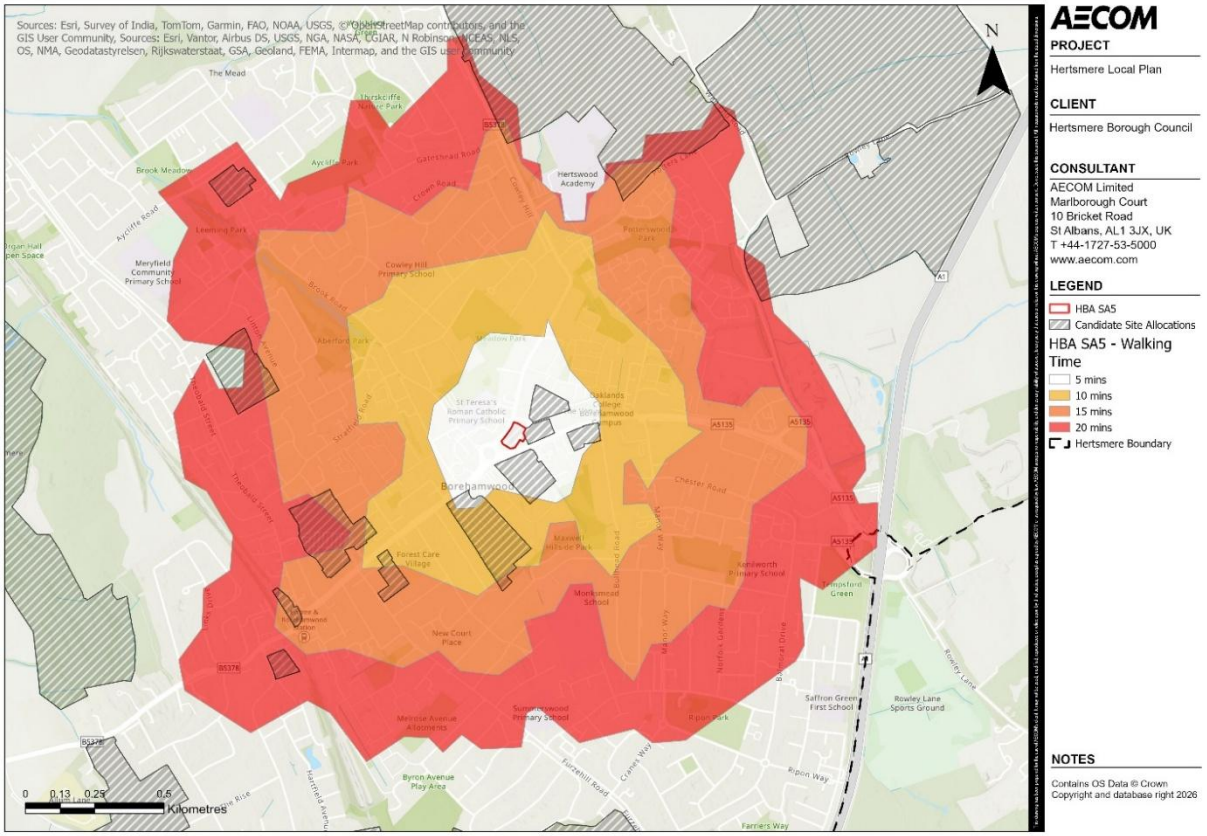


Figure 7: Walking time from centre point of HBA SA5

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	52	4.914	467
Cyclists	0.026	2	0.179	17
Pedestrians	0.316	30	1.892	180
Public Transport Users	0.084	8	0.483	46

- Based on standard trip-rate assumptions for a C3 residential use and a total of 95 dwellings, the development is expected to generate approximately 52 vehicle trips during a typical AM peak hour (08:00–09:00).
- Across an entire day, the development is expected to generate approximately 467 vehicle trips, 17 cycle trips, 180 pedestrian trips and 46 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

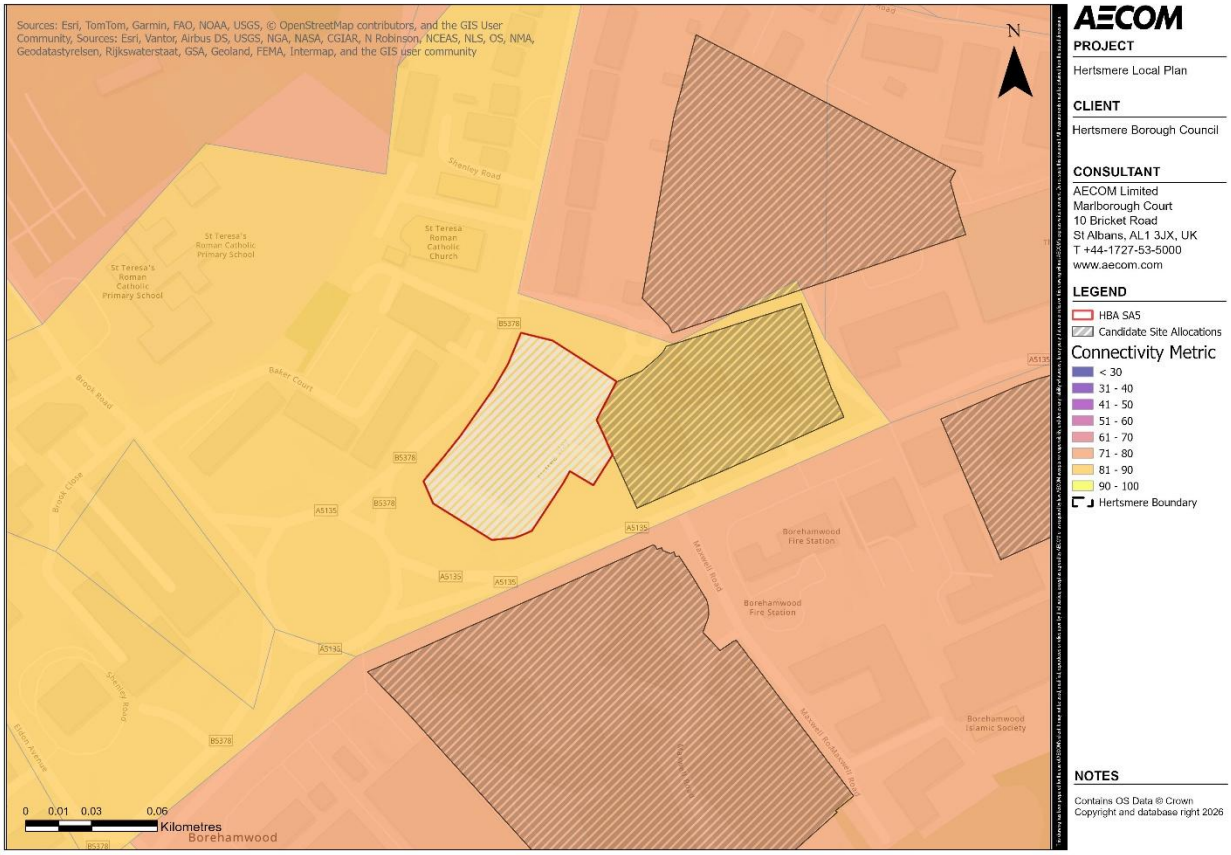


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes.

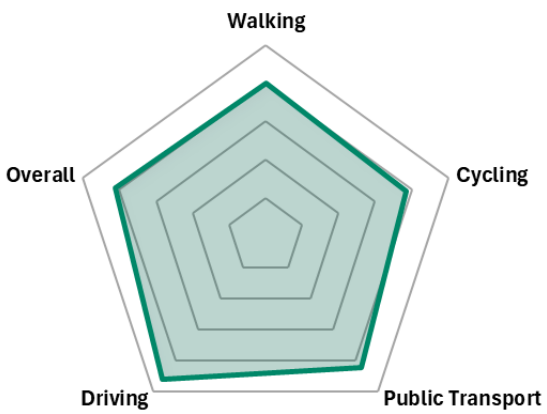




Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA6	**Site Address:** Hertsmere Civic Centre Car Park, Elstree Way, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 115
Land Use Type: Comprehensive redevelopment comprised of residential, open space and public realm (with vertical intensification).	**Site Area (Hectares):** 1.15Ha

Site Location

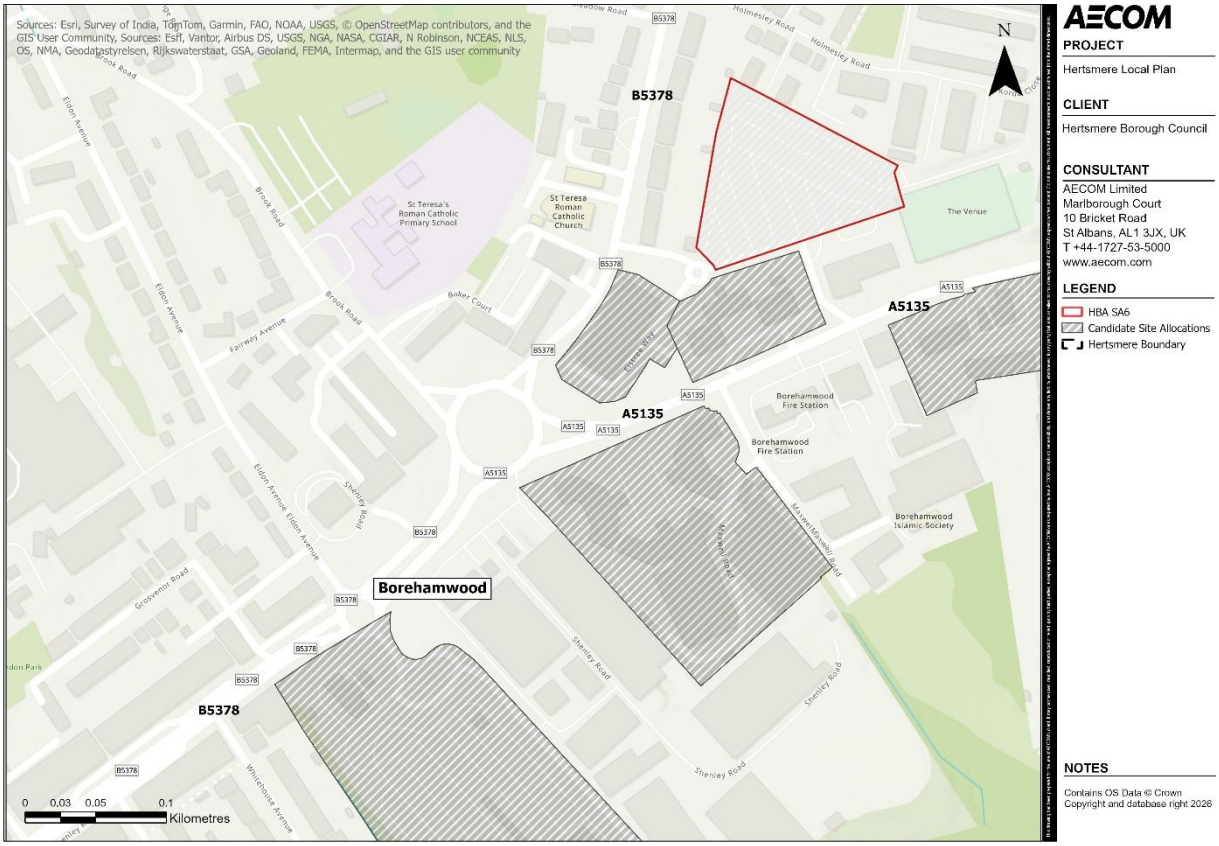


Figure 1: Hertsmere Civic Centre Car Park, Elstree Way, Borehamwood site location

- The site is located in Borehamwood, approximately 1.3km southwest of Well End.
- Surrounding the site, eleven site allocations fall within 500m, the largest of which is the strategic urban site for Tesco Foodstore, Elstree Way (HBA SA3).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.45
Potters Bar – high street	7.17

Bushey	6.77
Radlett	4.24
St Albans	11.35
Watford	9.01
Hemel Hempstead	17.61
Hatfield	11.74
Stanmore Underground Station	5.18
High Barnet Underground Station	5.18

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.45km), Radlett (4.24km), and Bushey (6.77km).

- Stanmore Underground Station and High Barnet Underground Station are both located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore and Barnet are located to the southwest and east, respectively, and represent two of the closest towns forming part of the Greater London urban area.

Proximity to Local Trip Attractors

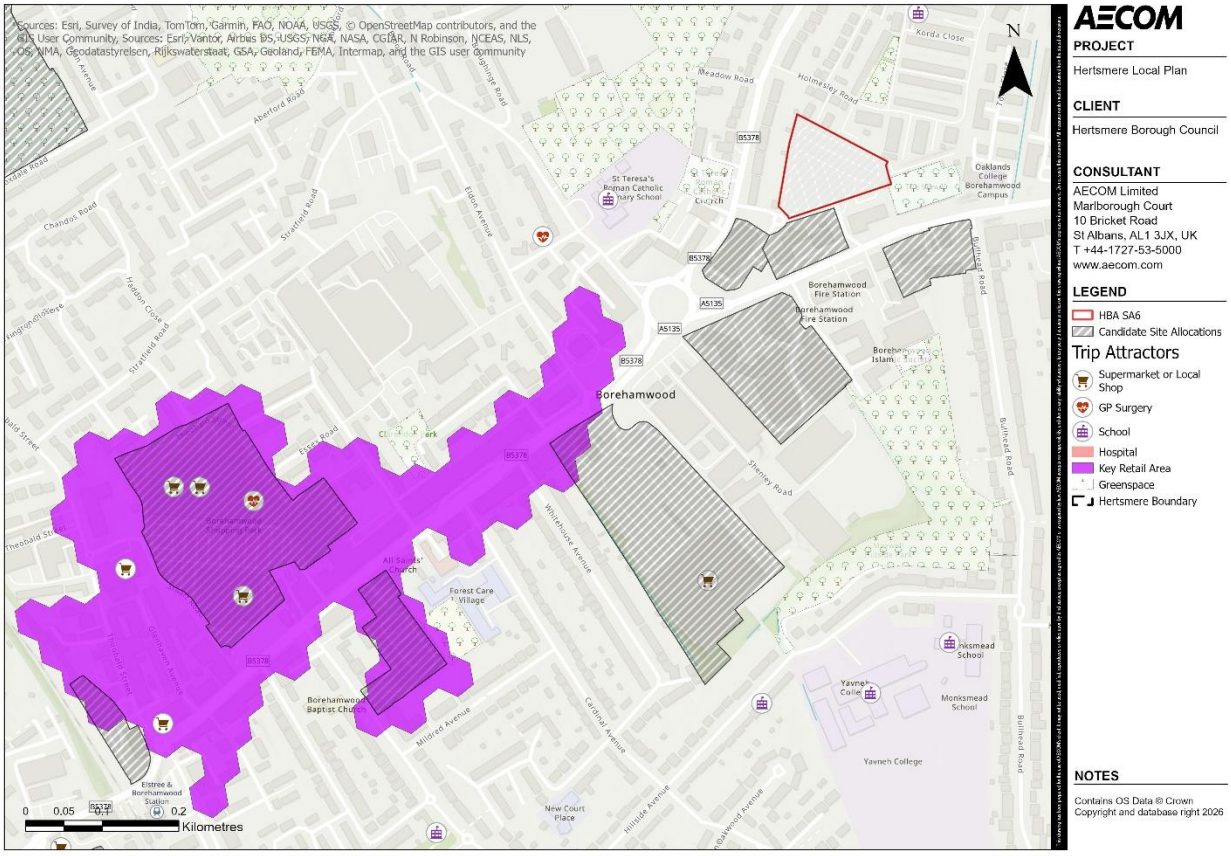


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	70 minutes	4.8 km	25 minutes	5 km
GP	Fairbrook Medical Centre	6 minutes	0.45 km	3 minutes	0.55 km
Supermarket	Lidl Elstree Way Borehamwood	8 minutes	0.55 km	3 minutes	0.55 km
Primary School	St. Teresa's Primary School	6 minutes	0.5 km	2 minutes	0.6 km
Secondary School	Elstree Screen Arts Academy	7 minutes	0.5 km	2 minutes	0.55 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 10-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

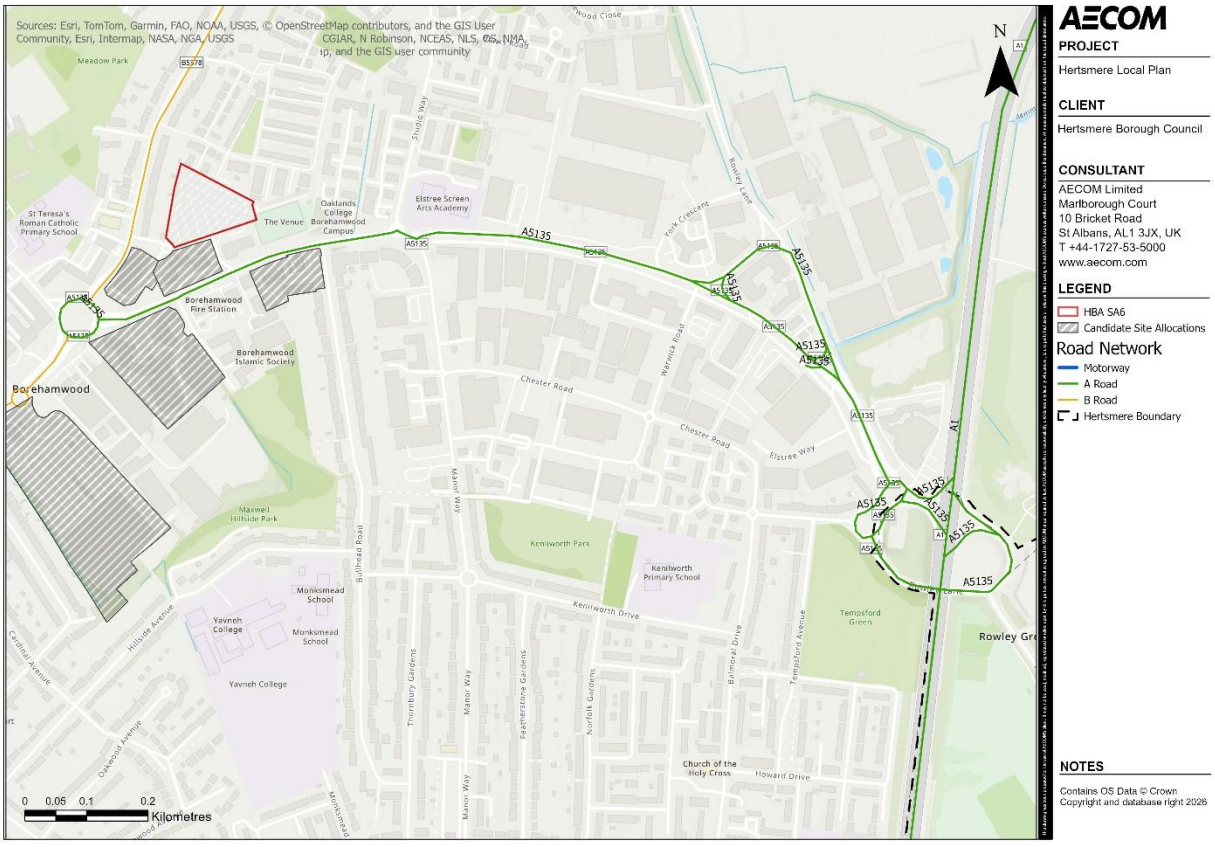


Figure 3: Map of the surrounding road network

- The south boundary of the site is 100m from the A5135 Elstree Way, which provides direct access westward to the A1 Barnet By-Pass and onward to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

- The B5378 Shenley Road is located 100m west of the site, providing a westward connection to A5183 Elstree Hill North.

Public Transport Provision

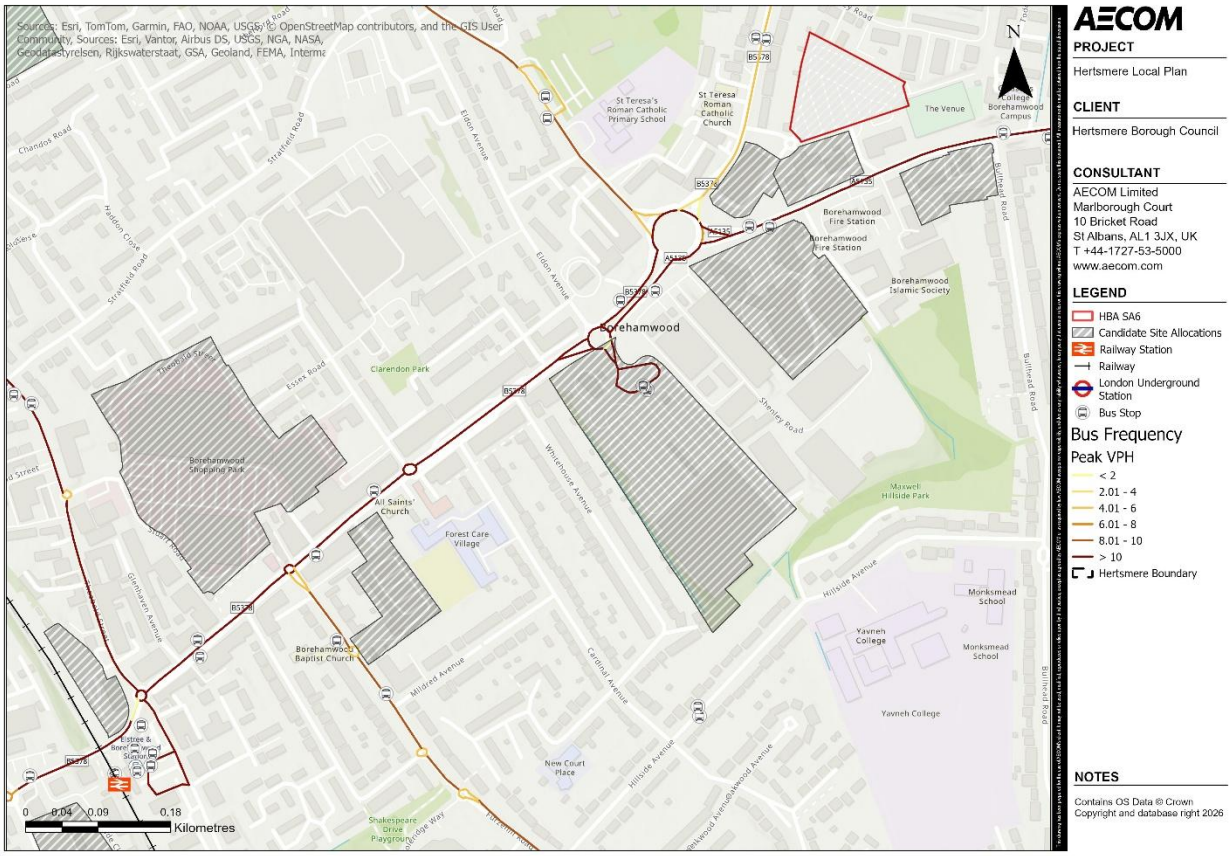


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 20 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

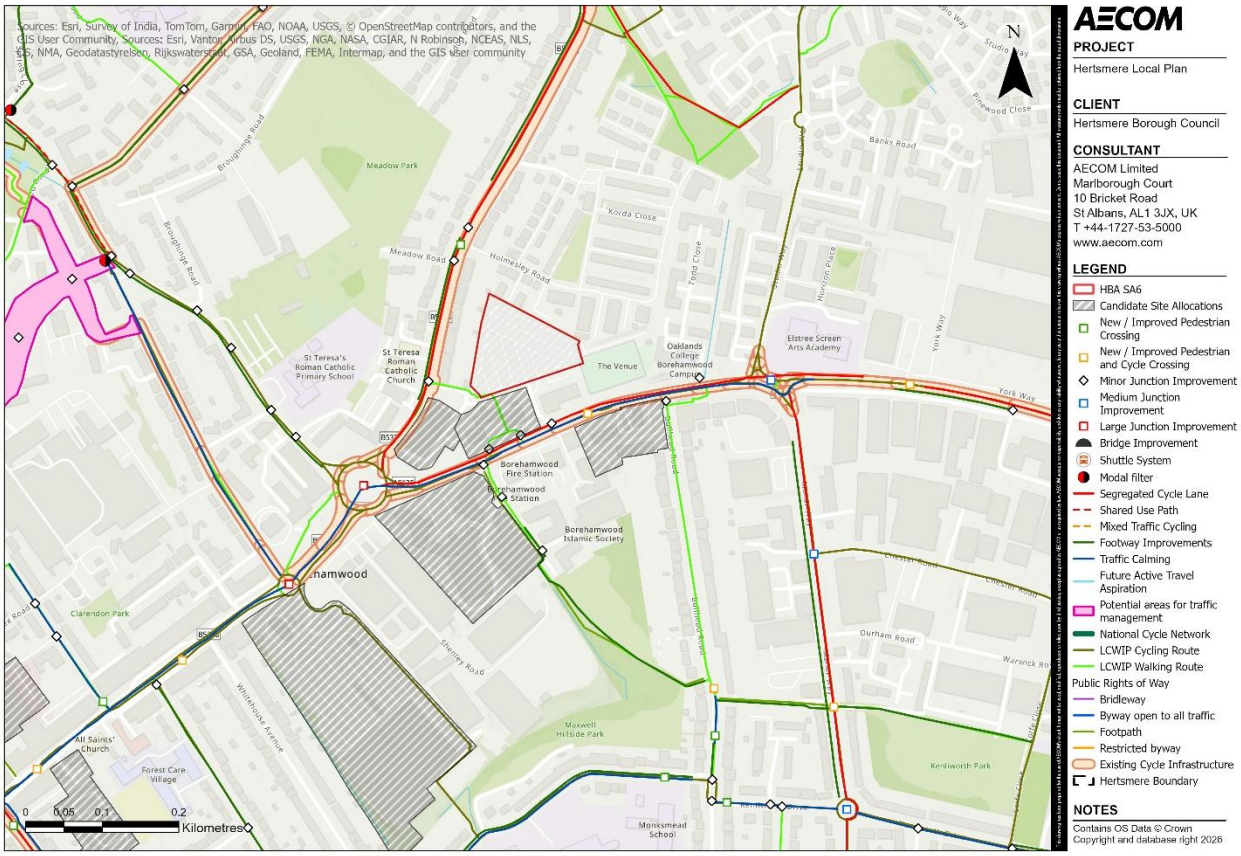


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network connects near to the south of the site via Cinder Path, which links Elstree Way and Bullhead Road. Adjoining public footpath sections extend further afield, providing connections to Manor Way, King George Playing Field and, ultimately, northwards along Warwick Road.

- An additional public footpath is located 500m north of the site, which provides a connection between Rowley Lane and the B5378 Shenley Road.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Elstree Way near to the site, connecting it to other parts of Borehamwood and the surrounding areas.

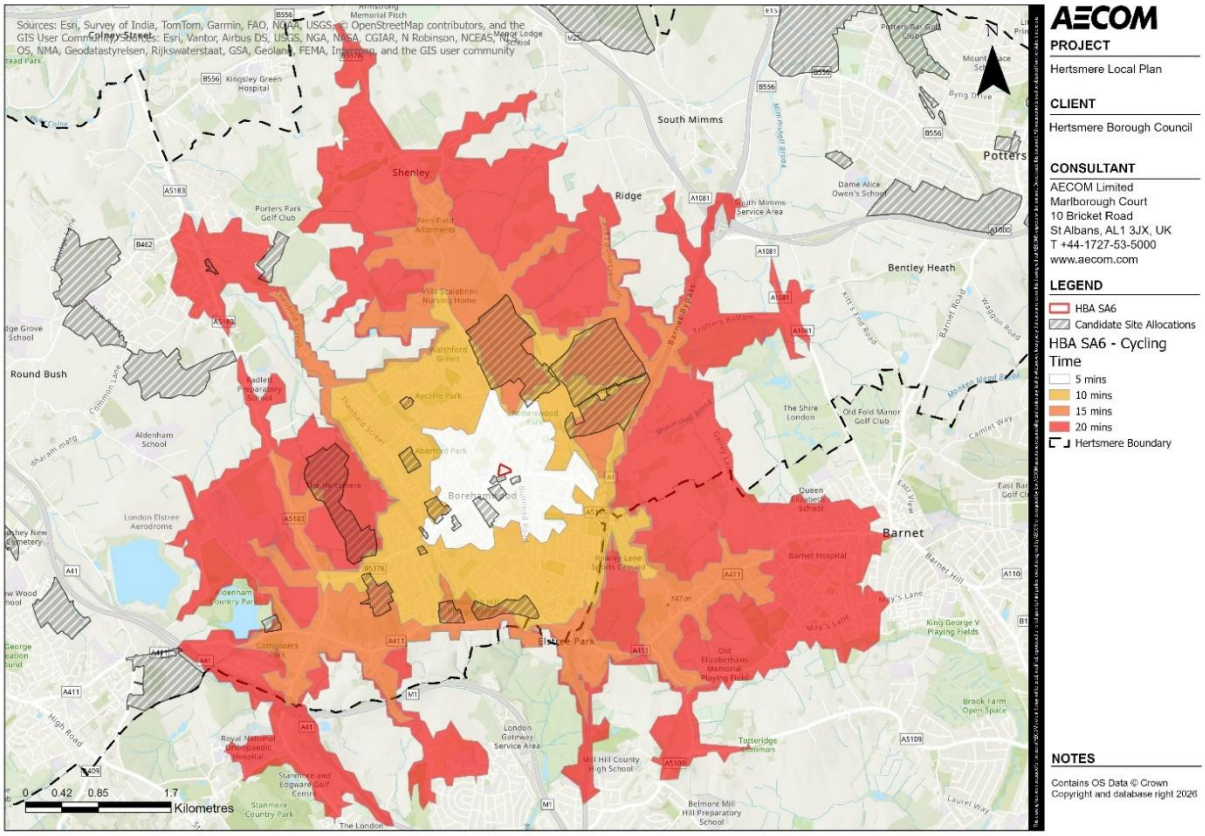


Figure 6: Cycling time from centre point of HBA SA5

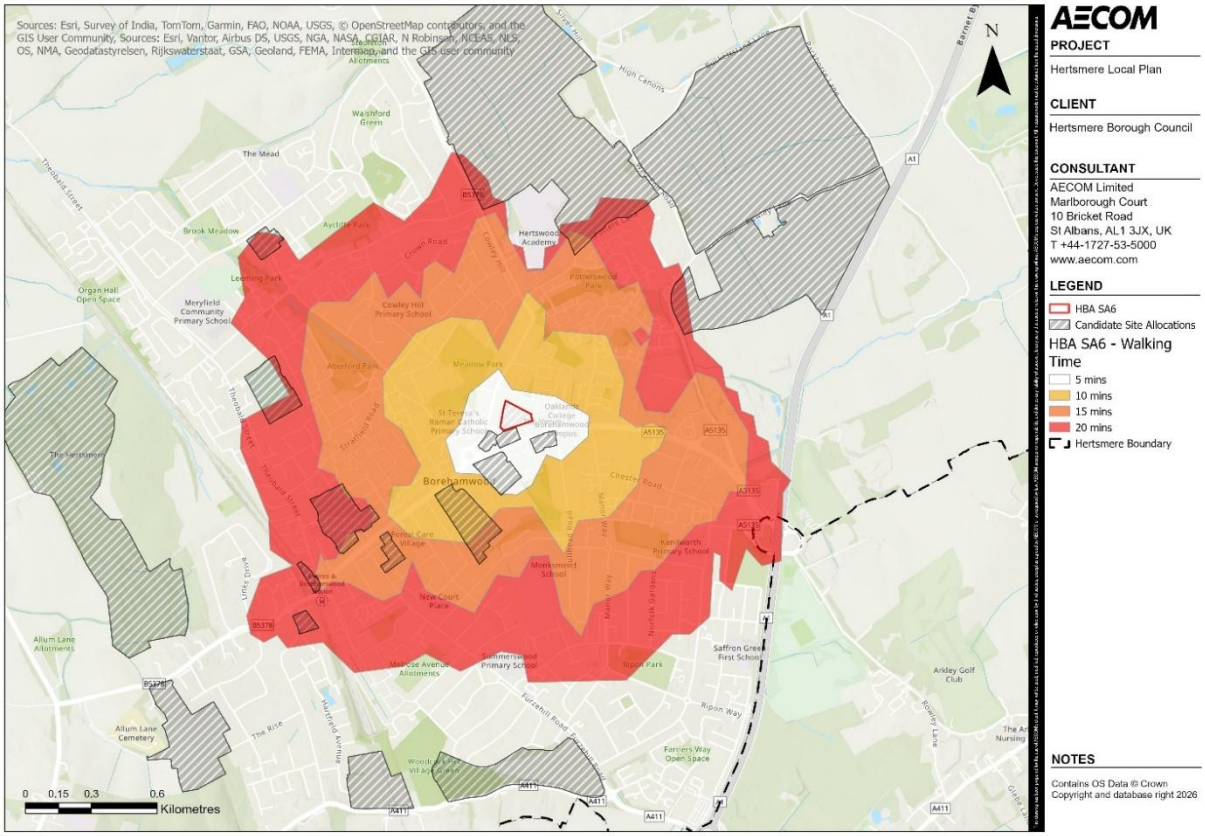


Figure 7: Walking time from centre point of HBA SA5

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	63	4.914	565
Cyclists	0.026	3	0.179	21
Pedestrians	0.316	36	1.892	218
Public Transport Users	0.084	10	0.483	56

- Based on standard trip-rate assumptions for a C3 residential use and a total of 115 dwellings, the development is expected to generate approximately 63 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 565 vehicle trips, 21 cycle trips, 218 pedestrian trips and 56 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

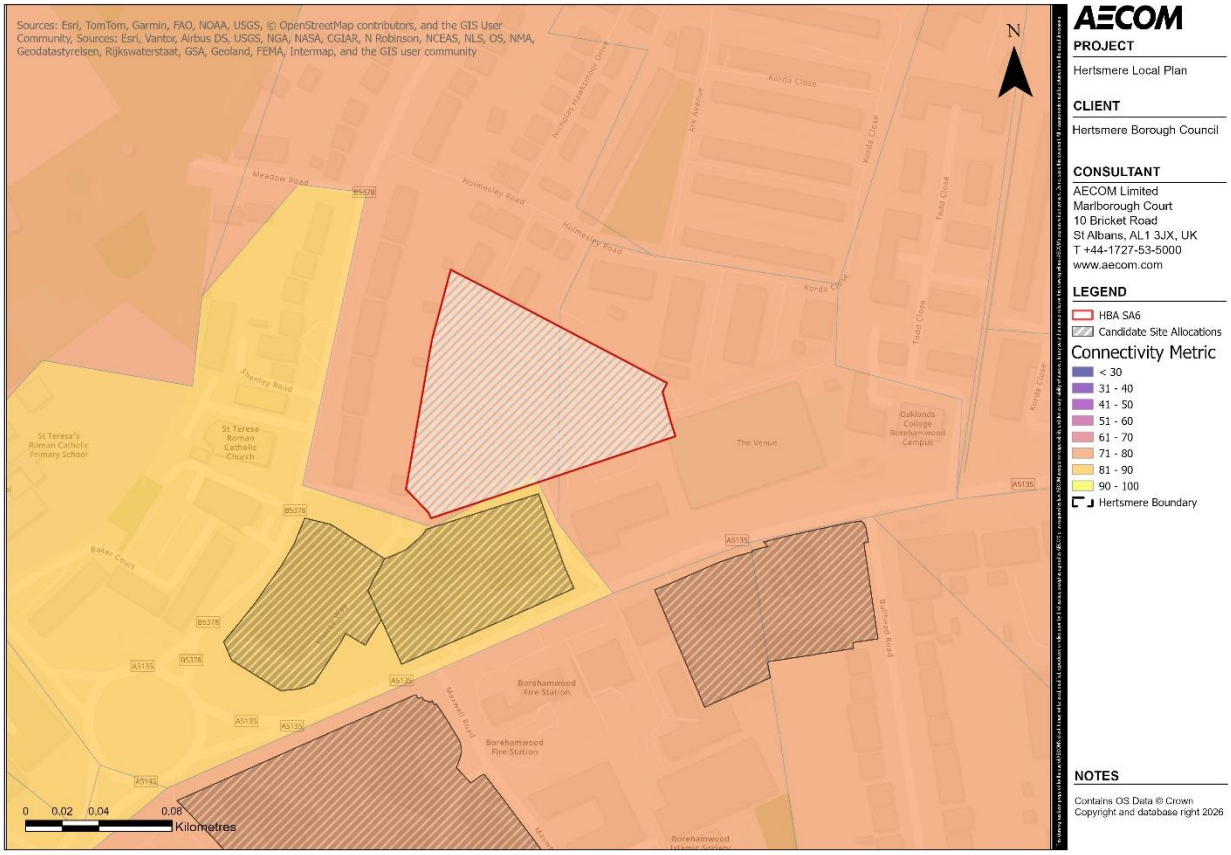


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

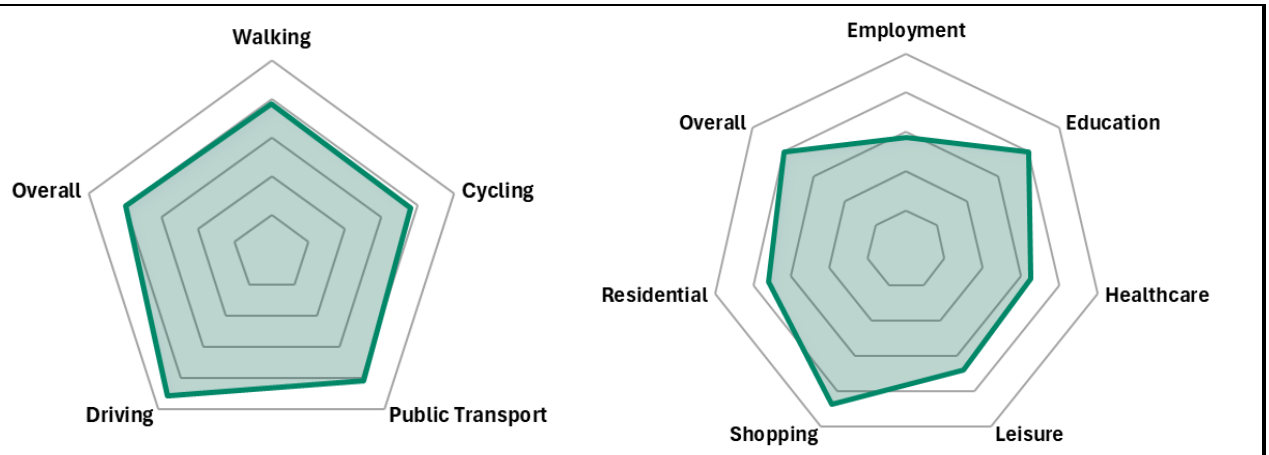


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA11	**Site Address:** Cluster on Elstree Way (comprised of office building, Shell Garage and Kwik Fit), Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 74
Land Use Type: Comprehensive mixed-use redevelopment comprised of main town centre / employment uses (at ground level) and residential above (with vertical intensification).	**Site Area (Hectares):** 0.74Ha

Site Location

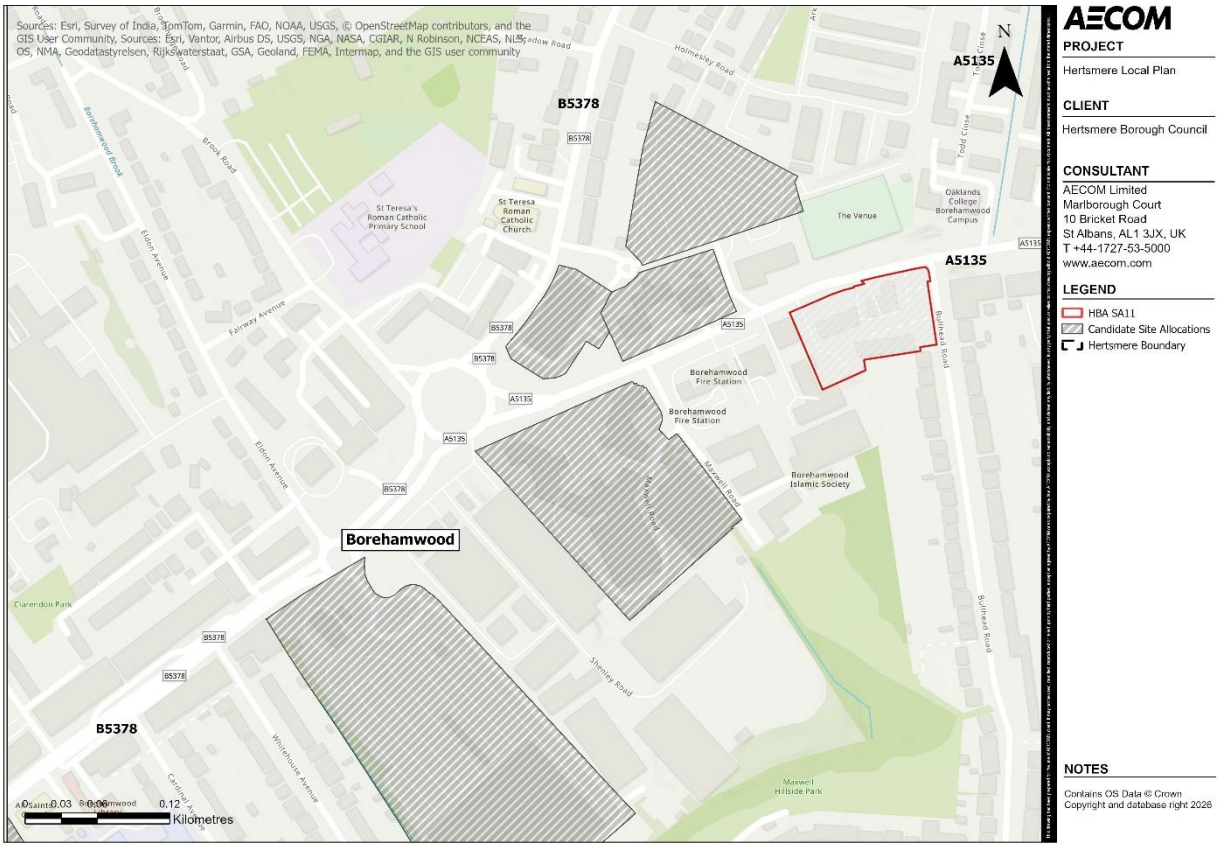


Figure 1: Cluster on Elstree Way, Borehamwood site location

- The site is located in Borehamwood, approximately 1.3km southwest of Well End.
- Surrounding the site, eleven site allocations fall within 500m, the largest of which is the strategic urban site for Tesco Foodstore, Elstree Way (HBA SA3).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.76

Potters Bar – high street	7.11
Bushey	6.87
Radlett	4.42
St Albans	11.52
Watford	9.13
Hemel Hempstead	17.8
Hatfield	11.82
Stanmore Underground Station	5.14
High Barnet Underground Station	5.01

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.76km), Radlett (4.42km), and Bushey (6.87km).

- High Barnet Underground Station is located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the east and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

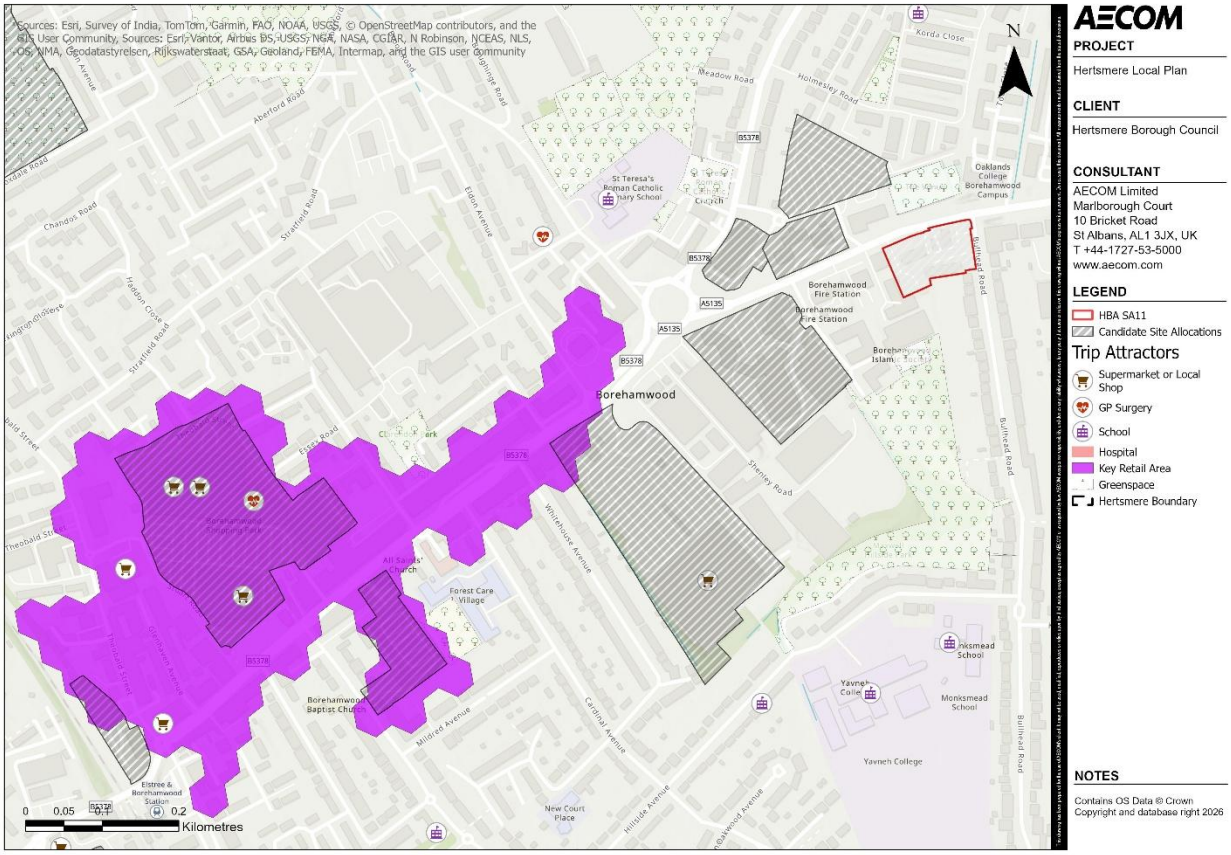


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Barnet Hospital	68 minutes	4.8 km	21 minutes	5.3 km
GP	Fairbrook Medical Centre	9 minutes	0.7 km	2 minutes	0.7 km
Supermarket	Lidl Elstree Way Borehamwood	6 minutes	0.45 km	2 minutes	0.45 km
Primary School	St. Teresa's Primary School	10 minutes	0.75 km	3 minutes	0.75 km
Secondary School	Elstree Screen Arts Academy	5 minutes	0.35 km	3 minutes	0.35 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 10-minute walk.

- Some services, such as hospitals, are not within a reasonable walking or cycling distance from the site.

Highway Network

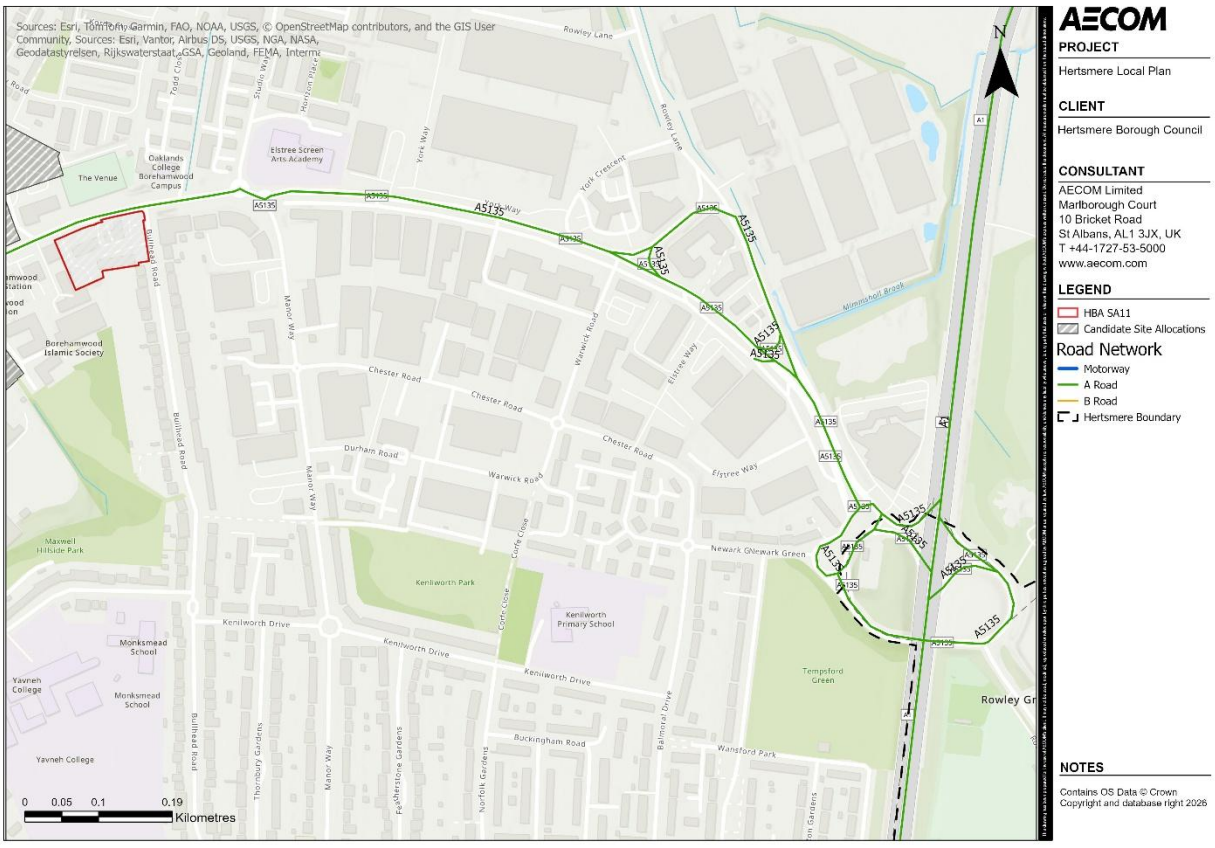


Figure 3: Map of the surrounding road network

- The northern boundary of the site borders the A5135 Elstree Way, providing direct access westward to the A1 Barnet By-Pass and onward to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

- The eastern boundary of the site borders Bullhead Road.

Public Transport Provision

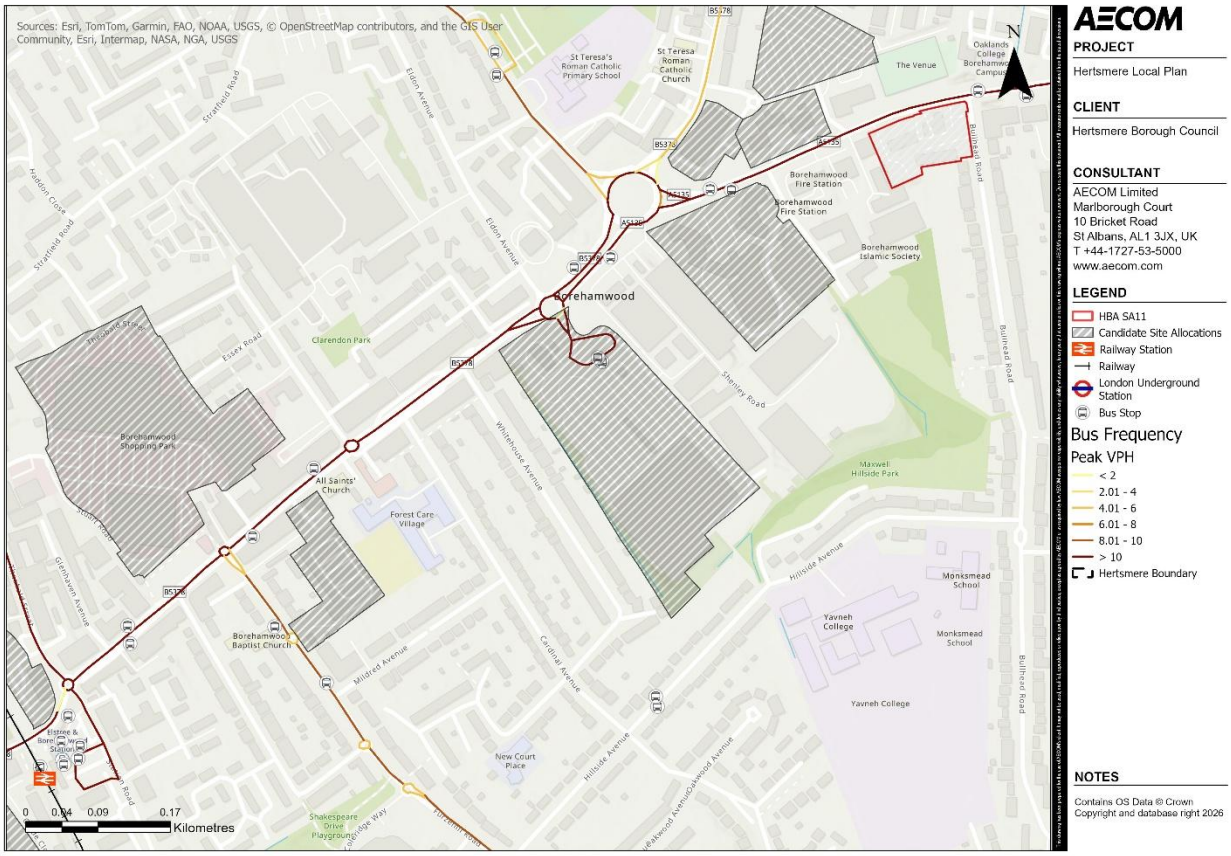


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 22 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

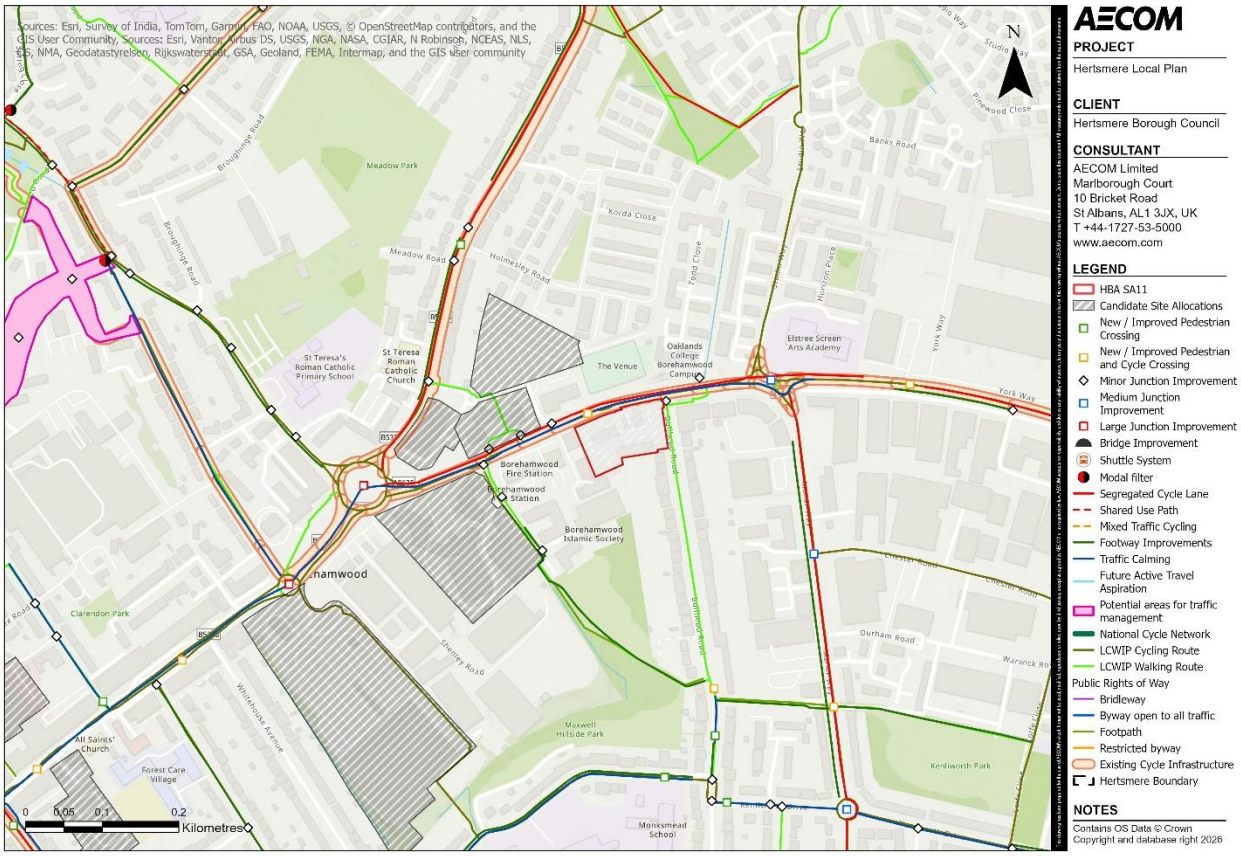


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network connects to the southeast of the site via Cinder Path, which links Elstree Way and Bullhead Road. Adjoining public footpath sections extend further afield, providing connections to Manor Way, King George Playing Field and, ultimately, northwards along Warwick Road.

- An additional public footpath is located 600m north of the site, which provides a connection between Rowley Lane and the B5378 Shenley Road.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Elstree Way bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

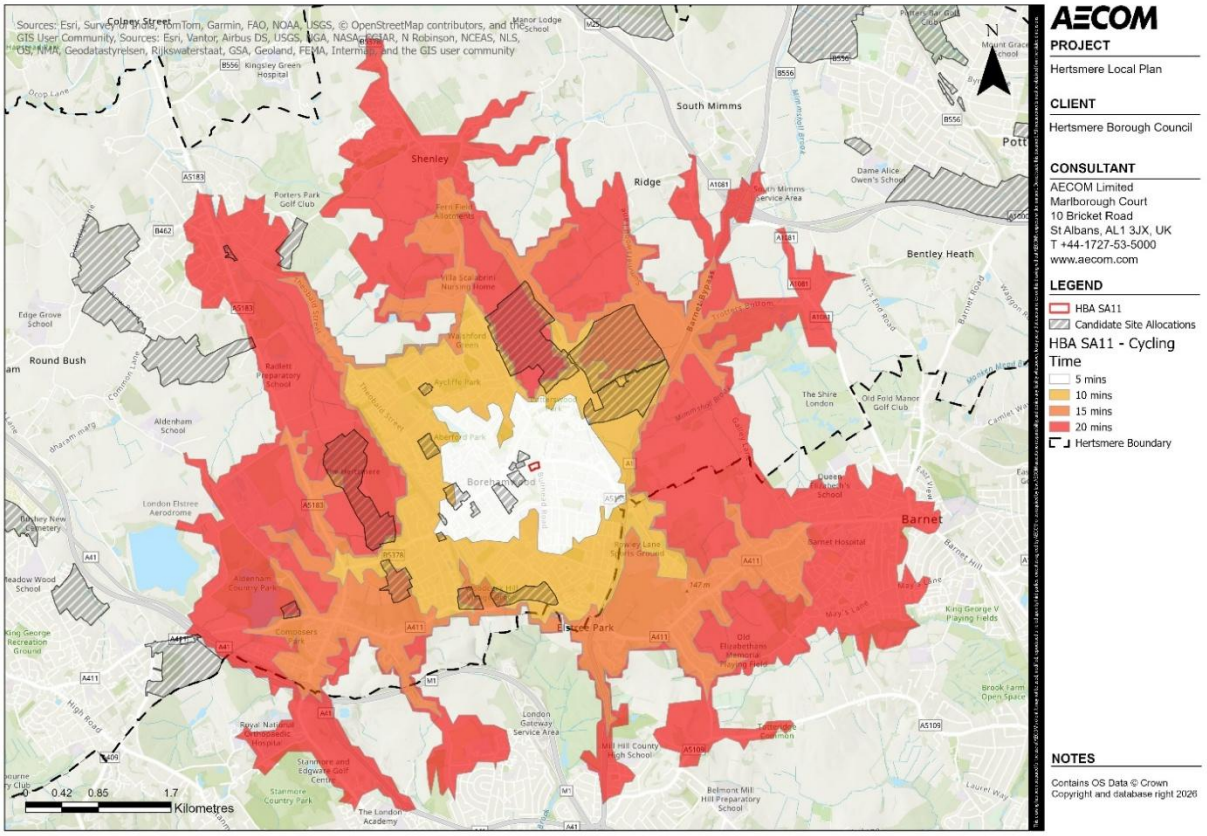


Figure 6: Cycling time from centre point of HBA SA11

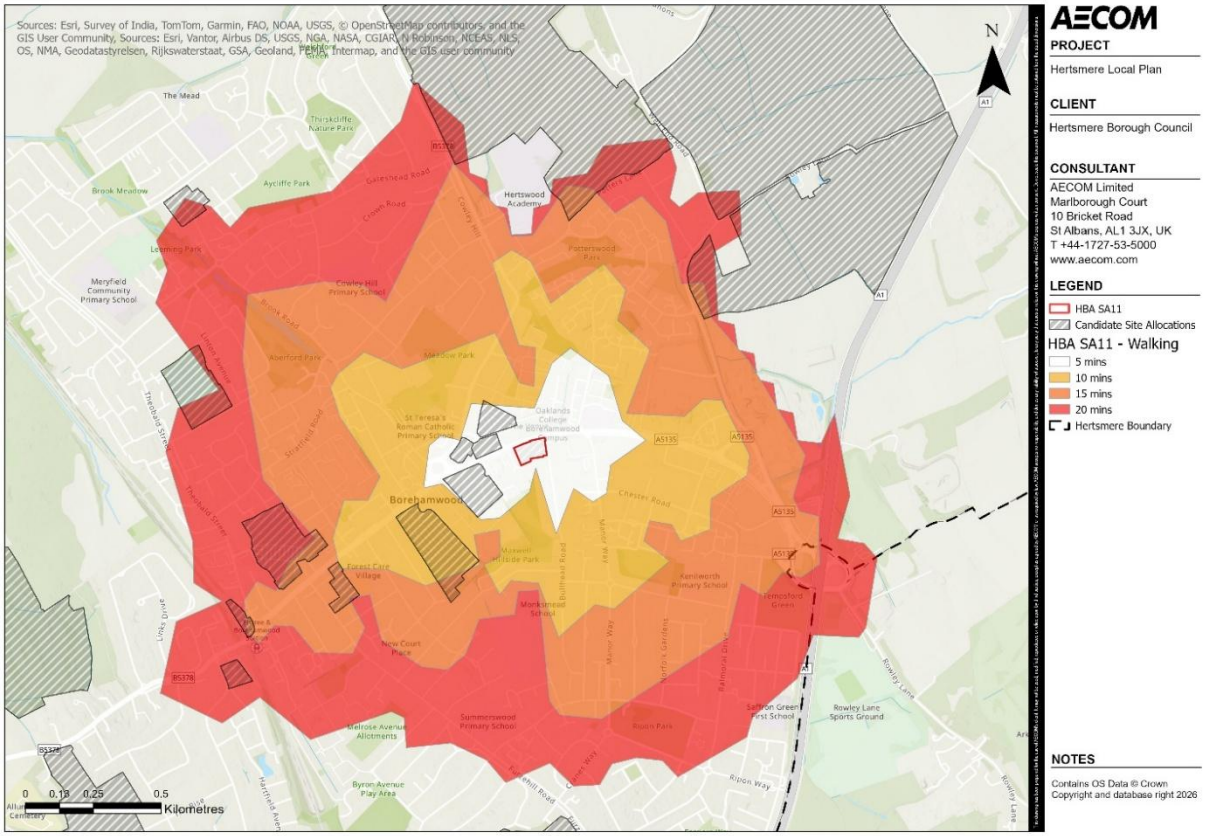


Figure 7: Walking time from centre point of HBA SA11

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	40	4.914	364
Cyclists	0.026	2	0.179	13
Pedestrians	0.316	23	1.892	140
Public Transport Users	0.084	6	0.483	36

- Based on standard trip-rate assumptions for a C3 residential use and a total of 74 dwellings, the development is expected to generate approximately 40 vehicle trips during a typical AM peak hour (08:00–09:00).
- Across an entire day, the development is expected to generate approximately 364 vehicle trips, 13 cycle trips, 140 pedestrian trips and 36 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

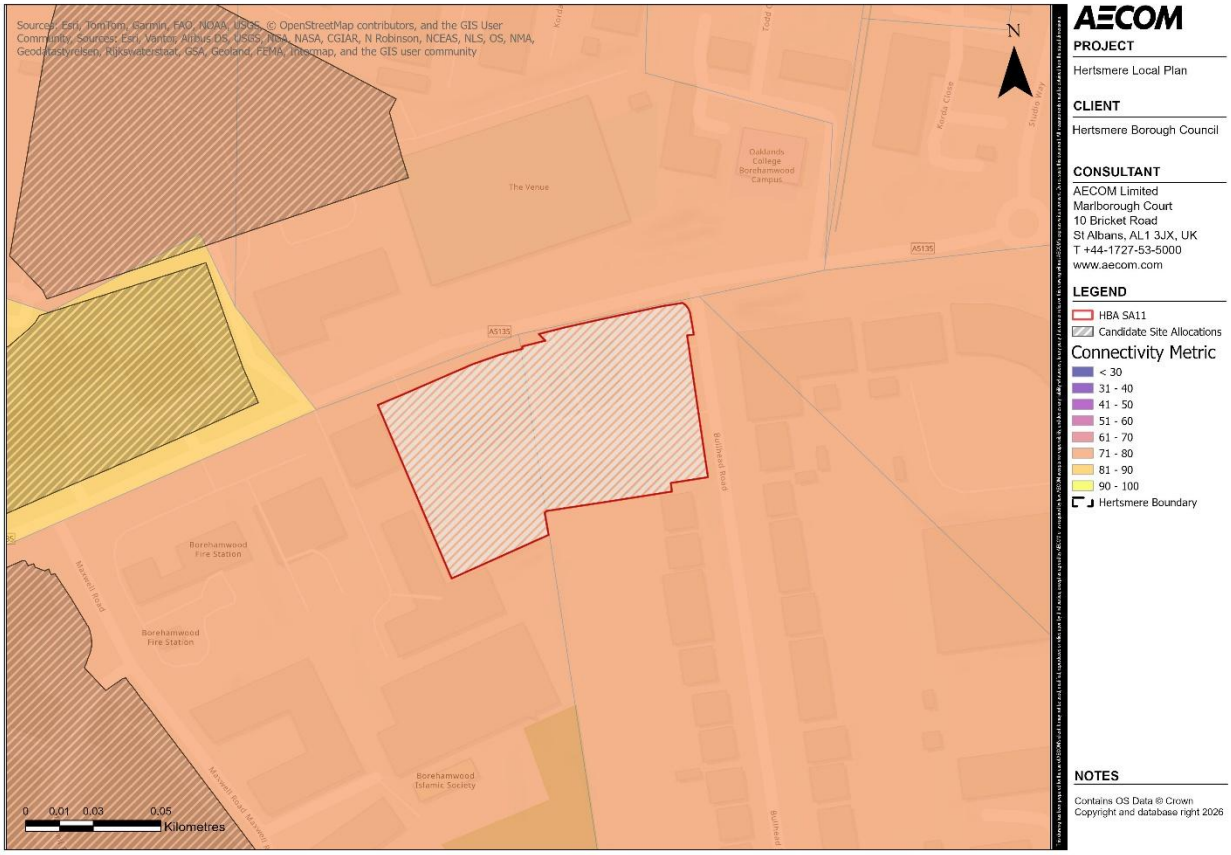


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

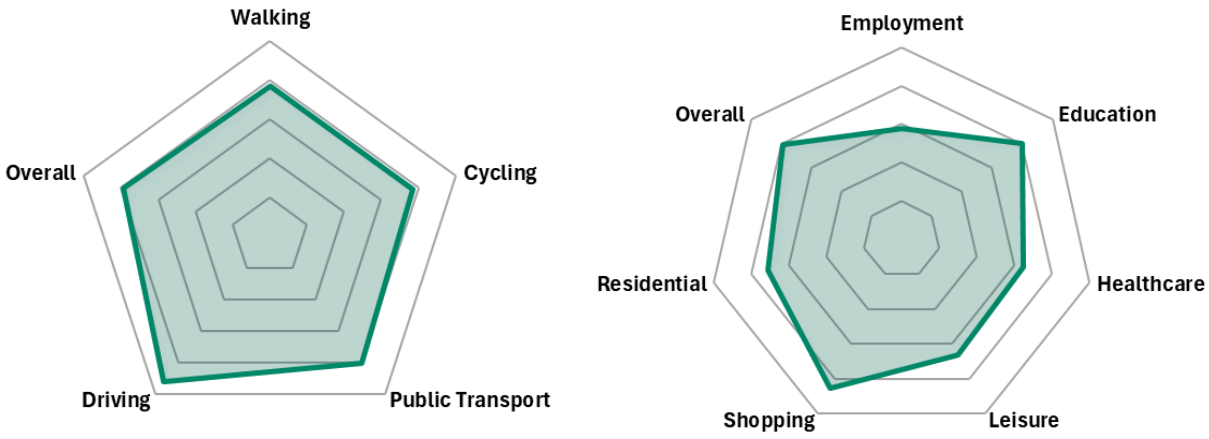


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA12	**Site Address:** Car Park, Theobald Street (south) including former Shiva Building, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 55
Land Use Type: Comprehensive redevelopment comprised of residential and public realm (with vertical intensification).	**Site Area (Hectares):** 0.55Ha

Site Location

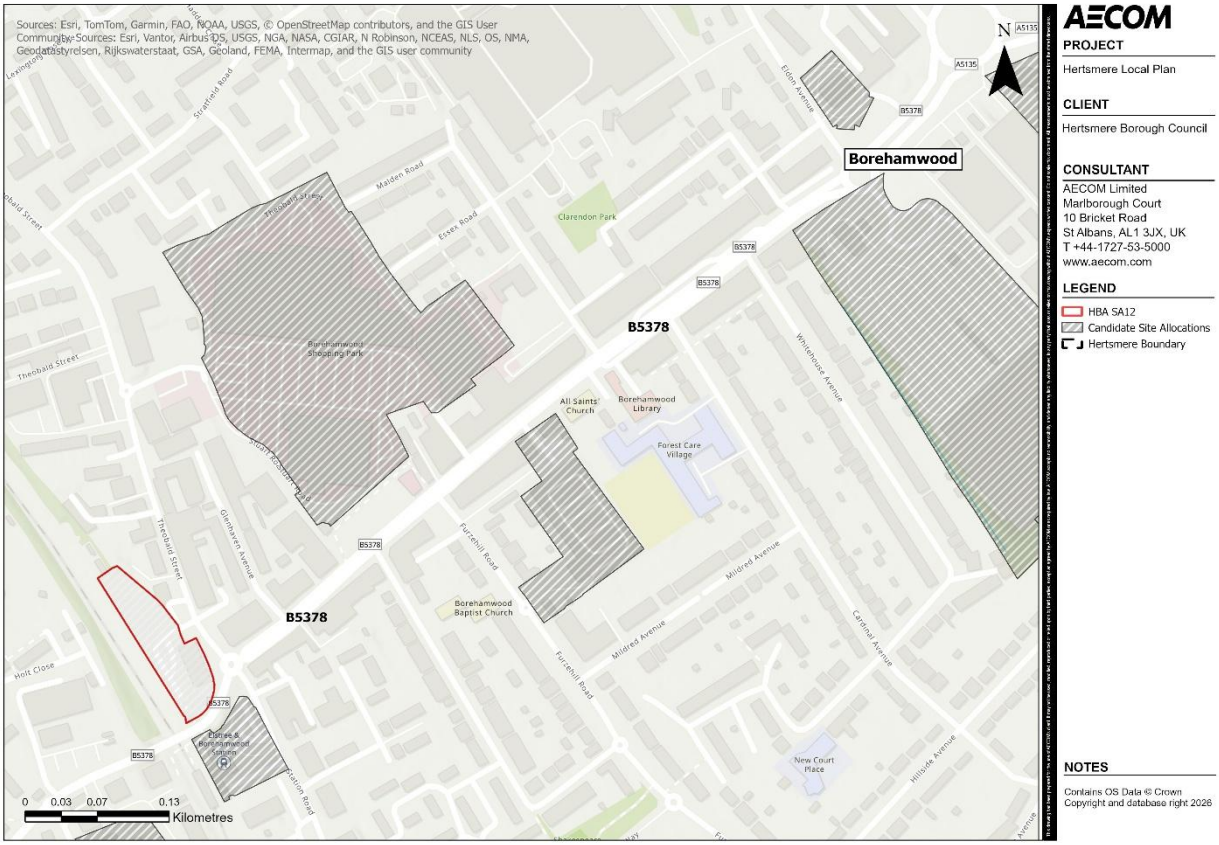


Figure 1: Car Park, Theobald Street (south), Borehamwood site location

- The site is located in Borehamwood, approximately 1.7km northeast of Elstree and opposite Elstree and Borehamwood Rail and Bus Station.

- Surrounding the site, four site allocations fall within 500m, the largest of which is the strategic urban site for Borehamwood Town Centre Retail Park (HBA SA1) and the closest of which is Elstree and Borehamwood Rail and Bus Station (HBA SA7).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.74

Potters Bar – high street	8.34
Bushey	5.67
Radlett	4.04
St Albans	11.63
Watford	8.15
Hemel Hempstead	17.34
Hatfield	12.67
Stanmore Underground Station	4.12
High Barnet Underground Station	6.0

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.74km), Radlett (4.04km), and Bushey (5.67km).

- Stanmore Underground Station is located just over 4km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

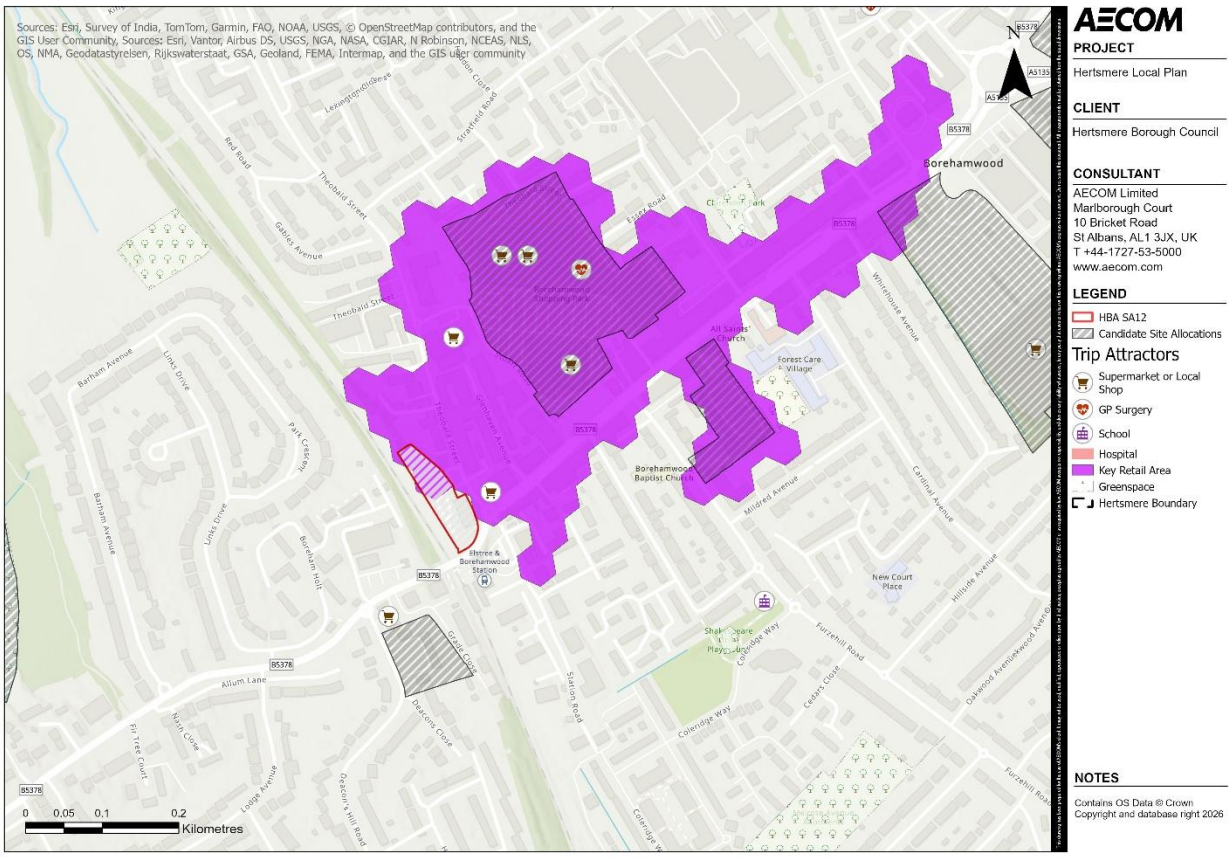


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	54 minutes	3.7 km	19 minutes	3.8 km
GP	The Grove Medical Centre	3 minutes	0.23 km	1 minute	0.23 km
Supermarket	Sainsbury's Local	2 minutes	0.1 km	1 minute	0.1 km
Primary School	St. Teresa's Primary School	16 minutes	1.2 km	5 minutes	1.2 km
Secondary School	Yavneh College	19 minutes	1.3 km	6 minutes	1.5 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals, are not within walking distance but can be accessed by a 19-minute cycle.

Highway Network

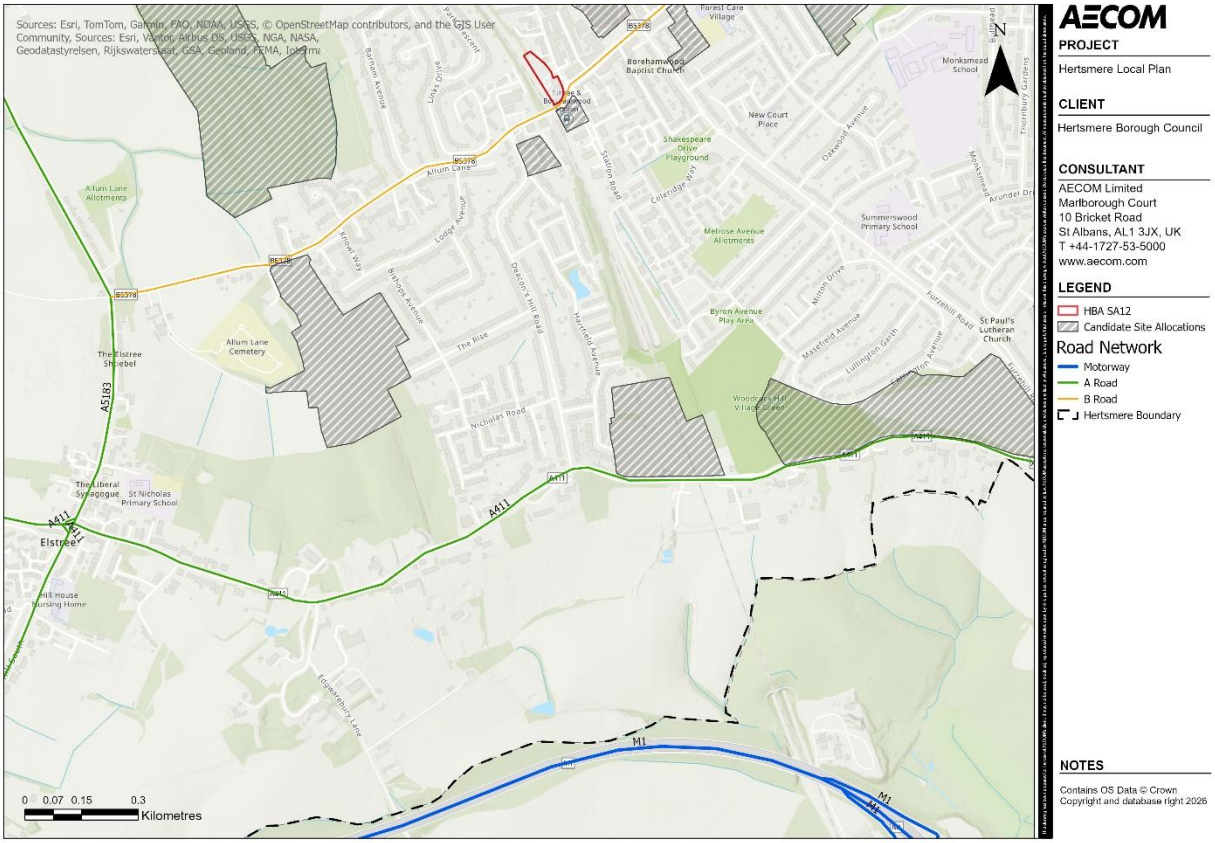


Figure 3: Map of the surrounding road network

- The southern boundary of the site borders the B5378 Allum Lane, which provides an eastward connection to the A5183 Watling Street and a westward connection to the A1 Barnet By-Pass and, further afield, to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

- The M1, which also forms part of the SRN, is located approximately 1.8km south of the site.

Public Transport Provision

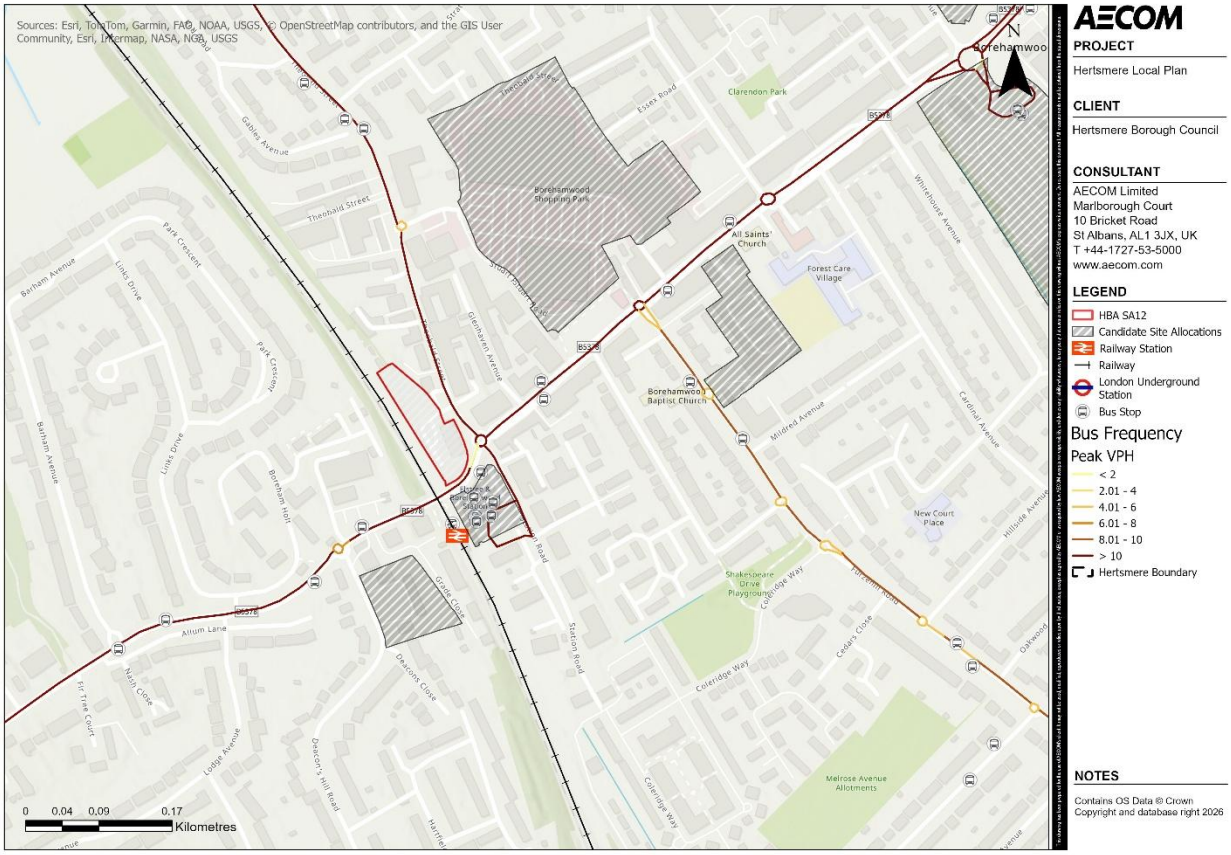


Figure 4: Map of nearby bus stops and railway stations

- The western boundary of the site borders the railway line that serves Elstree and Borehamwood Rail Station, located opposite the site.
- Within 500m of the site there are approximately 16 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), and 361 (Borehamwood – St Albans).
- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.
- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.
- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.
- Most of these services can be accessed on nearby Shenley Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.
- Elstree and Borehamwood Train Station is located to the south of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

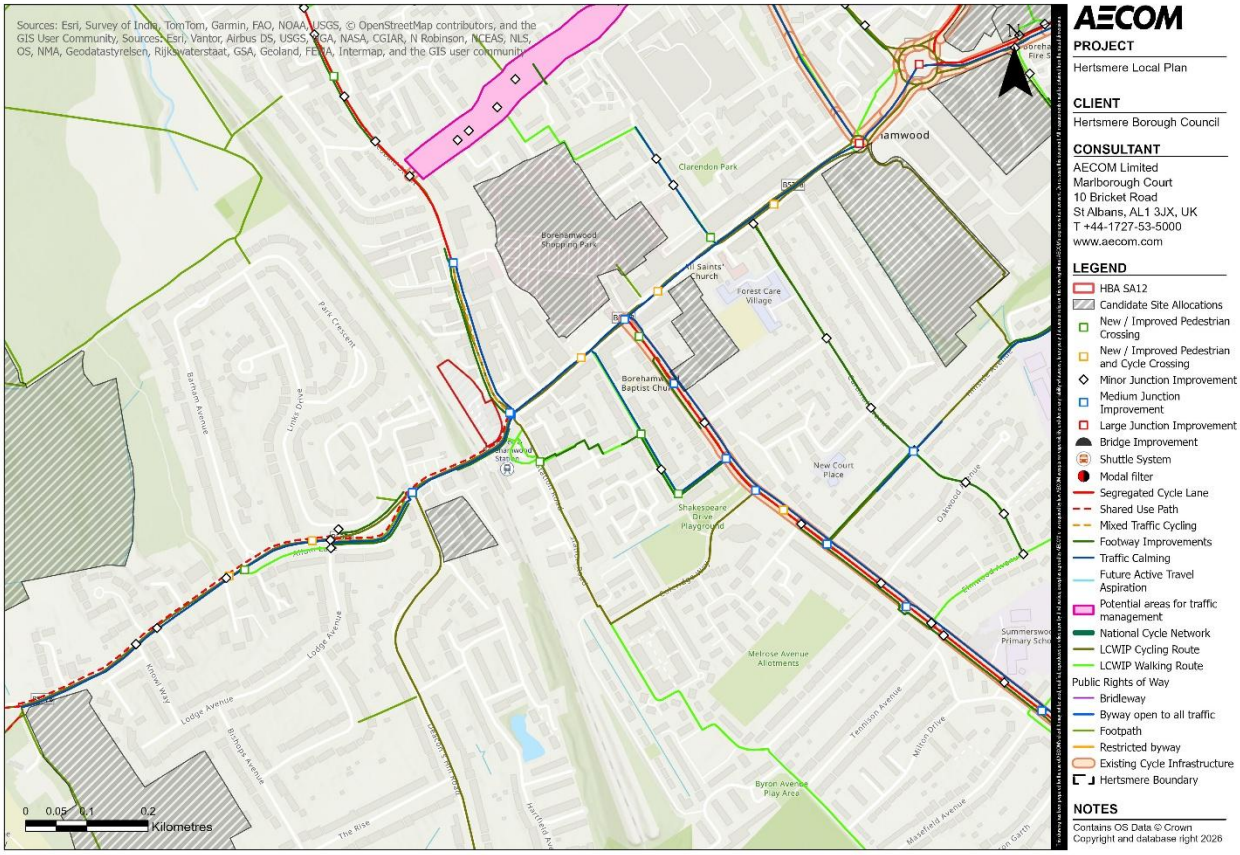


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- To the north of the site, various leisure public footpaths route through The Hertsmere golf course. This network extends across the Midland Main Railway Line via a bridge to Red Road.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Theobald Street bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

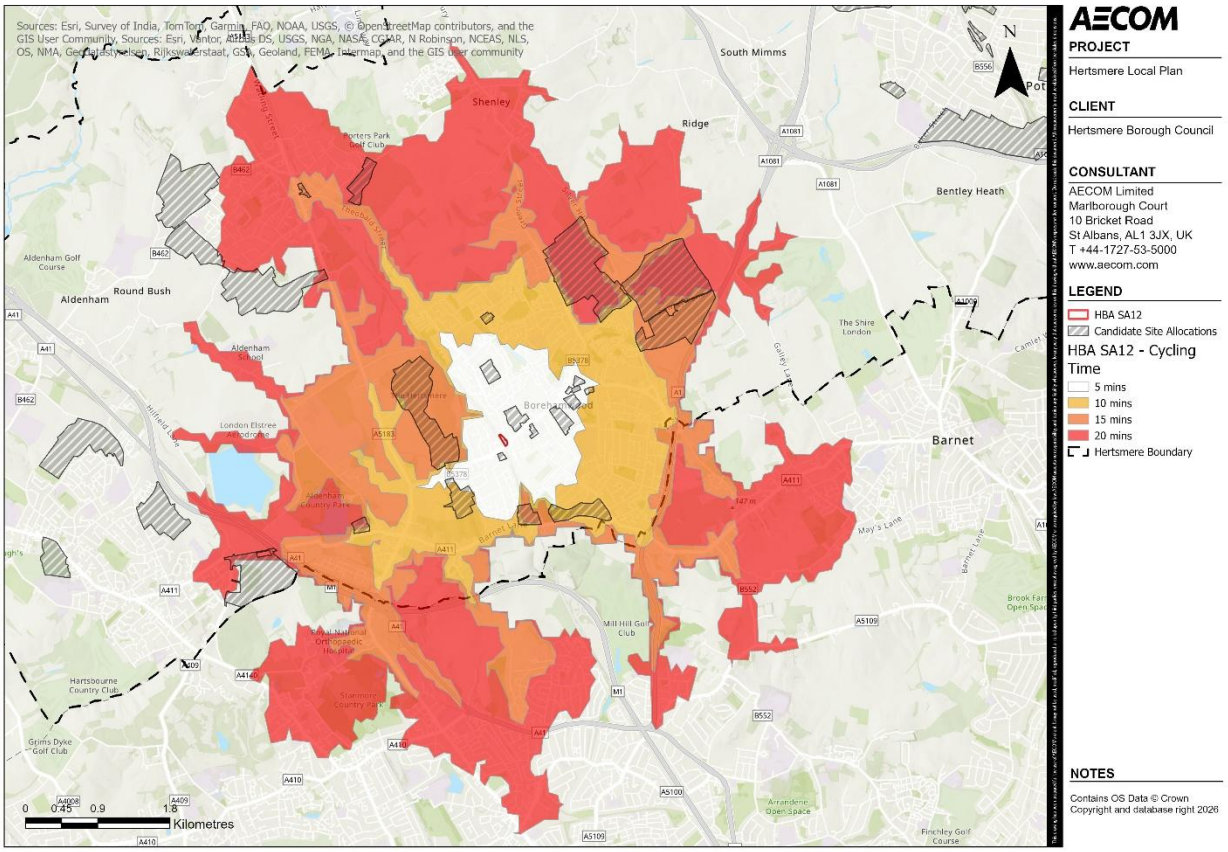


Figure 6: Cycling time from centre point of HBA SA12

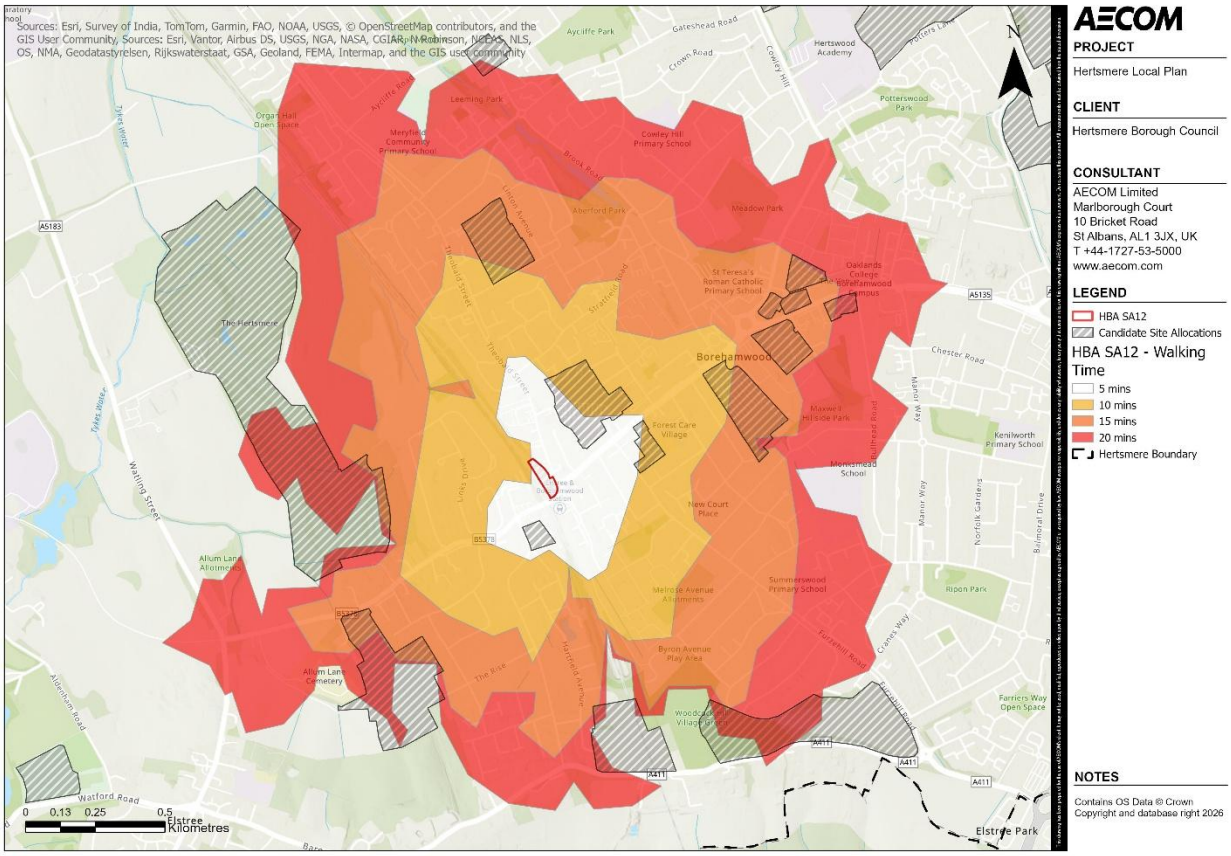


Figure 7: Walking time from centre point of HBA SA12

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	30	4.914	270
Cyclists	0.026	1	0.179	10
Pedestrians	0.316	17	1.892	104
Public Transport Users	0.084	5	0.483	27

- Based on standard trip-rate assumptions for a C3 residential use and a total of 55 dwellings, the development is expected to generate approximately 30 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 270 vehicle trips, 10 cycle trips, 104 pedestrian trips and 27 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

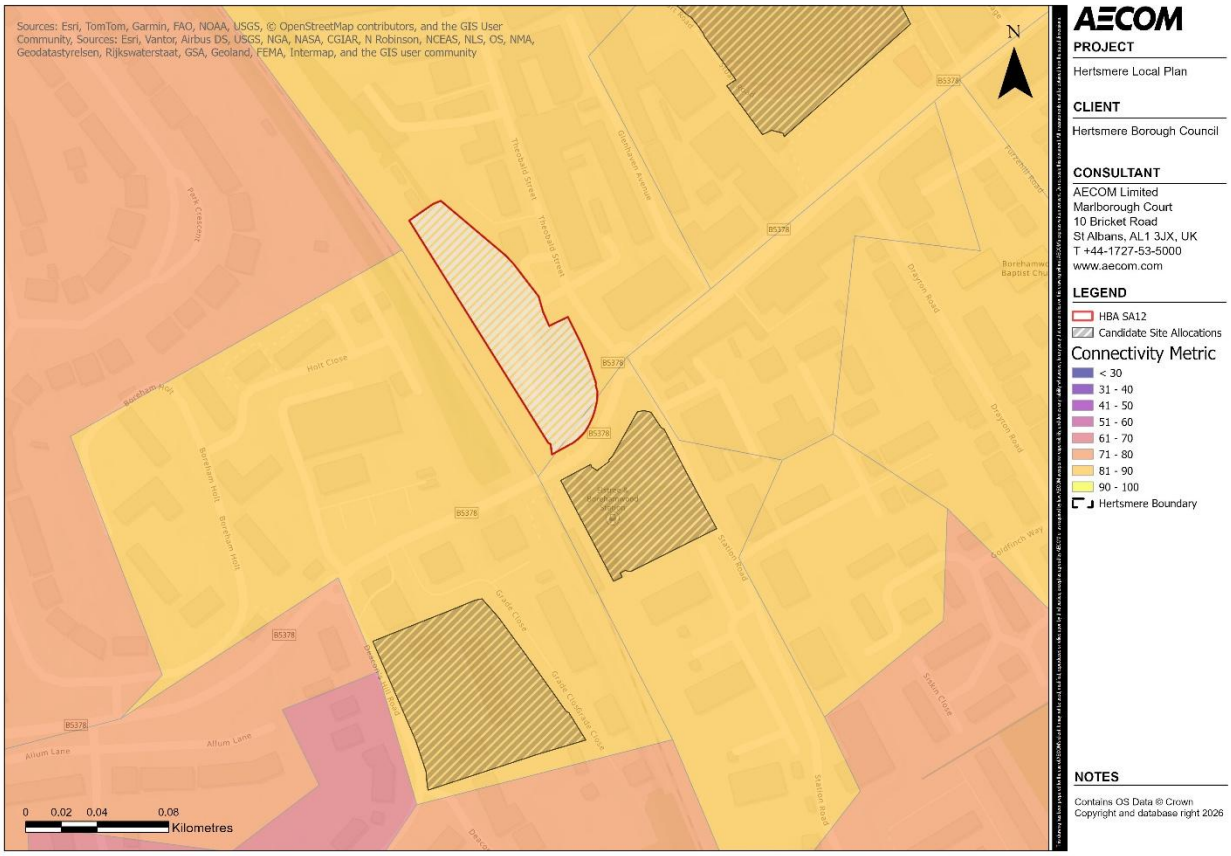
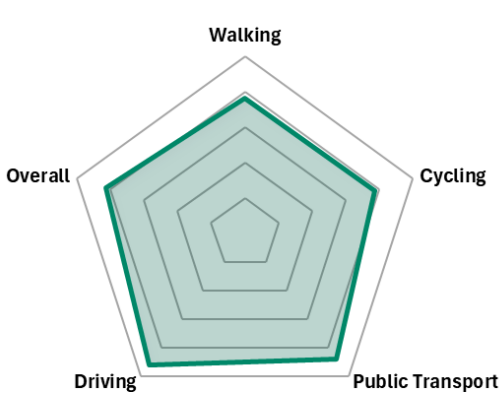


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus and rail services near to the site providing connections to local and regional destinations, although some bus services could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes.



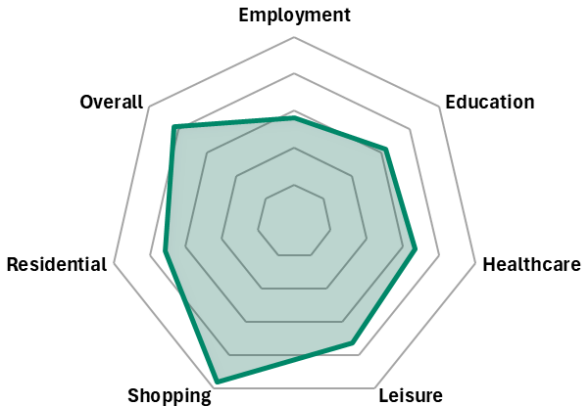


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA15	**Site Address:** Leeming Road Local Centre, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 71
Land Use Type: Comprehensive mixed-use redevelopment comprised of main town centre / employment uses (at ground level), public realm and residential above (with vertical intensification).	**Site Area (Hectares):** 1.42Ha

Site Location

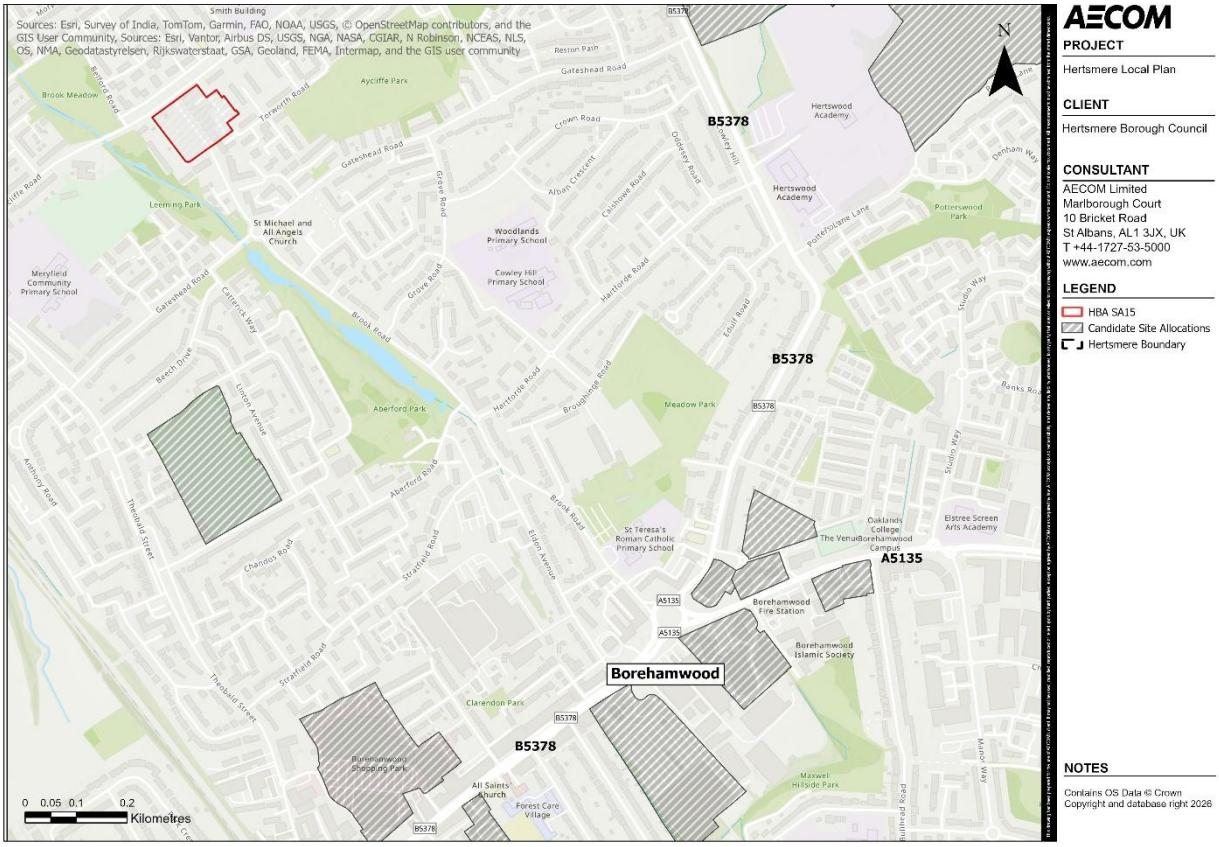


Figure 1: Leeming Road Local Centre, Borehamwood site location

- The site is located in Borehamwood, southeast of Letchmore Heath and Radlett.
- Regulation 18 site Old Haberdasher's Sports Ground - Croxdale Road, Borehamwood (HBA SA24) is located 500m southwest and Well End Strategic Urban Extension, Borehamwood is located 1km east.
- Borehamwood High Street is located directly south of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.38
Potters Bar – high street	7.8
Bushey	6.04
Radlett	2.85
St Albans	10.15
Watford	7.99
Hemel Hempstead	16.21
Hatfield	11.29
Stanmore Underground Station	5.52
High Barnet Underground Station	6.46

- There are various key settlements within 10km of the site, including Borehamwood – high street (1.38km), Radlett (2.85km), and Bushey (6.04km).

- Stanmore Underground Station is located just over 5.5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors



Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	77 minutes	5.4 km	26 minutes	5.9 km
GP	Theobald Medical Centre	11 minutes	0.8 km	3 minutes	0.85 km
Supermarket	Co-op Boreham Wood - Leeming Road	1 minute	0.0 km	1 minute	0.0 km
Primary School	Parkside Community Primary School	5 minutes	0.35 km	1 minute	0.35 km
Secondary School	Hertswood Academy	24 minutes	1.7 km	7 minutes	1.8 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 15-minute walk.

- Some services, such as secondary schools, are not within walking distance but can be accessed within a 7-minute cycle. Others, such hospitals, cannot be easily accessed via active travel.

Highway Network

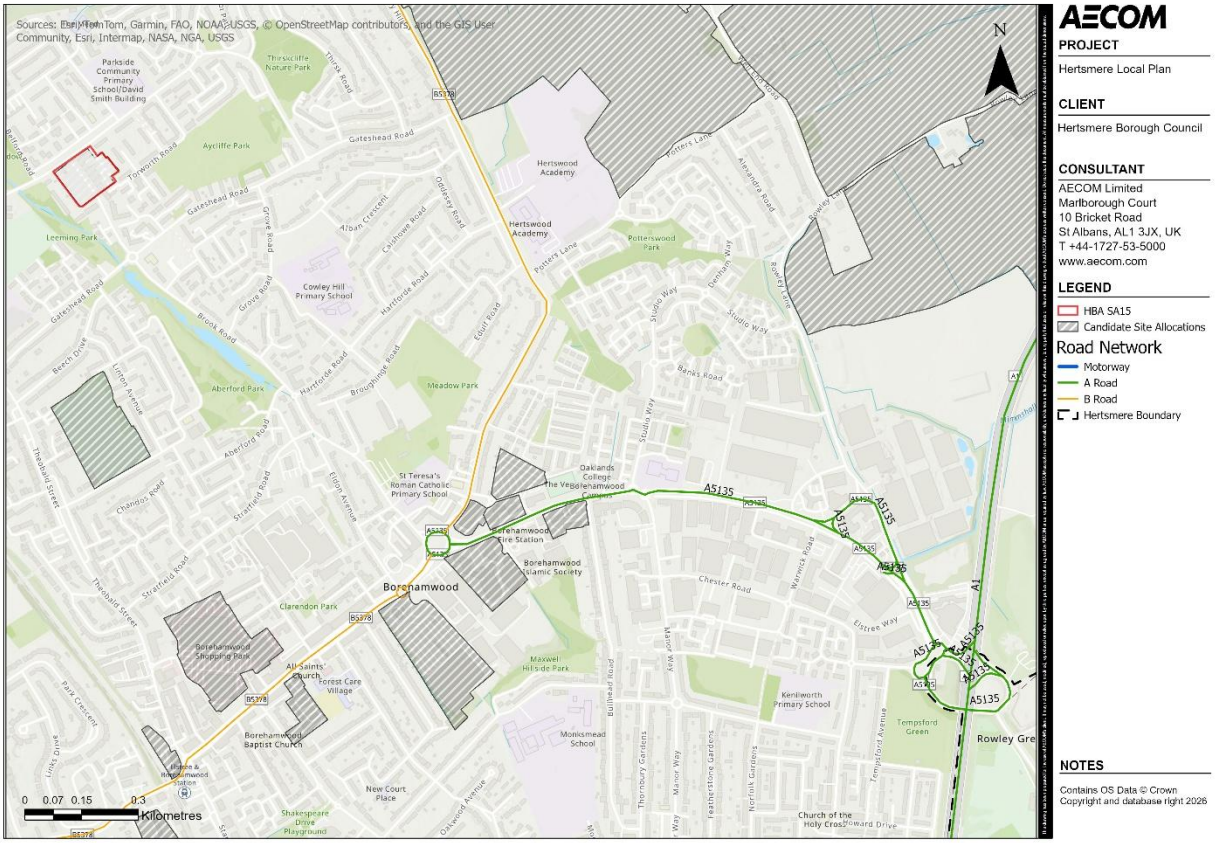


Figure 3: Map of the surrounding road network

- The site is bordered by local roads. The northern boundary of the site borders Aycliffe Road, the western and southern boundary borders Baldock Way and the eastern boundary borders Torworth Road.

- The B5378 Shenley Road is located approximately 1km south of the site. This provides an eastward connection to the A5183 Watling Street and a westward connection to the A1 Barnet By-Pass and, further afield, to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

Public Transport Provision

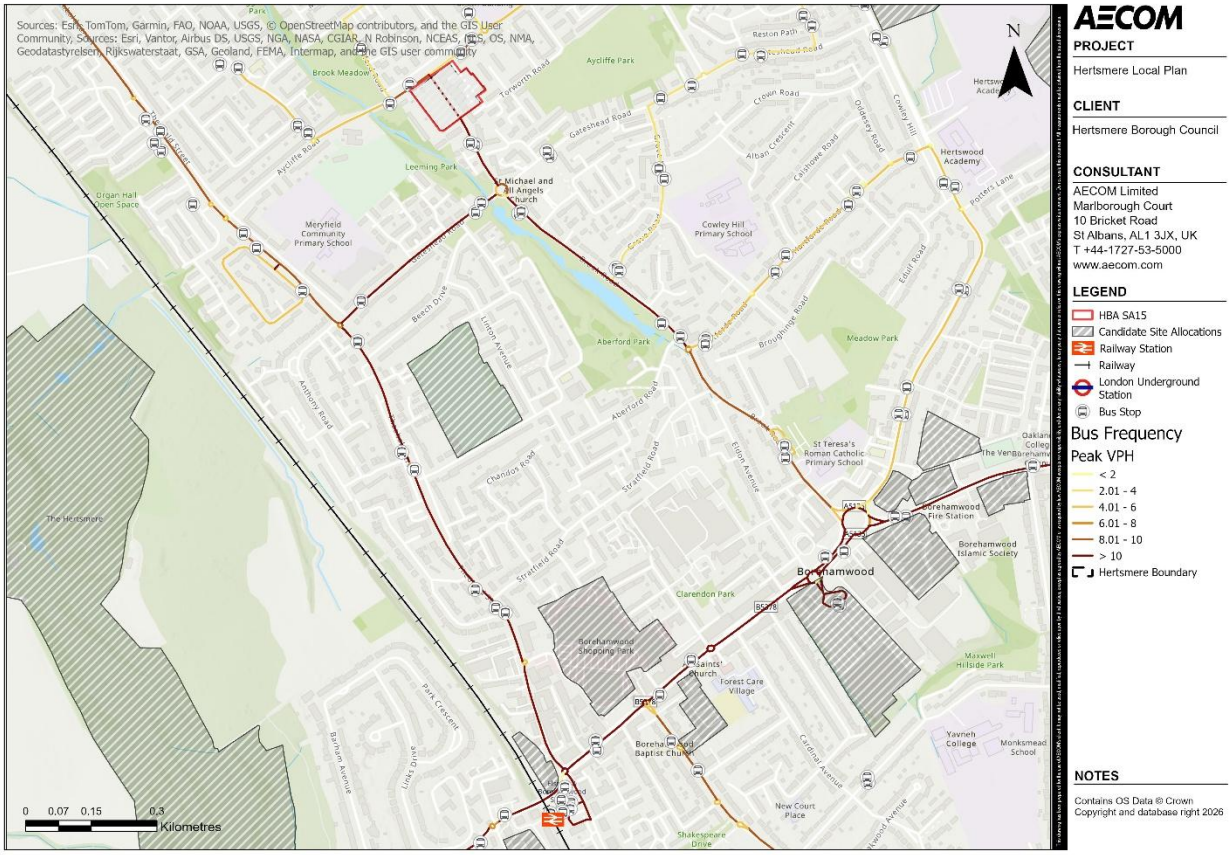


Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 22 bus stops, providing access to services such as the 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), and 398 (Borehamwood – Potters Bar).

- The 292 service runs at 3 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306 and 357 services run at a combined ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Leeming Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the south of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

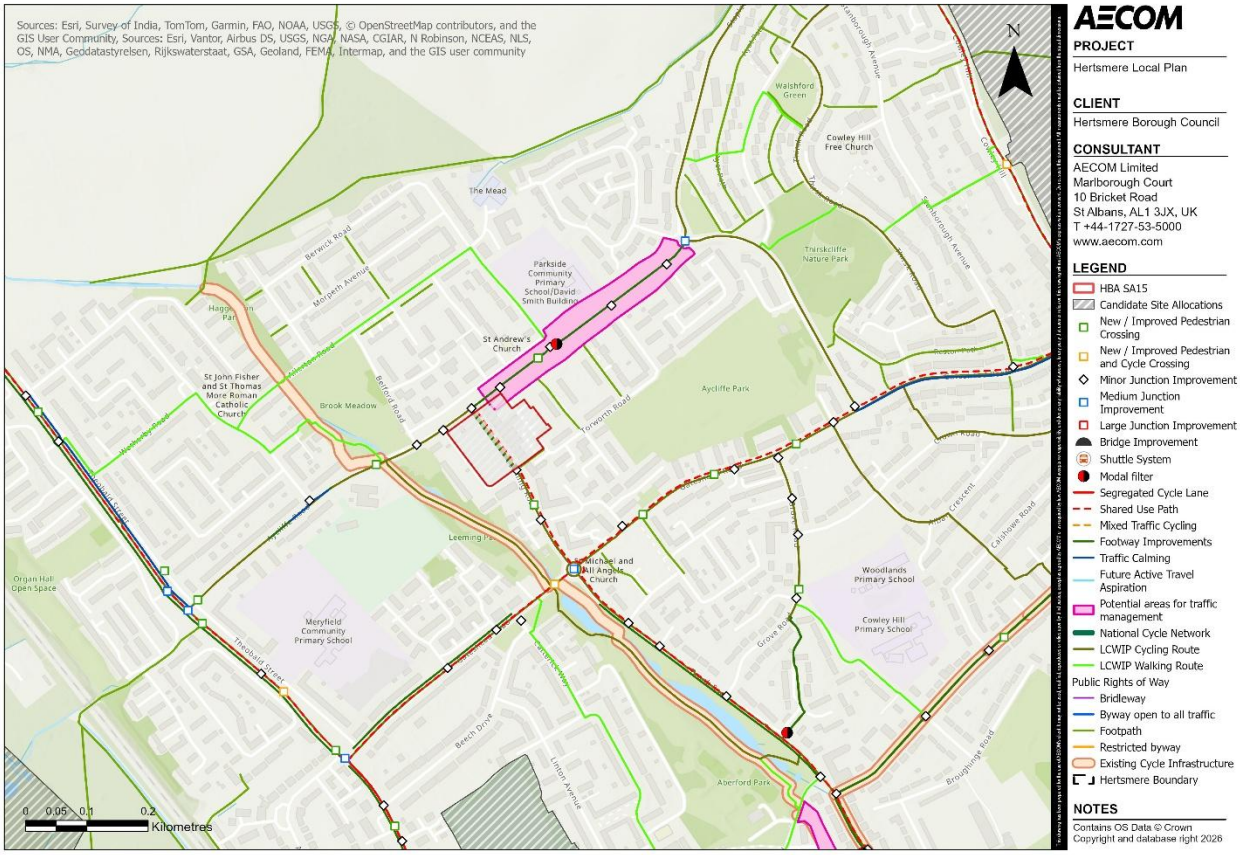


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- Two segments of the public footpath network are located to the east of the site, both of which connect Torworth Road and Aycliffe Road.
- Another two segments of the public footpath network are located to the south of the site, both of which connect Warenford Way and Gateshead Road.
- An extensive public footpath network is located west of the site within The Hertsmere Golf Course. These routes are largely leisure in nature.
- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.
- The Hertsmere LCWIP Cycling Network runs on Aycliffe Road bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

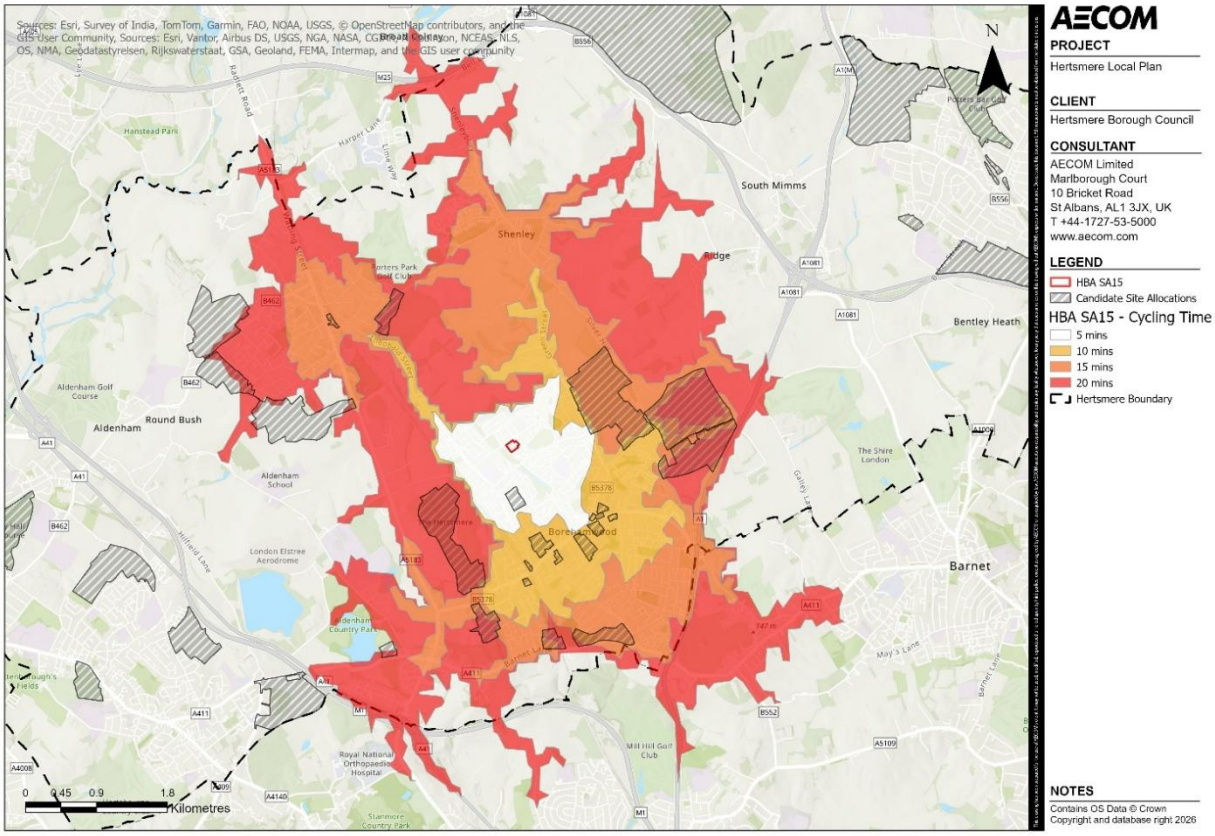


Figure 6: Cycling time from centre point of HBA SA15

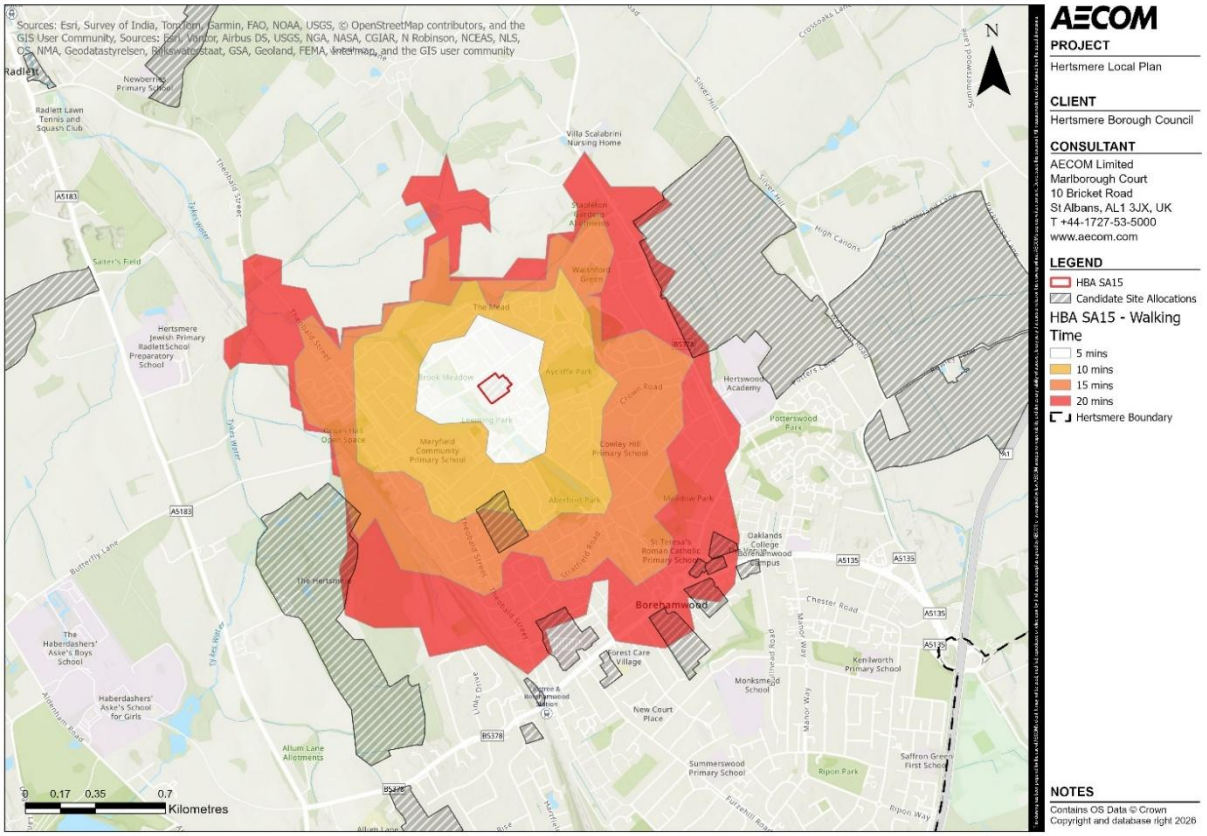


Figure 7: Walking time from centre point of HBA SA15

- Most central areas of Borehamwood are within a 20-minute walk or 10-minute cycle from the site.

- The villages of Radlett and Shenley can be reached within a 15-minute cycle of the site, and the village of Elstree can be reached within a 20-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	39	4.914	349
Cyclists	0.026	2	0.179	13
Pedestrians	0.316	22	1.892	134
Public Transport Users	0.084	6	0.483	34

- Based on standard trip-rate assumptions for a C3 residential use and a total of 71 dwellings, the development is expected to generate approximately 39 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 349 vehicle trips, 13 cycle trips, 134 pedestrian trips and 34 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

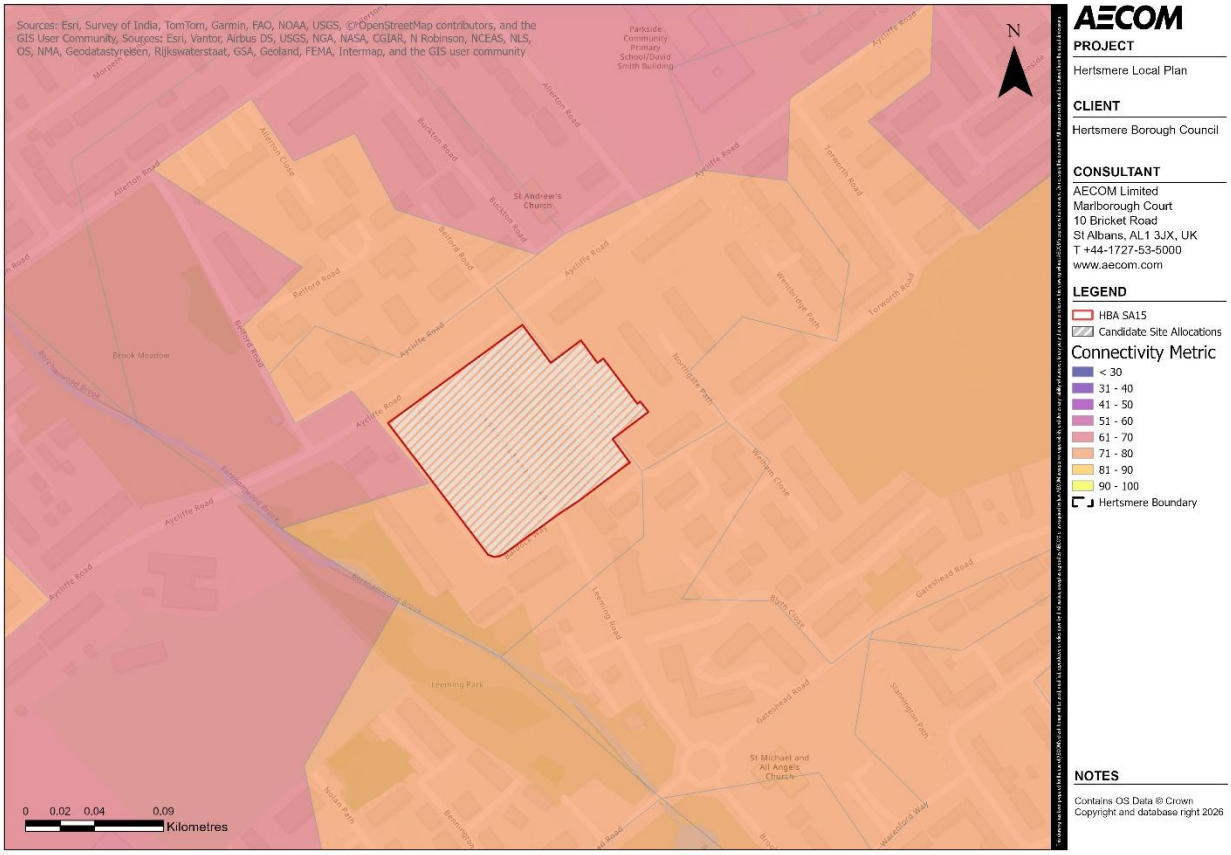
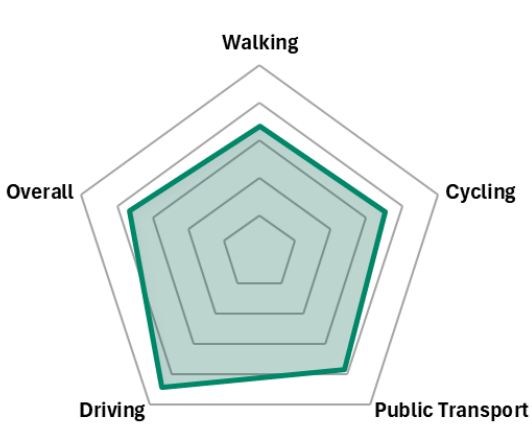


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals and secondary schools, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns, although some of these could benefit from increased frequency. There are some existing Public Rights of Way in the immediate vicinity of the site and pedestrian facilities outside of this are generally strong.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.



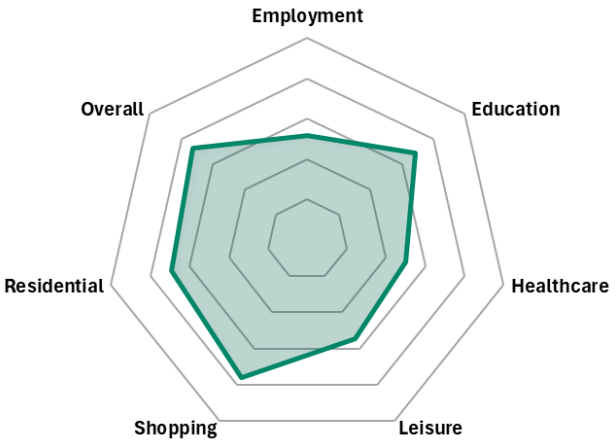


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA16	**Site Address:** Imperial Place, Elstree Way, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 221
Land Use Type: Comprehensive mixed-use redevelopment comprised of main town centre / employment uses (at ground level), public realm and residential above (with vertical intensification).	**Site Area (Hectares):** 2.21Ha

Site Location

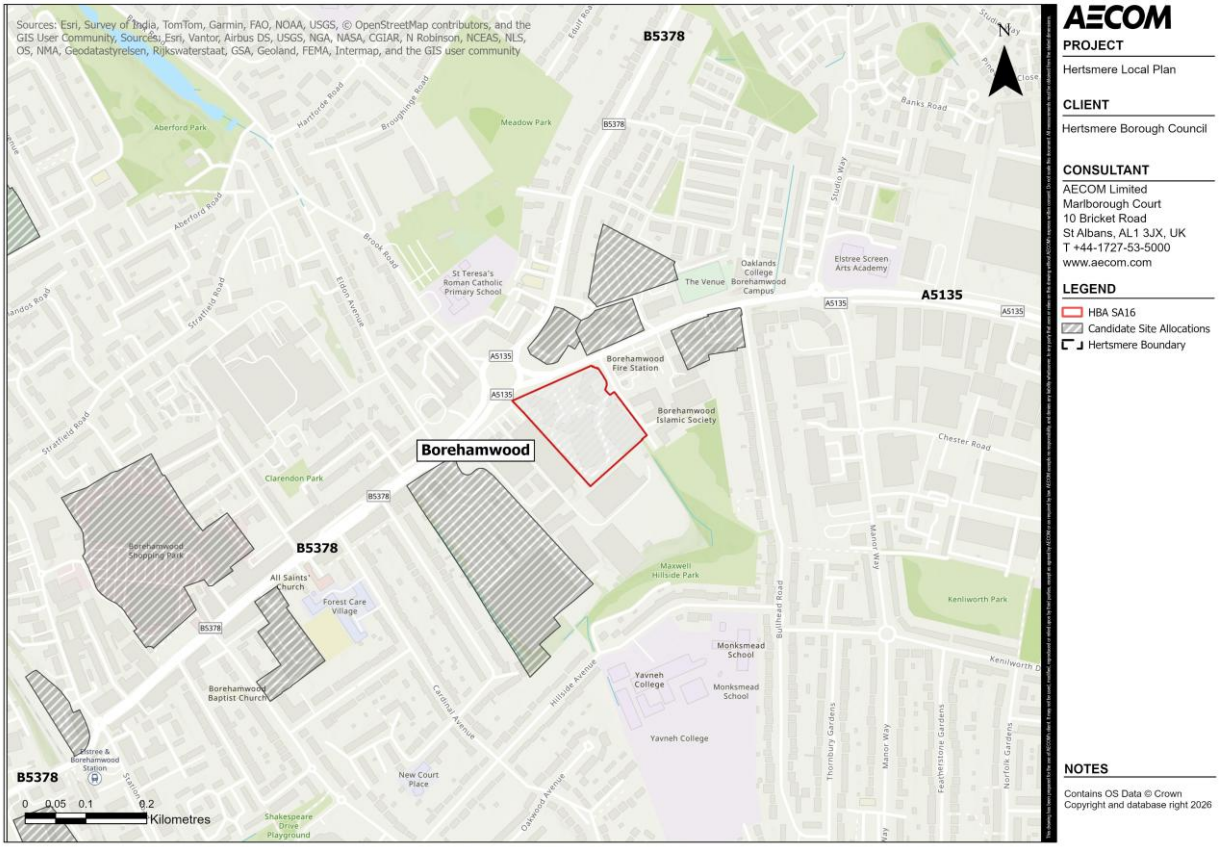


Figure 1: Imperial Place, Elstree Way, Borehamwood site location

- The site is located in Borehamwood, approximately 1.3km southwest of Well End.
- Surrounding the site, eleven site allocations fall within 500m, the largest of which is the strategic urban site for Tesco Foodstore, Elstree Way (HBA SA3).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.25
Potters Bar – high street	7.36

Bushey	6.63
Radlett	4.33
St Albans	11.55
Watford	8.92
Hemel Hempstead	17.69
Hatfield	11.99
Stanmore Underground Station	4.92
High Barnet Underground Station	5.18

- There are various key settlements within 10km of the site, including Borehamwood – high street (0.25km), Radlett (4.33km), and Bushey (6.63km).

- Stanmore Underground Station is located just under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

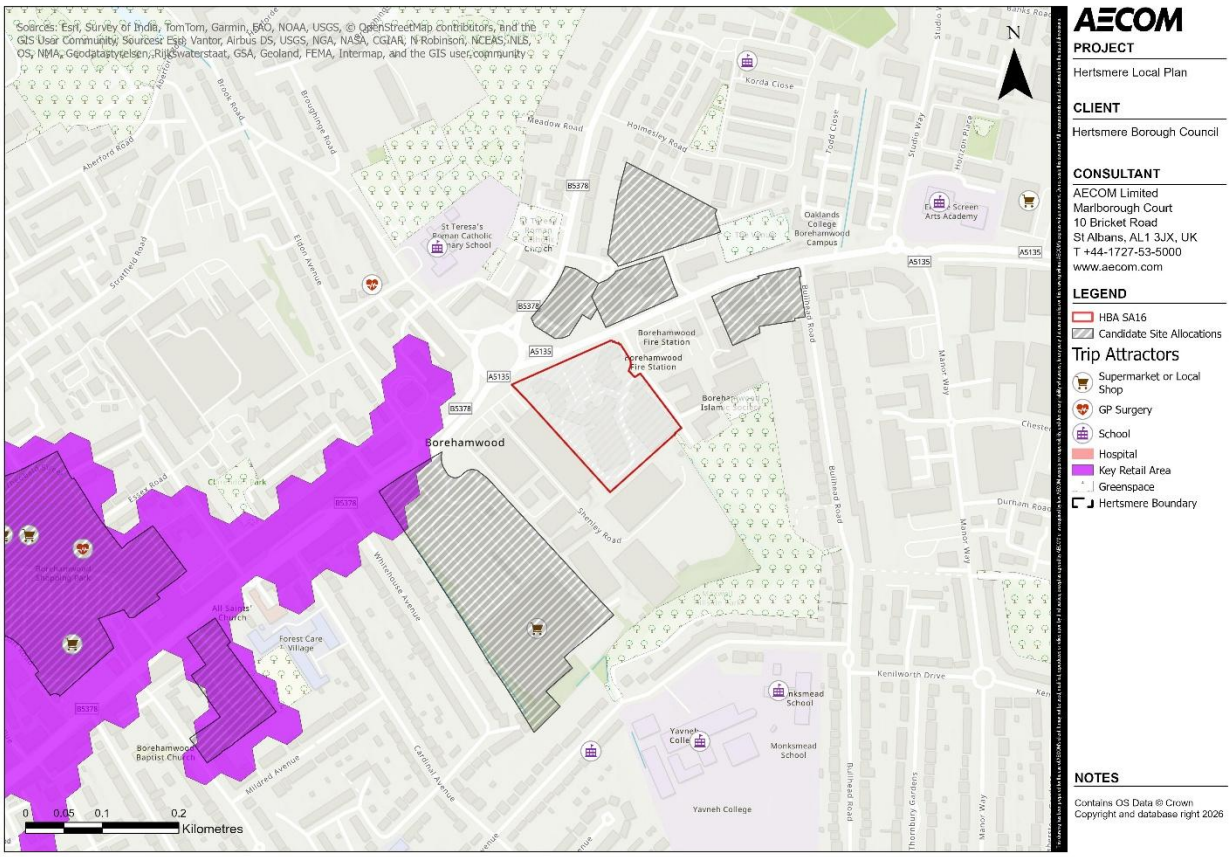


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	70 minutes	4.8 km	24 minutes	4.9 km
GP	Fairbrook Medical Centre	6 minutes	0.45 km	2 minutes	0.5 km
Supermarket	Tesco Borehamwood Extra	9 minutes	0.65 km	3 minutes	0.85 km
Primary School	St. Teresa's Primary School	7 minutes	0.5 km	2 minutes	0.55 km
Secondary School	Elstree Screen Arts Academy	9 minutes	0.65 km	4 minutes	1.1 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be accessed within a 10-minute walk.

- Some services, such as hospitals, are not within walking or cycling distance.

Highway Network

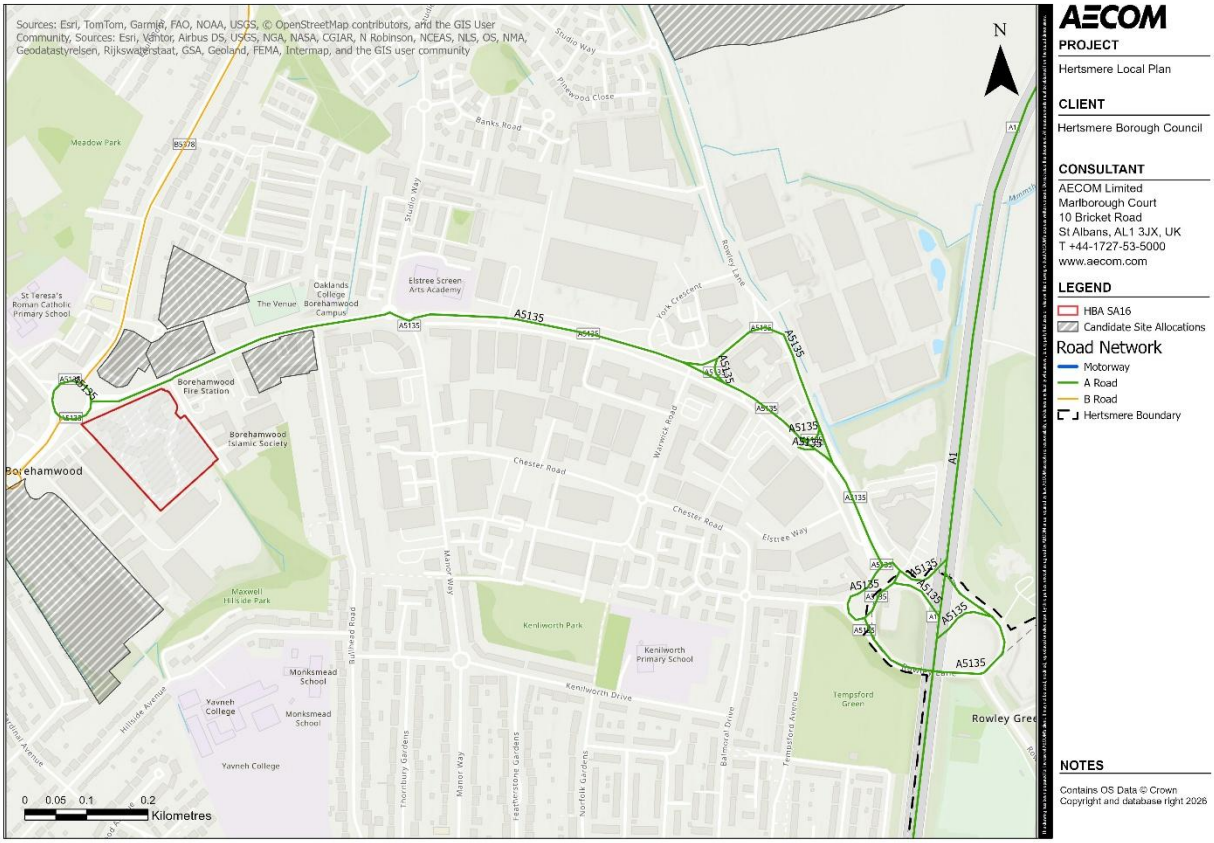


Figure 3: Map of the surrounding road network

- The northern boundary of the site borders the A5135 Elstree Way, providing direct access westward to the A1 Barnet By-Pass and onward to M25 Junction 23, which forms part of the Strategic Road Network (SRN).

- The B5378 Shenley Road is located 100m west of the site, providing a westward connection to A5183 Elstree Hill North.

Public Transport Provision



Figure 4: Map of nearby bus stops and railway stations

- Within 500m of the site there are approximately 13 bus stops, providing access to services such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH direction between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

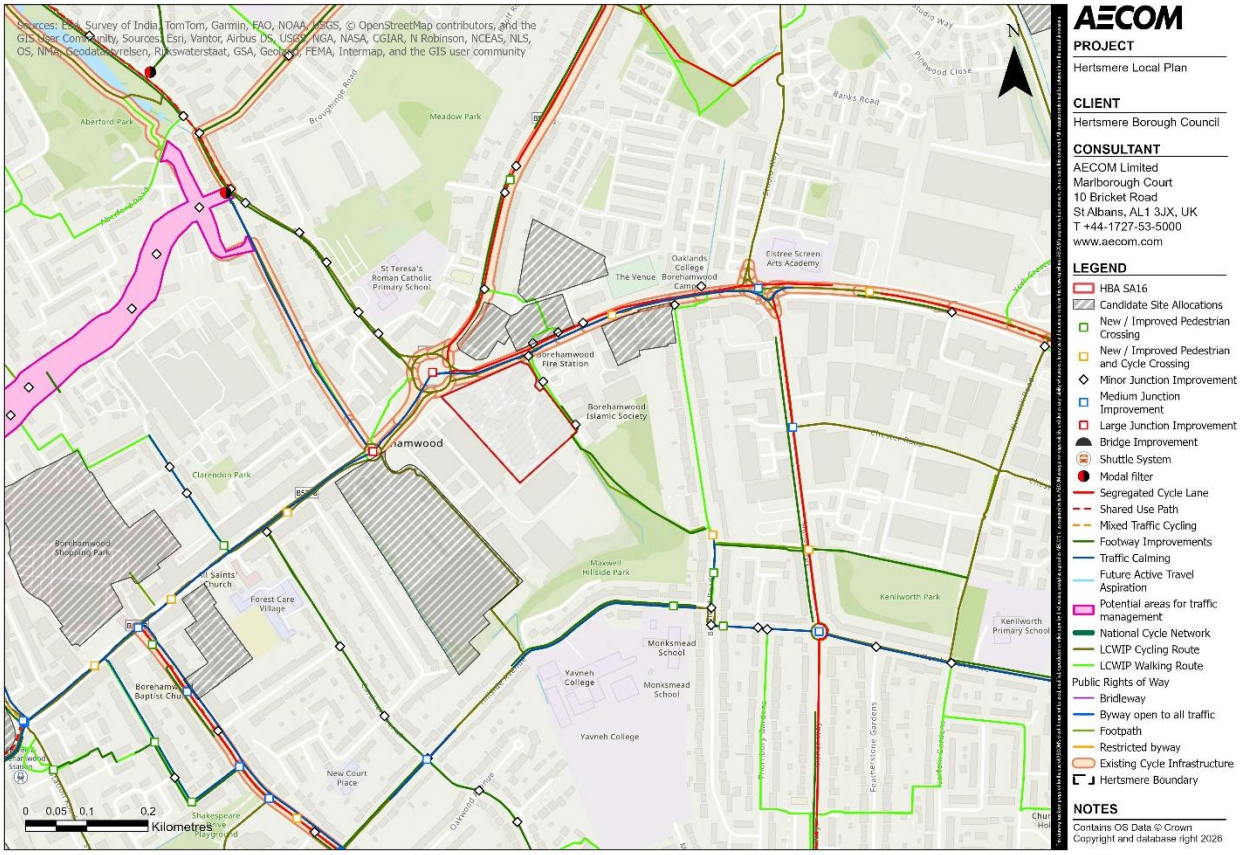


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network connects directly to the eastern boundary of the site via Cinder Path, which links Elstree Way and Bullhead Road. Adjoining public footpath sections extend further afield, providing connections to Manor Way, King George Playing Field and, ultimately, northwards along Warwick Road.

- The PRoW network to the south and west of the site is minimal.

- Due to the site's location in the centre of Borehamwood, pedestrian infrastructure in the vicinity is relatively strong.

- The Hertsmere LCWIP Cycling Network runs on Elstree Way bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

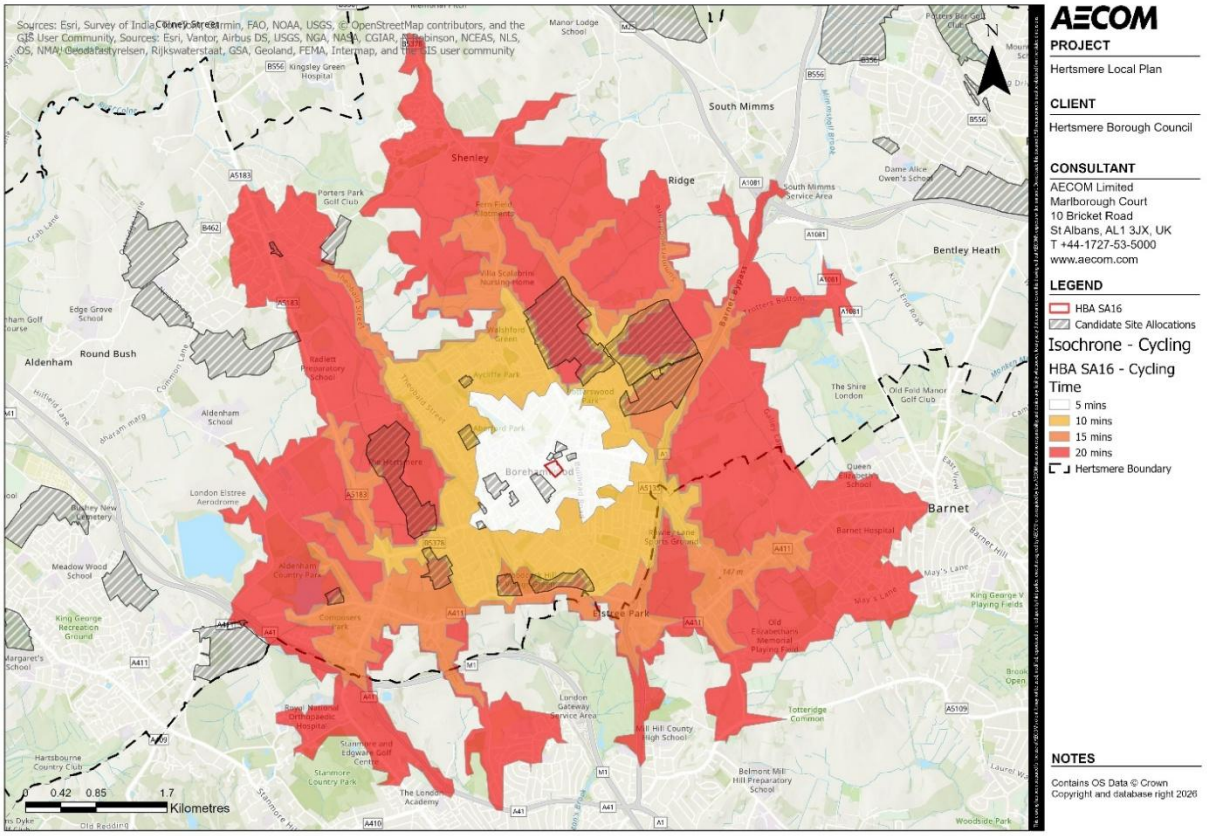


Figure 6: Cycling time from centre point of HBA SA16

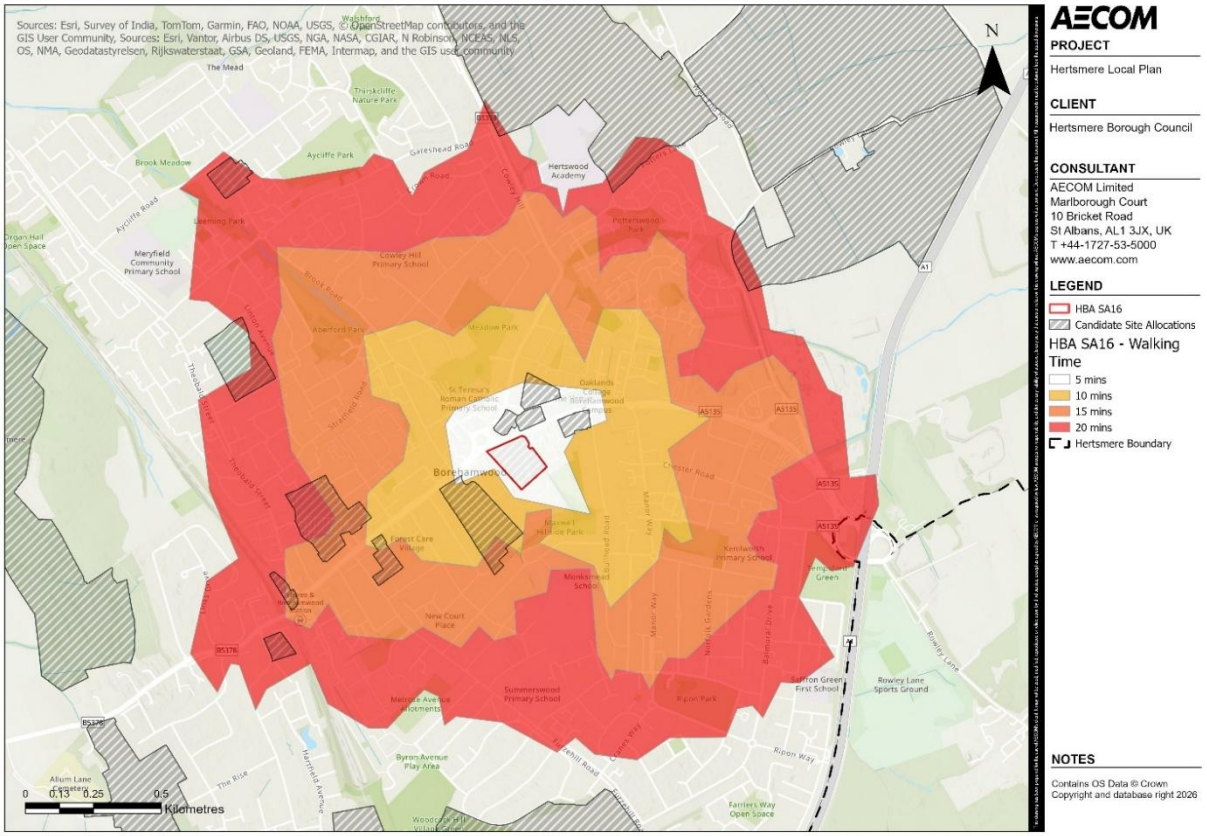


Figure 7: Walking time from centre point of HBA SA16

- The villages of Shenley and Radlett can be accessed within a 20-minute cycle from the site.

- Most central areas of Borehamwood are within a 15-minute walk or 5-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	120	4.914	1086
Cyclists	0.026	6	0.179	40
Pedestrians	0.316	70	1.892	418
Public Transport Users	0.084	19	0.483	107

- Based on standard trip-rate assumptions for a C3 residential use and a total of 221 dwellings, the development is expected to generate approximately 120 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1086 vehicle trips, 40 cycle trips, 418 pedestrian trips and 107 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

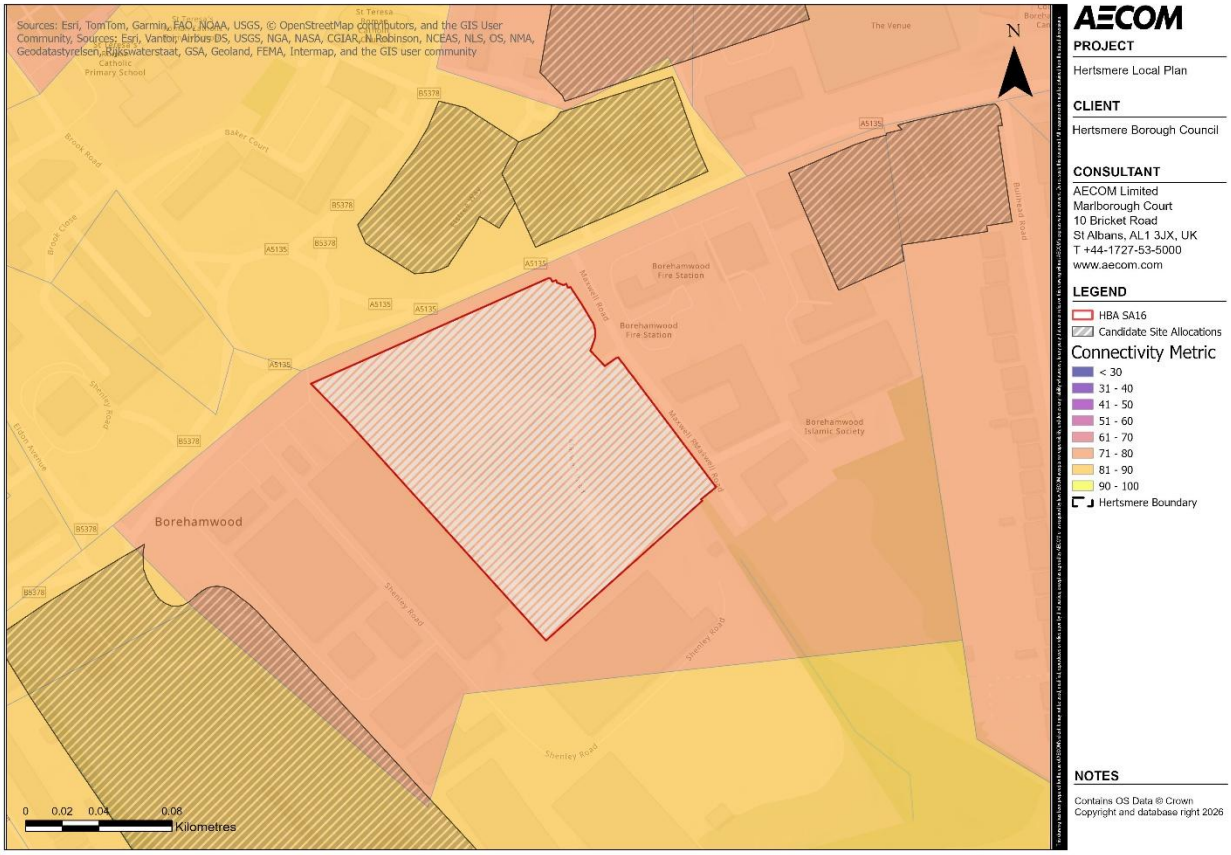
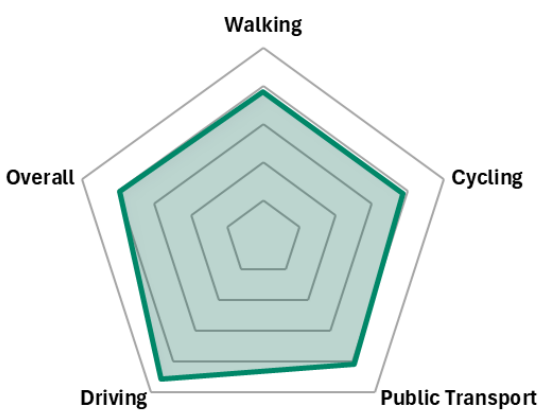


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are frequent bus services near to the site providing connections to local towns. There are some existing Public Rights of Way in the immediate vicinity of the site and pedestrian facilities outside of this are generally strong.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.



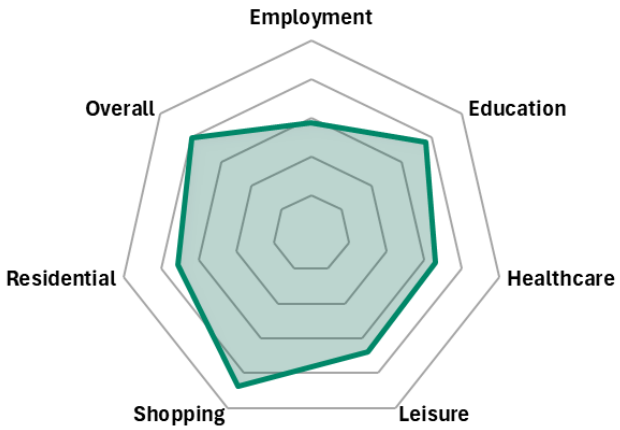


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA17a	**Site Address:** Well End Strategic Urban Extension, Borehamwood
Typology: Strategic Urban Extension	**Proposed Number of Dwellings:** 1523
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/ community infrastructure, open spaces, main town centre and complimentary employment uses.	**Site Area (Hectares):** 66.2Ha

Site Location

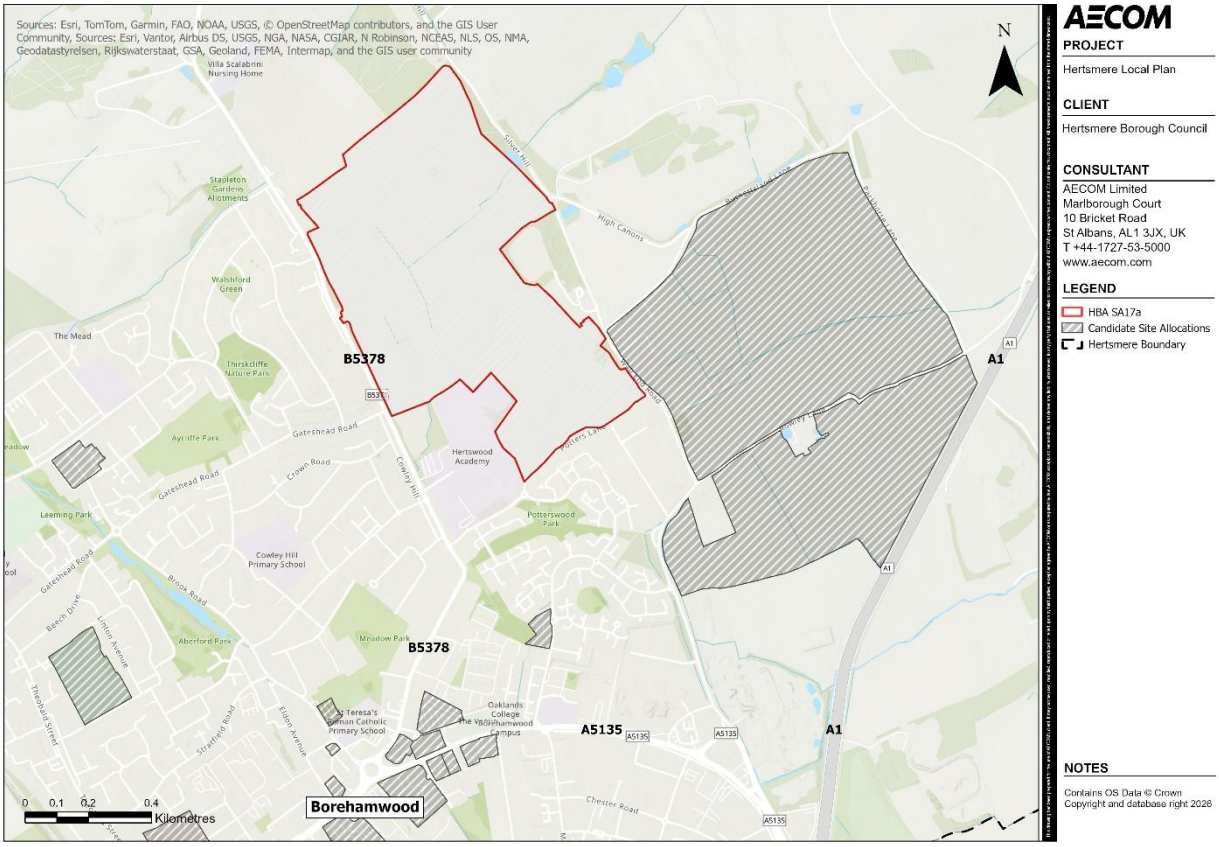


Figure 1: Well End Strategic Urban Extension, Borehamwood site location

- The site is located in Borehamwood, approximately 2km southwest of Ridge and 1.6km north of Borehamwood High Street.
- The site neighbours an additional two Regulation 18 site allocations for Well End Strategic Urban Extension.
- An additional cluster of eleven Regulation 18 site allocations are located south of the site, near the A5135 / B5378 roundabout.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.61
Potters Bar – high street	6.48
Bushey	7.36
Radlett	3.70
St Albans	10.17
Watford	9.40
Hemel Hempstead	16.98
Hatfield	10.39
Stanmore Underground Station	6.44
High Barnet Underground Station	5.55

- There are various key settlements within 10km of the site, including Borehamwood – high street (1.61km), Radlett (3.70km), and Potters Bar – high street (6.48km).

- High Barnet Underground Station is located just over 5.5km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

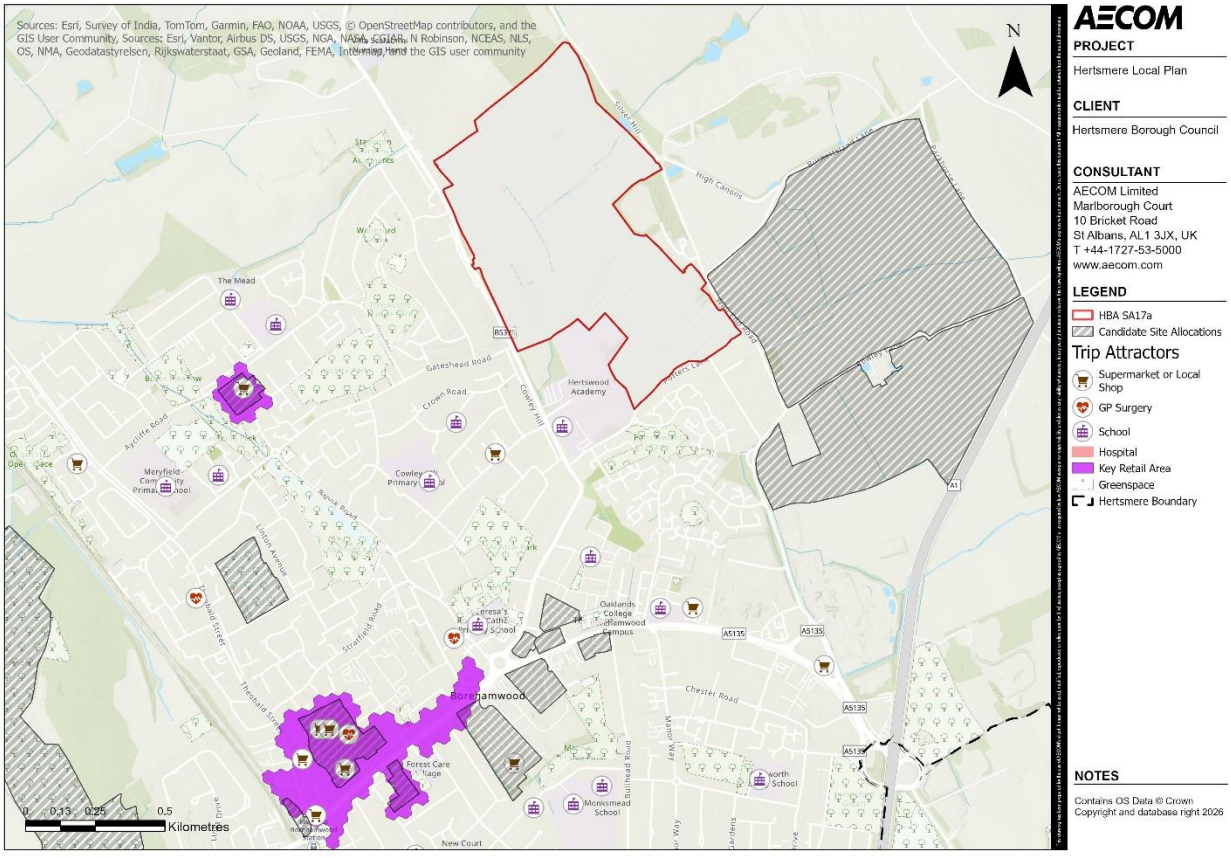


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Barnet Hospital	78 minutes	5.7 km	19 minutes	6 km
GP	Fairbrook Medical Centre	29 minutes	2.2 km	8 minutes	2.7 km
Supermarket	Morrisons Daily	10 minutes	0.8 km	4 minutes	1.2 km
Primary School	Woodlands Primary School	11 minutes	1 km	4 minutes	1.3 km
Secondary School	Hertswood Academy	11 minutes	0.85 km	5 minutes	1.2 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 19 and 8 minutes, respectively.

Highway Network

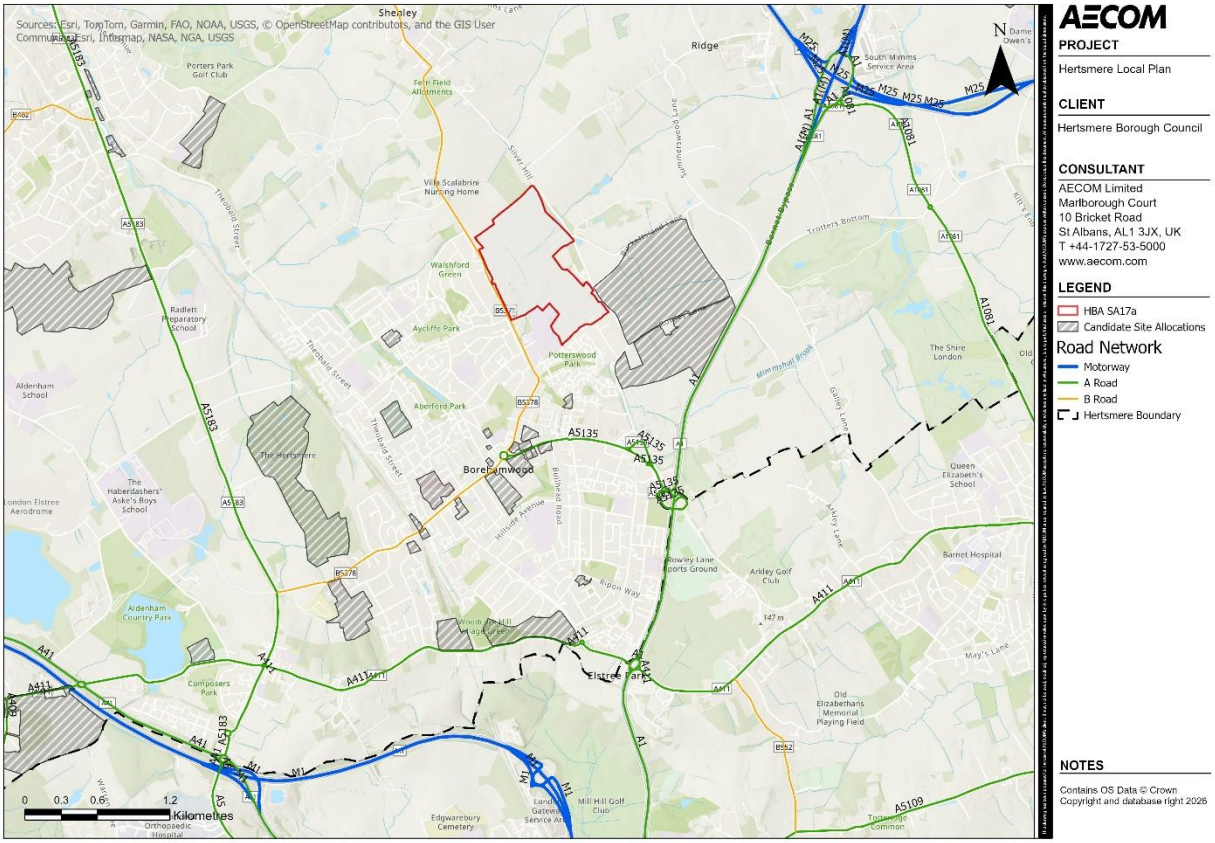


Figure 3: Map of the surrounding road network

- The western boundary of the site borders the B5378 which provides a northwards connection to Shenley and a southwards connection to Borehamwood High Street.

- The eastern boundary of the site is adjacent to Silver Hill and Well End Road, which provide a southwards connection to the A5135 and the A1 Barnet By-pass.

Public Transport Provision

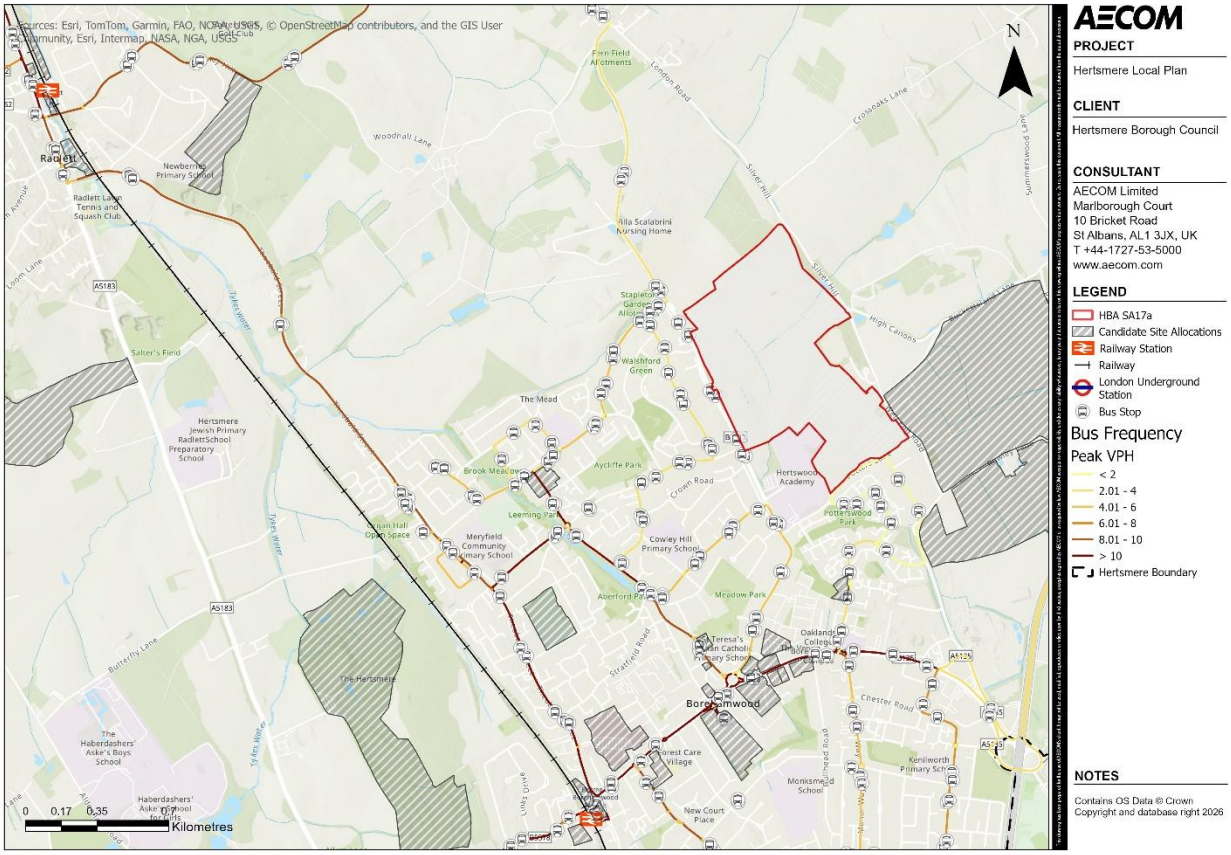


Figure 4: Map of nearby bus stops and railway stations

- There are a significant number of bus stops to the south and west of the site, providing access to services such as the 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), and 361 (Borehamwood – St Albans).
- There are no bus stops east of the site on Well End Road.
- The 306, 357 and 361 run at a combined ~3 vehicles per hour in each direction between 07:00–10:00 on an average weekday.
- Most of these services can be accessed on nearby Stanborough Avenue, which has at least 2 VPH between 07:00–10:00 on an average weekday.
- Elstree and Borehamwood Train Station is located to the southwest of the site, and Radlett Train Station lies to the northwest. These rail stations offer regular Thameslink services to London and Luton.

Walking & Cycling Provision

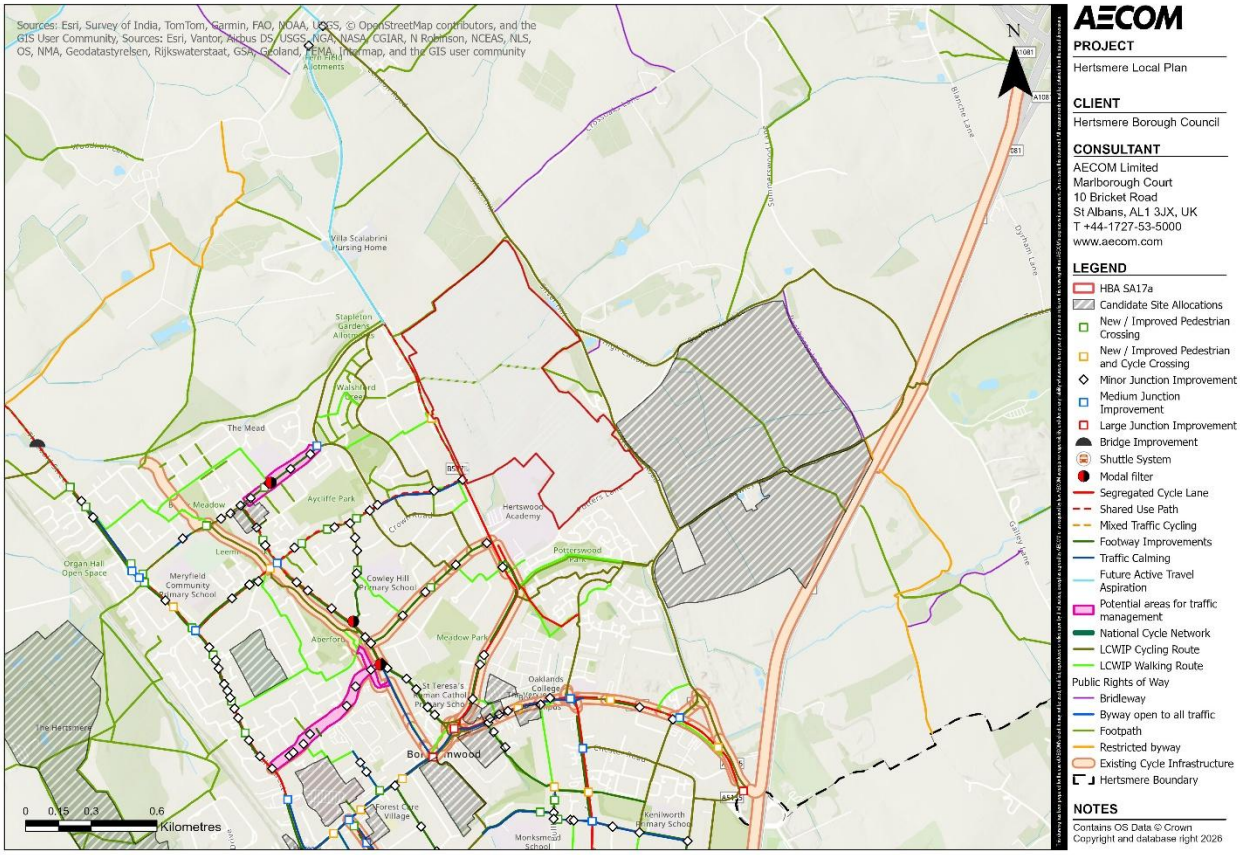


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The PRoW network to the west of the site is relatively extensive, in comparison to the surrounding area.

- The public footpath network to the northwest of the site provides a long continuous link between Haggerston Park to Cowley Hill. An additional section of the public footpath network connects Well End and Cowley Hill, directly routing through the middle of the site.

- There is otherwise limited pedestrian infrastructure in the immediate vicinity of the site; for example, London Road to the east does not have pavements on sections bordering the site.

- The Hertsmere LCWIP Cycling Network runs on Cowley Hill bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

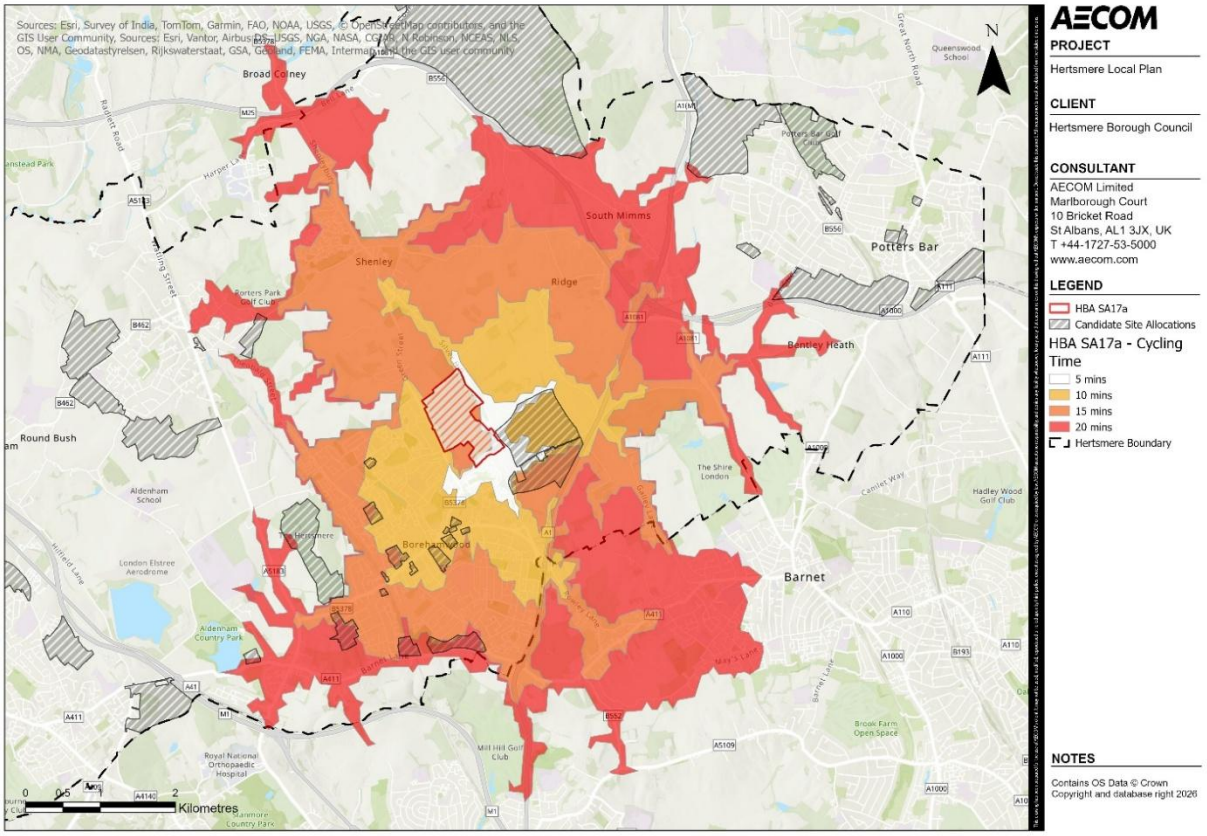


Figure 6: Cycling time from centre point of HBA SA17a

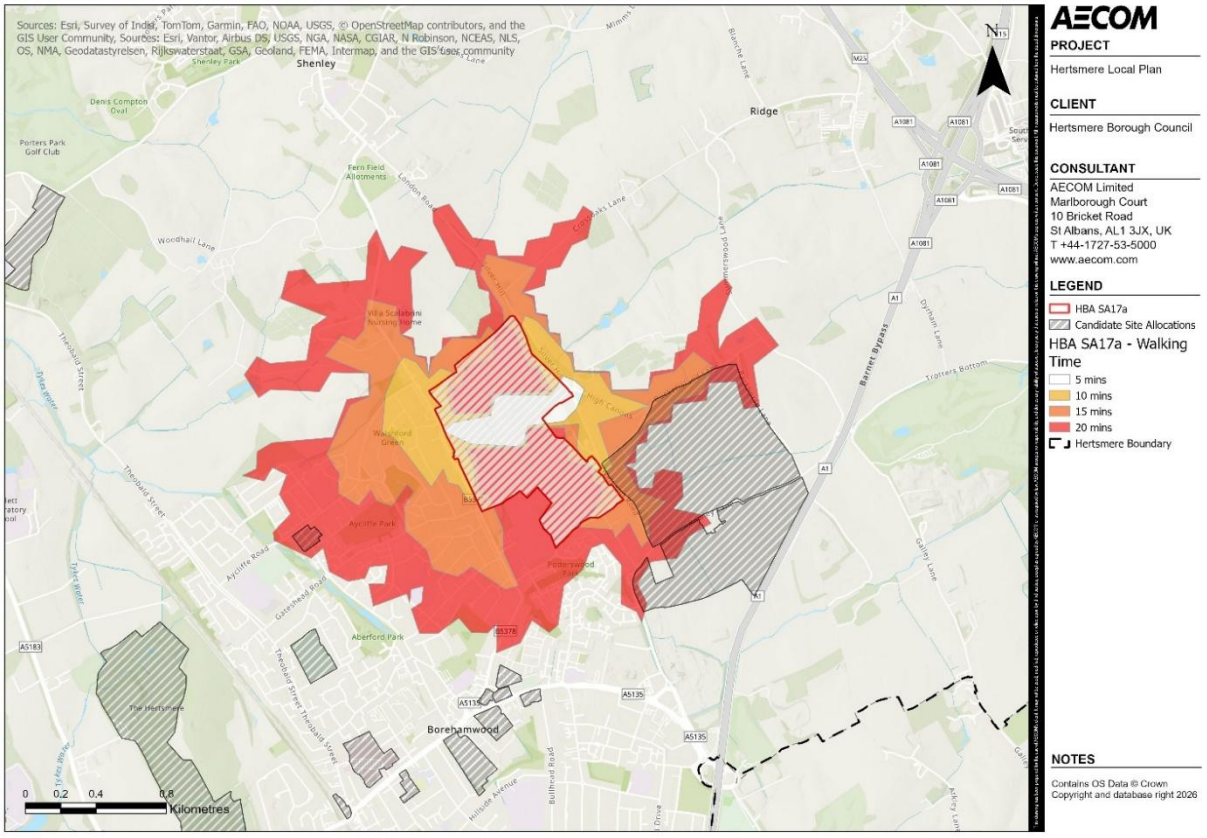


Figure 7: Walking time from centre point of HBA SA17a

- The villages of Shenley and South Mimms can be accessed within a 15-minute and 20-minute cycle, respectively. Central areas of Borehamwood are accessible within a 10-minute cycle of the site.

- Northeastern areas of Borehamwood are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	830	4.914	7484
Cyclists	0.026	40	0.179	273
Pedestrians	0.316	481	1.892	2882
Public Transport Users	0.084	128	0.483	736

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1523 dwellings, the development is expected to generate approximately 830 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 7484 vehicle trips, 273 cycle trips, 2882 pedestrian trips and 736 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

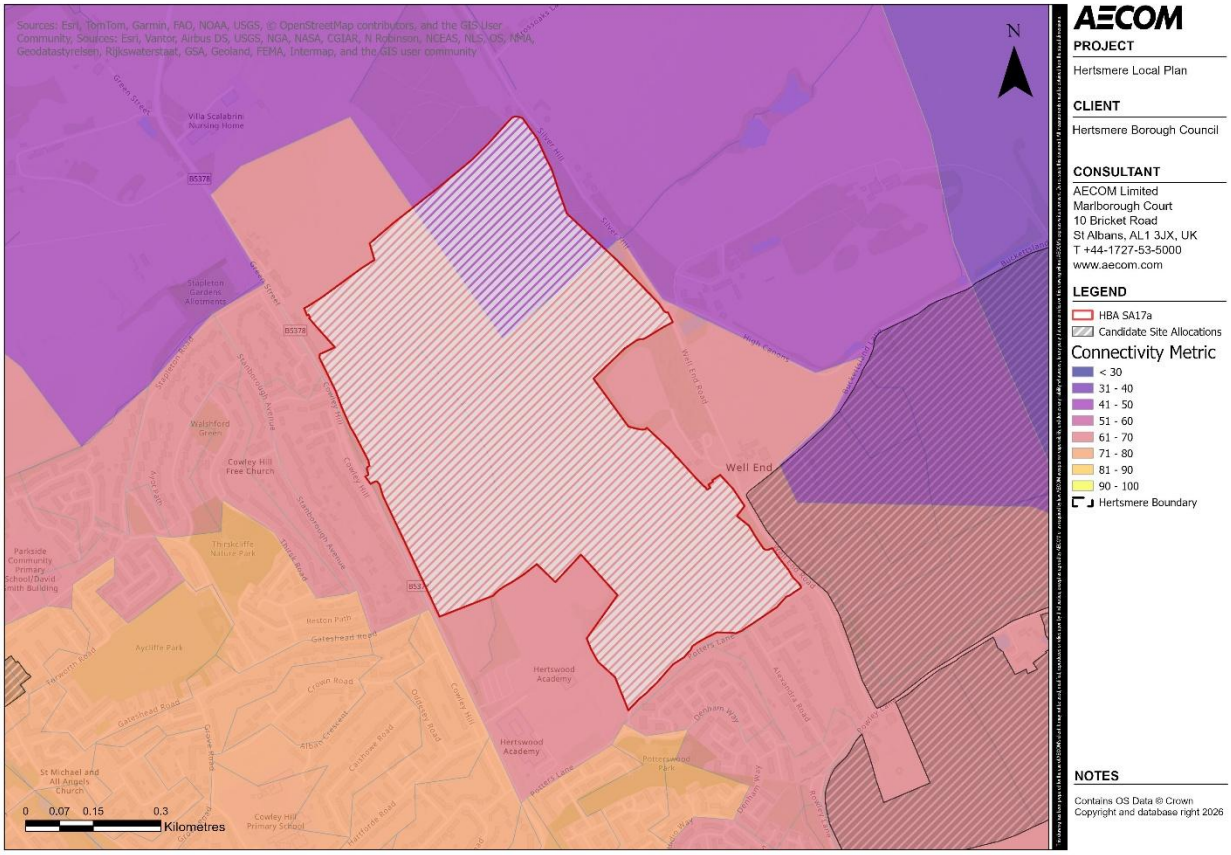


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals and GP surgeries, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to local towns (including Borehamwood), although the site would benefit from increased diversity and frequency of bus services. There are some existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are generally limited, although infrastructure in the nearby suburbs of Borehamwood is generally good.

- Overall, the site allocation area falls within the 41st–70th percentiles for connectivity across most modes, with connectivity improving towards the southwest of the site.

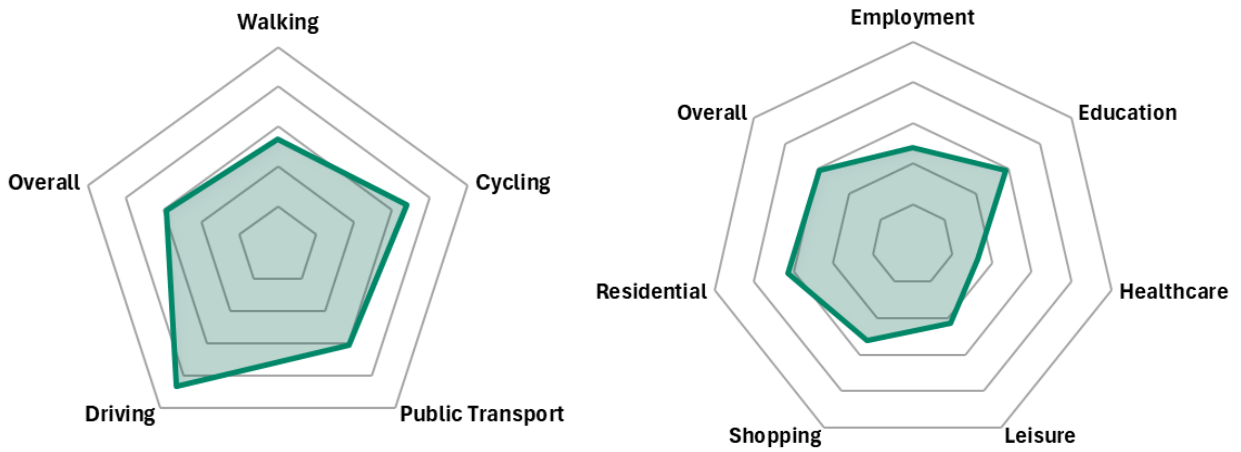


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA17c	**Site Address:** Well End Strategic Urban Extension, Borehamwood
Typology: Strategic Urban Extension	**Proposed Number of Dwellings:** 1425
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/ community infrastructure, open spaces, main town centre and complimentary employment uses.	**Site Area (Hectares):** 61.94Ha

Site Location

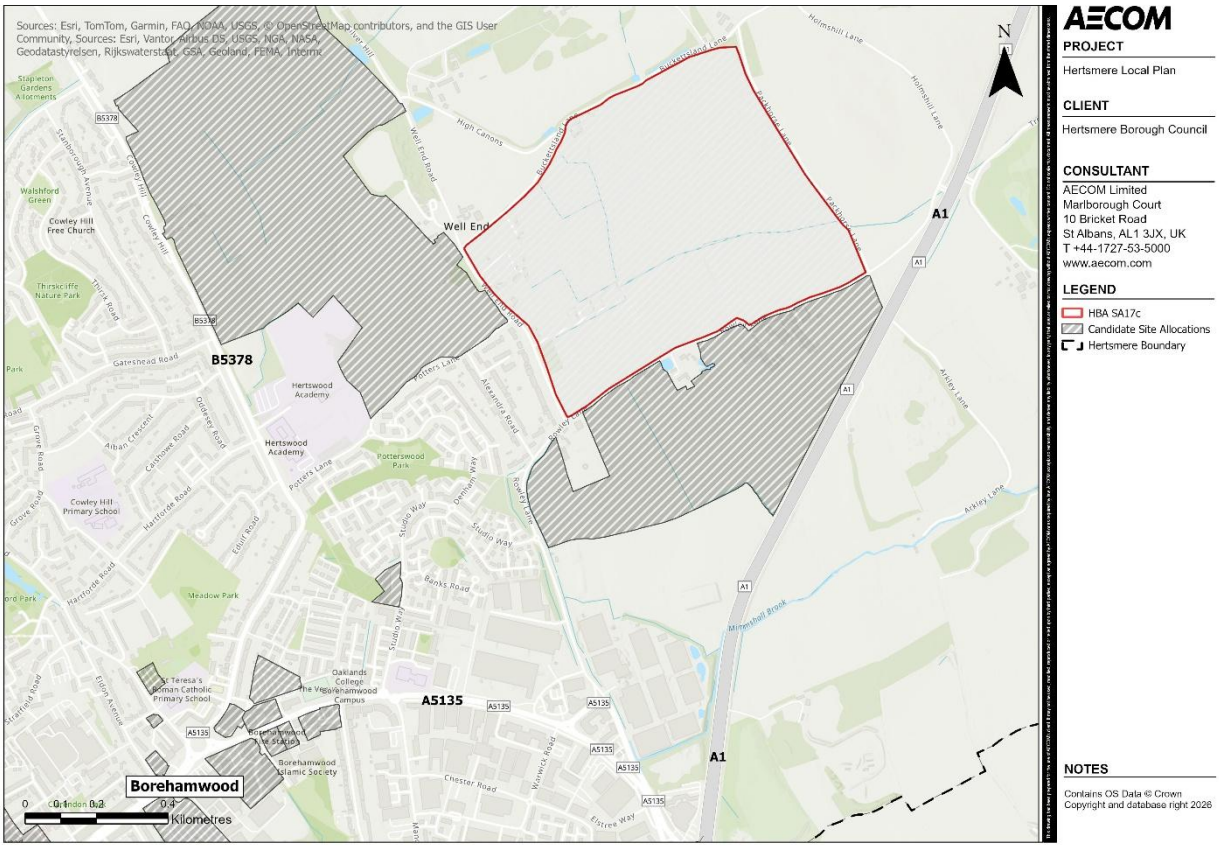


Figure 1: Well End Strategic Urban Extension, Borehamwood site location

- The site is located on the northeastern periphery of Borehamwood, approximately 1.8km southwest of Ridge and 2.1km northeast of Borehamwood High Street.
- The site neighbours an additional two Regulation 18 site allocations for Well End Strategic Urban Extension.
- An additional cluster of eleven Regulation 18 site allocations are located south of the site, near the A5135 / B5378 roundabout.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	2.11
Potters Bar – high street	5.59
Bushey	8.25
Radlett	4.73
St Albans	10.84
Watford	10.38
Hemel Hempstead	17.93
Hatfield	10.29
Stanmore Underground Station	6.81
High Barnet Underground Station	4.58

- There are various key settlements within 10km of the site, including Borehamwood – high street (2.11km), Radlett (4.73km), and Potters Bar – high street (5.59km).

- High Barnet Underground Station is located just under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

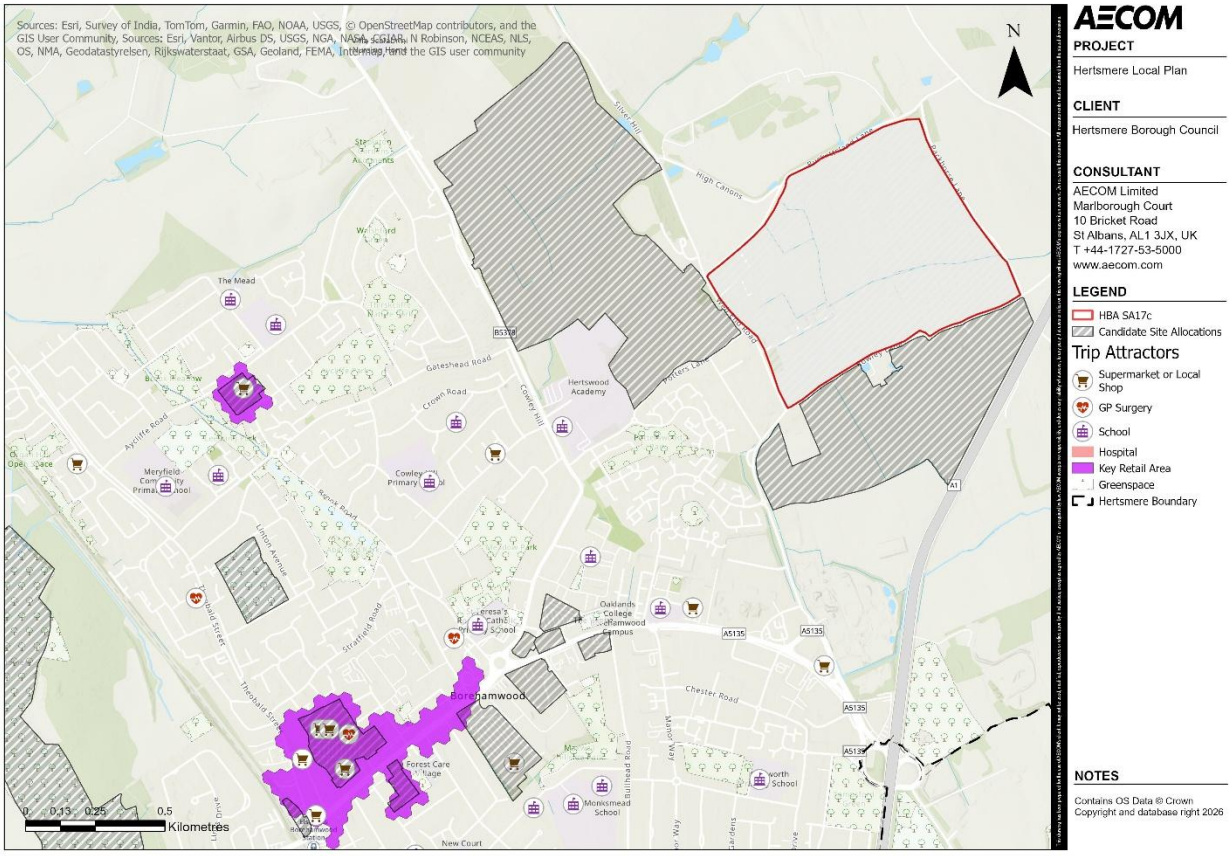


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Barnet Hospital	61 minutes	4.5 km	15 minutes	4.6 km
GP	Fairbrook Medical Centre	31 minutes	2.4 km	8 minutes	2.5 km
Supermarket	Lidl Elstree Way Borehamwood	16 minutes	1.3 km	5 minutes	1.4 km
Primary School	St. Teresa's Primary School	22 minutes	1.7 km	5 minutes	1.7 km
Secondary School	Hertswood Academy	11 minutes	0.85 km	3 minutes	1 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; supermarkets and secondary schools can both be reached within a 20-minute walk.

- Some services such as hospitals, GP surgeries, and primary schools are not within walking distance. Accessing these services by cycle takes 15, 8, and 5 minutes, respectively.

Highway Network

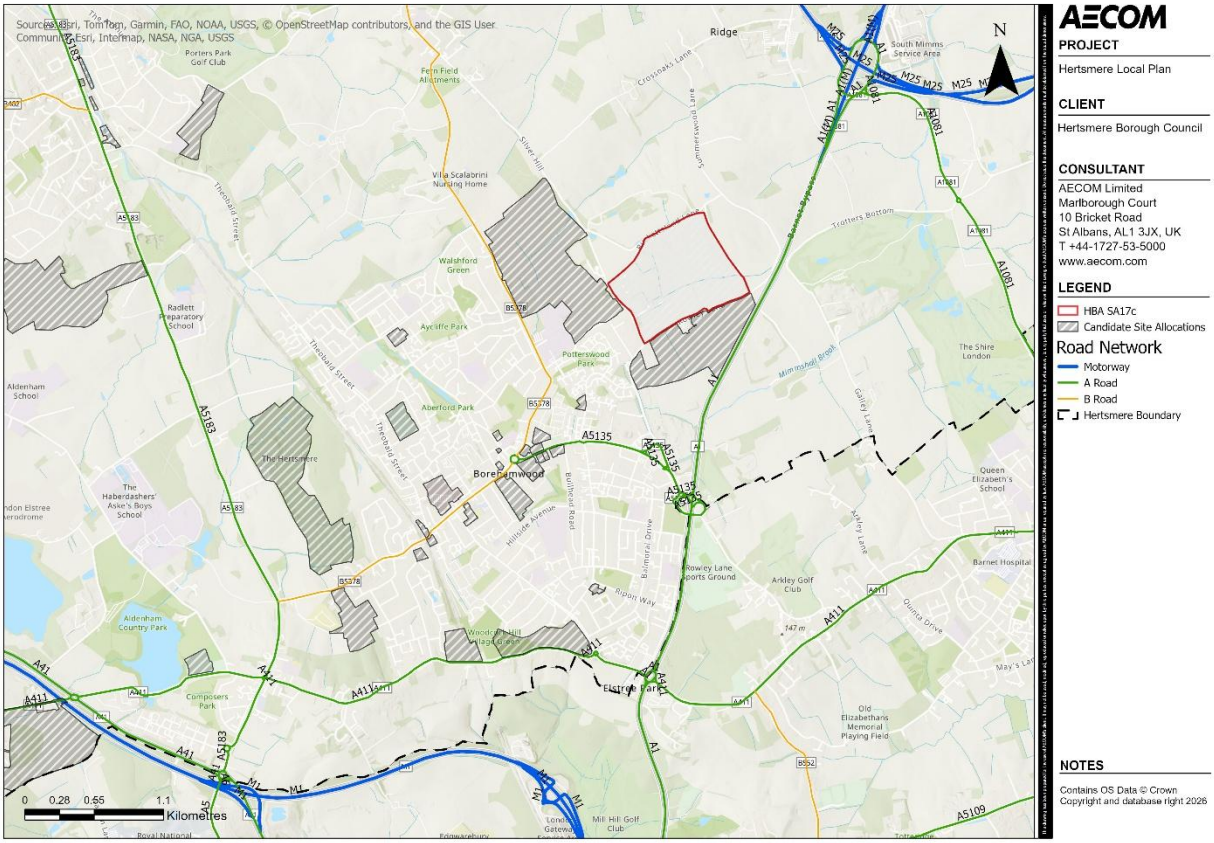


Figure 3: Map of the surrounding road network

- The site is bordered to the north, west, and south by the local road network, with Buckettsland Lane to the north, Well End Road to the west, and Rowley Lane to the south.

- The A1 Barnet Bypass, which forms part of the Strategic Road Network, is located 100m to the east of the site boundary, providing east-west connectivity via the M25 as well as a northbound connection to the A1(M).

Public Transport Provision

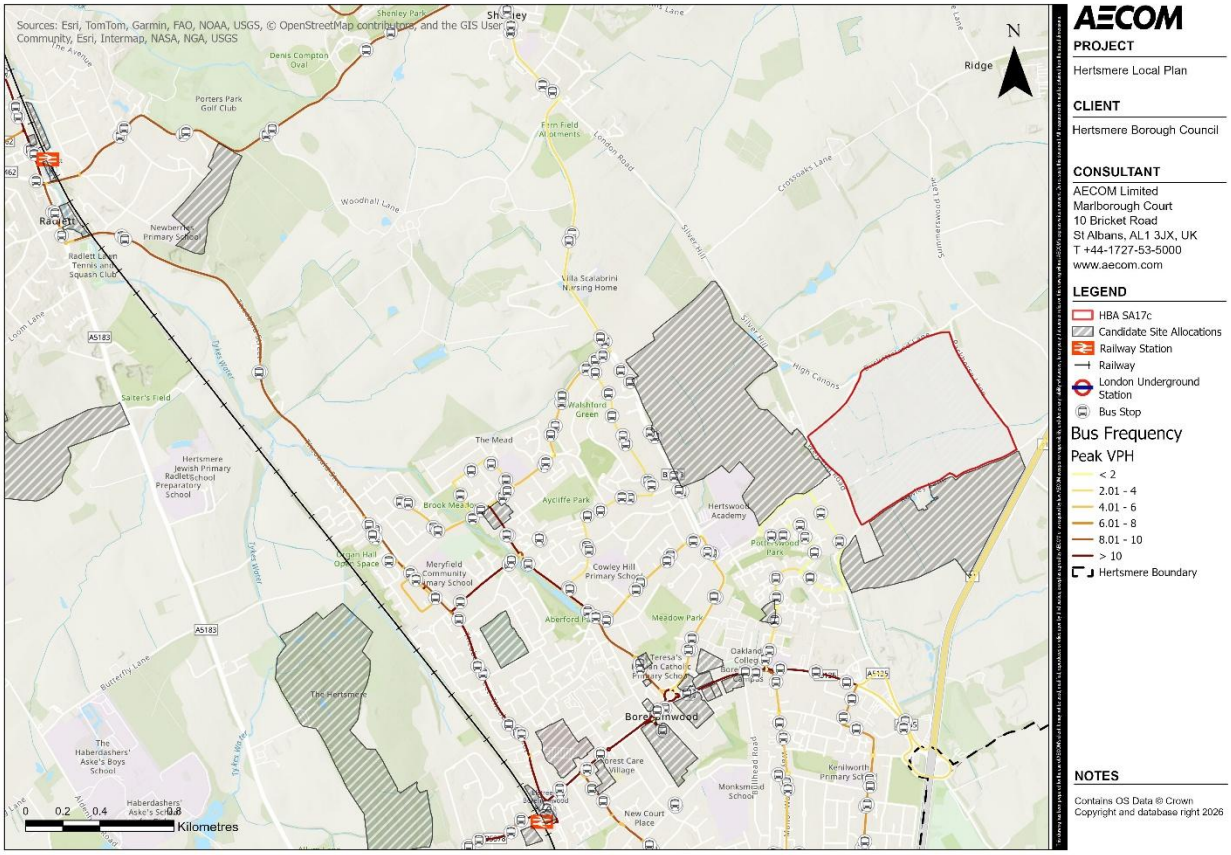


Figure 4: Map of nearby bus stops and railway stations

- There are 6 bus stops within 500m of the site, predominantly in the suburbs of Borehamwood to the southwest.

- These stops are mainly served by the 361 service (Borehamwood–St Albans) which runs at 1 vehicle per hour in each direction between 07:00–10:00 on an average weekday and can be accessed on nearby Alexandra Road.

- Elstree and Borehamwood Train Station is located to the southwest of the site, and Radlett Train Station lies to the northwest. These rail stations offer regular Thameslink services to London and Luton.

Walking & Cycling Provision

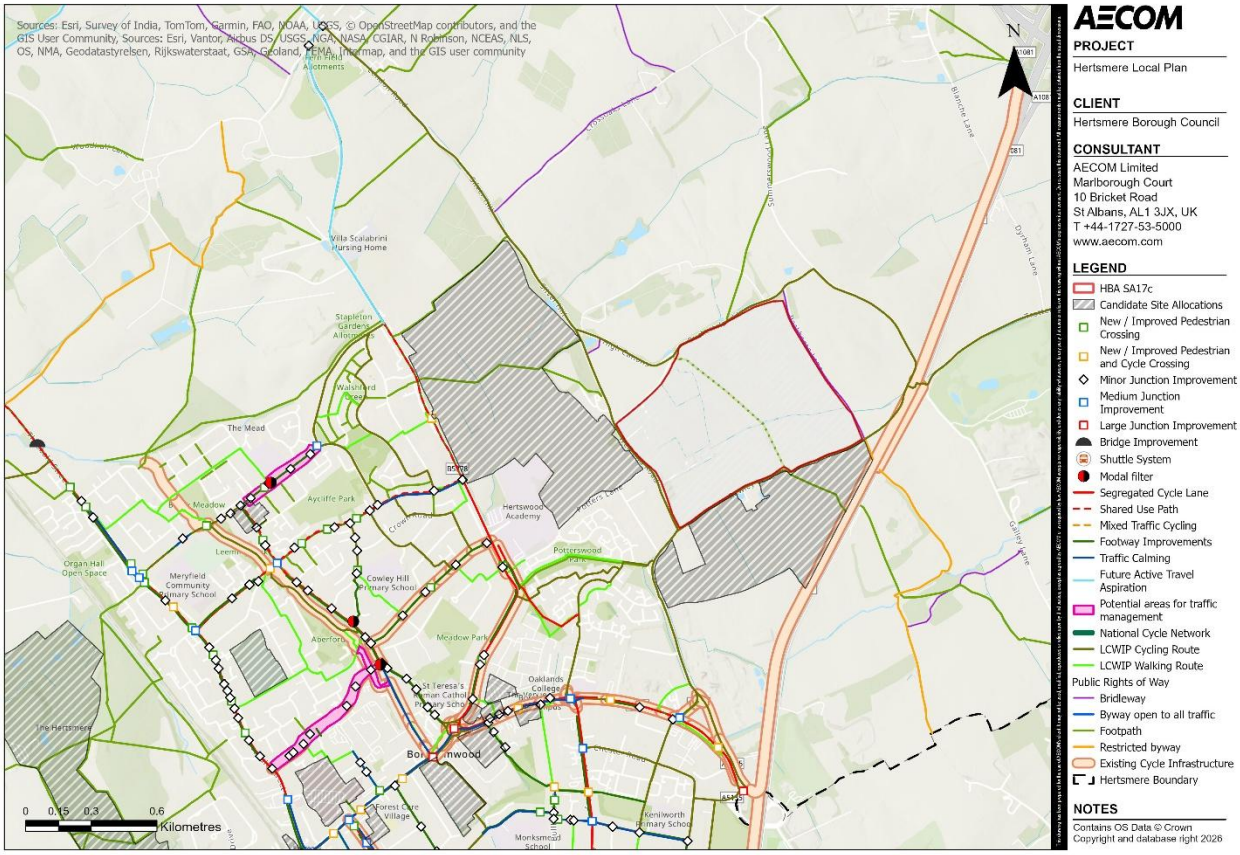


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs through the proposed development from south to north, from the A1 Barnet By-Pass to Buckettsland Lane.

- There is a bridleway along the site's eastern border. There is also a footpath immediately to the north of the site, and a restricted byway leading south from the site's southeastern boundary.

- There is limited pedestrian infrastructure in the immediate vicinity of the site; Rowley Lane and Buckettsland Lane do not have pavements on sections bordering the site.

- Well End Road has a pavement on one side of the road, but this is narrow and has limited crossing points.

- The Hertsmere LCWIP Cycling Network runs on Well End Road bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

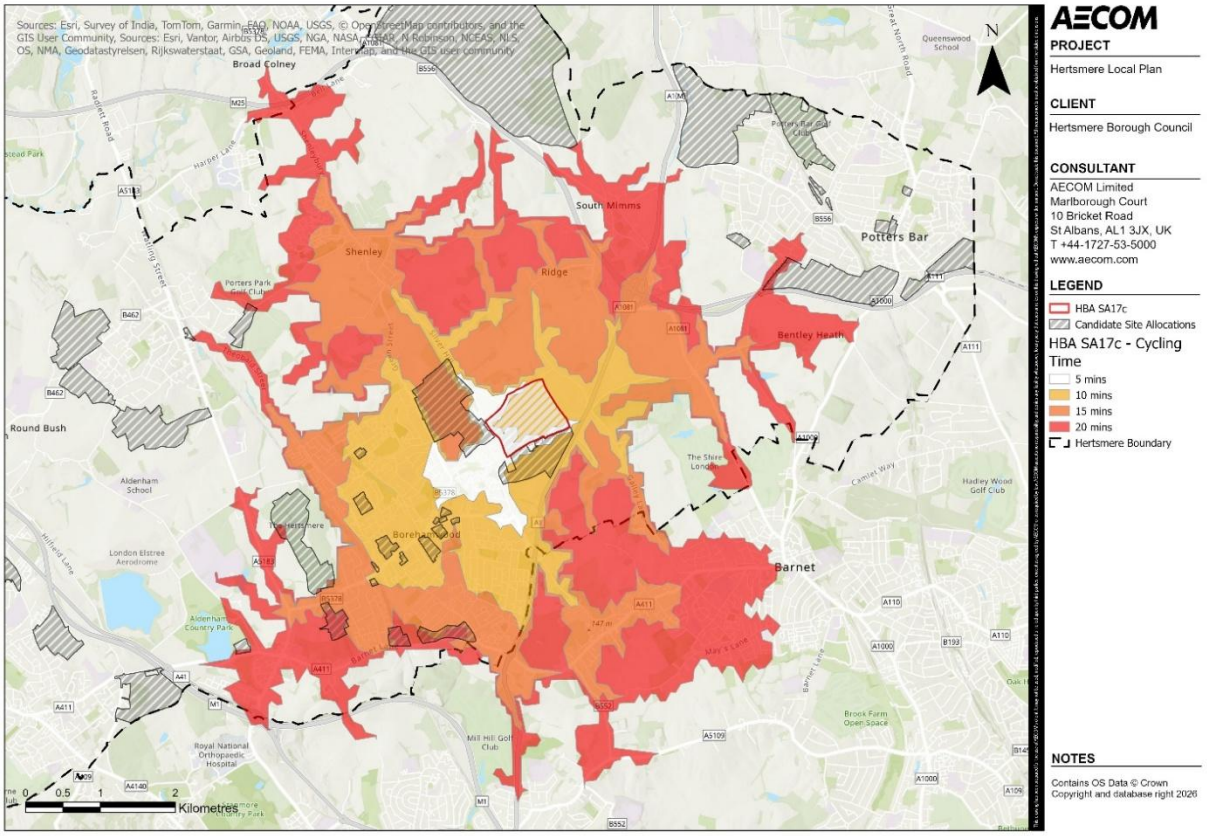


Figure 6: Cycling time from centre point of HBA SA17c

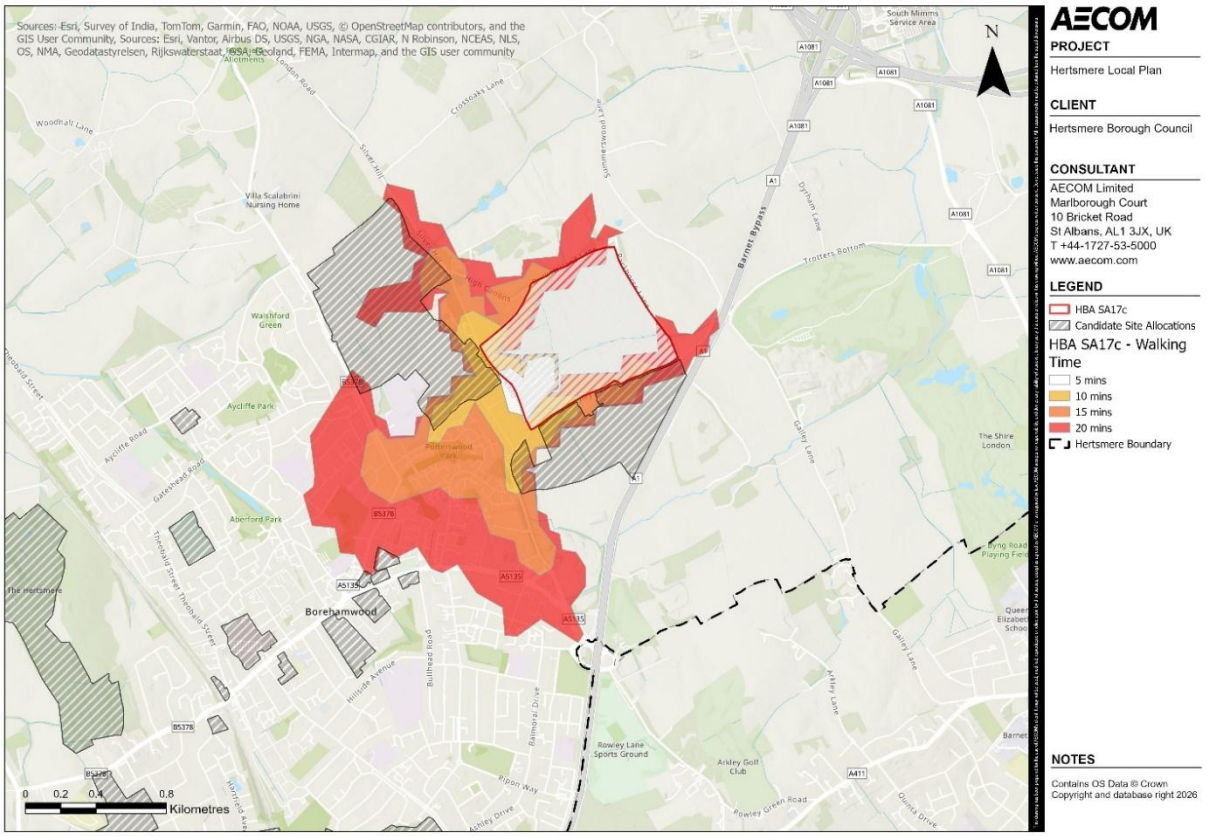


Figure 7: Walking time from centre point of HBA SA17c

- The villages of Shenley and South Mimms can be accessed within a 15-minute and 20-minute cycle, respectively. Central areas of Borehamwood are accessible within a 10-minute cycle of the site.

- Eastern areas of Borehamwood are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	777	4.914	7002
Cyclists	0.026	37	0.179	255
Pedestrians	0.316	450	1.892	2696
Public Transport Users	0.084	120	0.483	688

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1425 dwellings, the development is expected to generate approximately 777 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 7002 vehicle trips, 255 cycle trips, 2696 pedestrian trips and 688 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

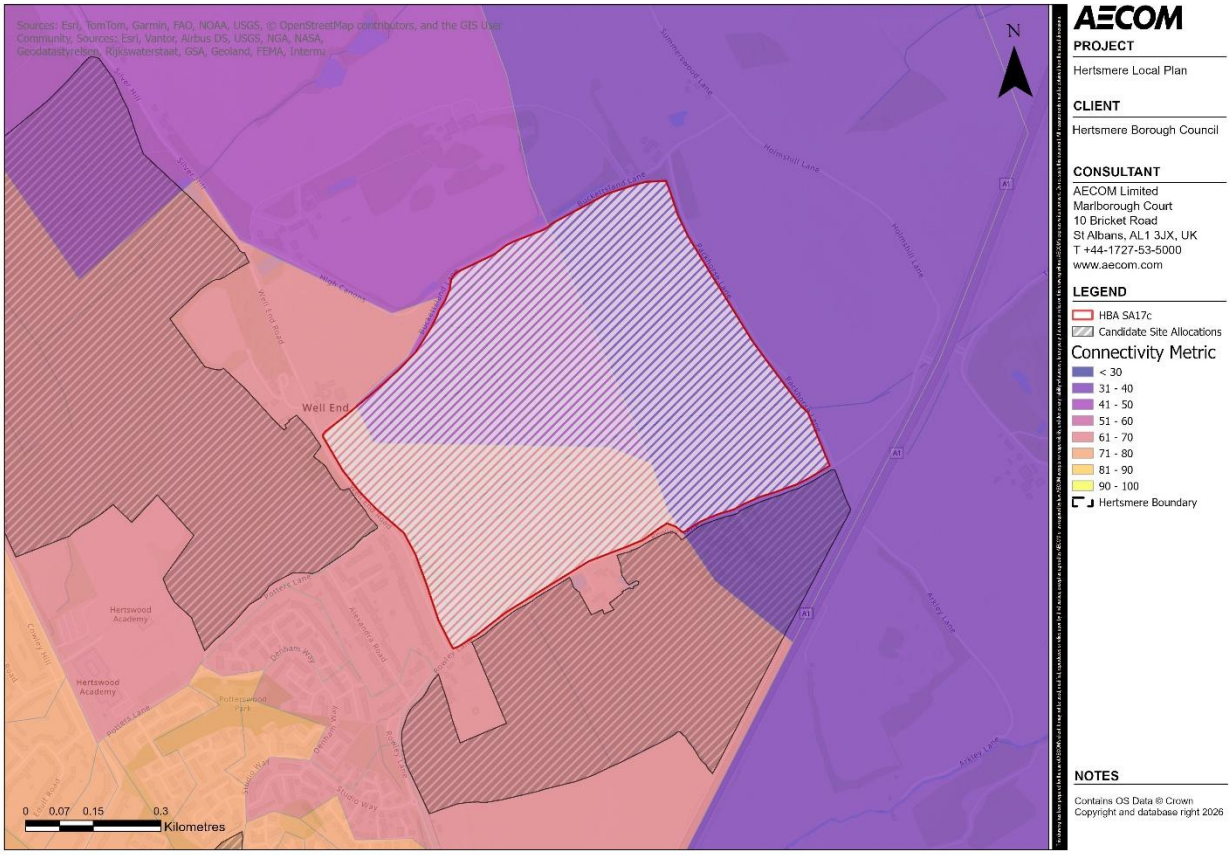


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals and GP surgeries, are a significant distance away which may place greater reliance on the car. There is a bus service near to the site providing connections to Borehamwood, although the site would benefit from increased diversity and frequency of bus services. There are some existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities outside of this are generally very limited, although infrastructure in the nearby suburbs of Borehamwood is generally good.

- Overall, the site allocation area falls within the 31st–70th percentiles for connectivity across most modes, with connectivity improving towards the southwest of the site.

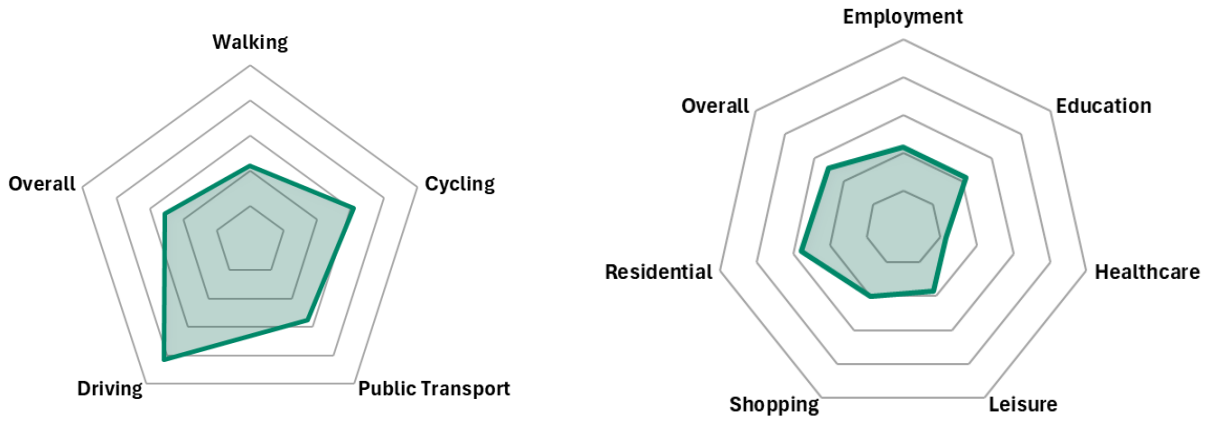


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores poorly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA17d	**Site Address:** Well End Strategic Urban Extension, Borehamwood
Typology: Strategic Urban Extension	**Proposed Number of Dwellings:** 802
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/ community infrastructure, open spaces, main town centre and complimentary employment uses.	**Site Area (Hectares):** 34.86Ha

Site Location

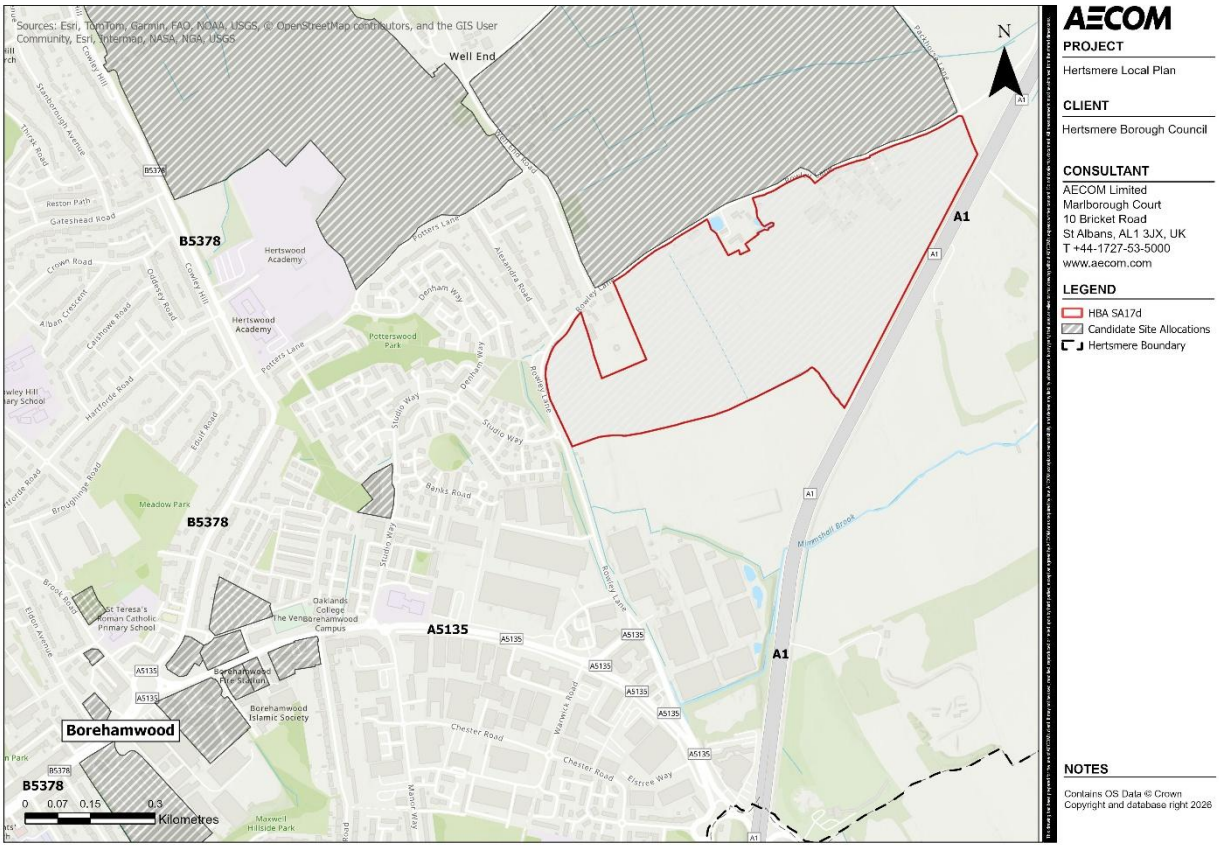


Figure 1: Well End Strategic Urban Extension, Borehamwood site location

- The site is located on the northeastern periphery of Borehamwood, approximately 2.4km southwest of Ridge and 1.8km northeast of Borehamwood High Street.
- The site neighbours an additional two Regulation 18 site allocations for Well End Strategic Urban Extension.
- An additional cluster of eleven Regulation 18 site allocations are located south of the site, near the A5135 / B5378 roundabout.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.85
Potters Bar – high street	5.75
Bushey	8.17
Radlett	5.02
St Albans	11.37
Watford	10.42
Hemel Hempstead	18.30
Hatfield	10.80
Stanmore Underground Station	6.42
High Barnet Underground Station	4.21

- There are various key settlements within 10km of the site, including Borehamwood – high street (1.85km), Radlett (5.02km), and Potters Bar – high street (5.75 km).

- High Barnet Underground Station is located just over 4km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

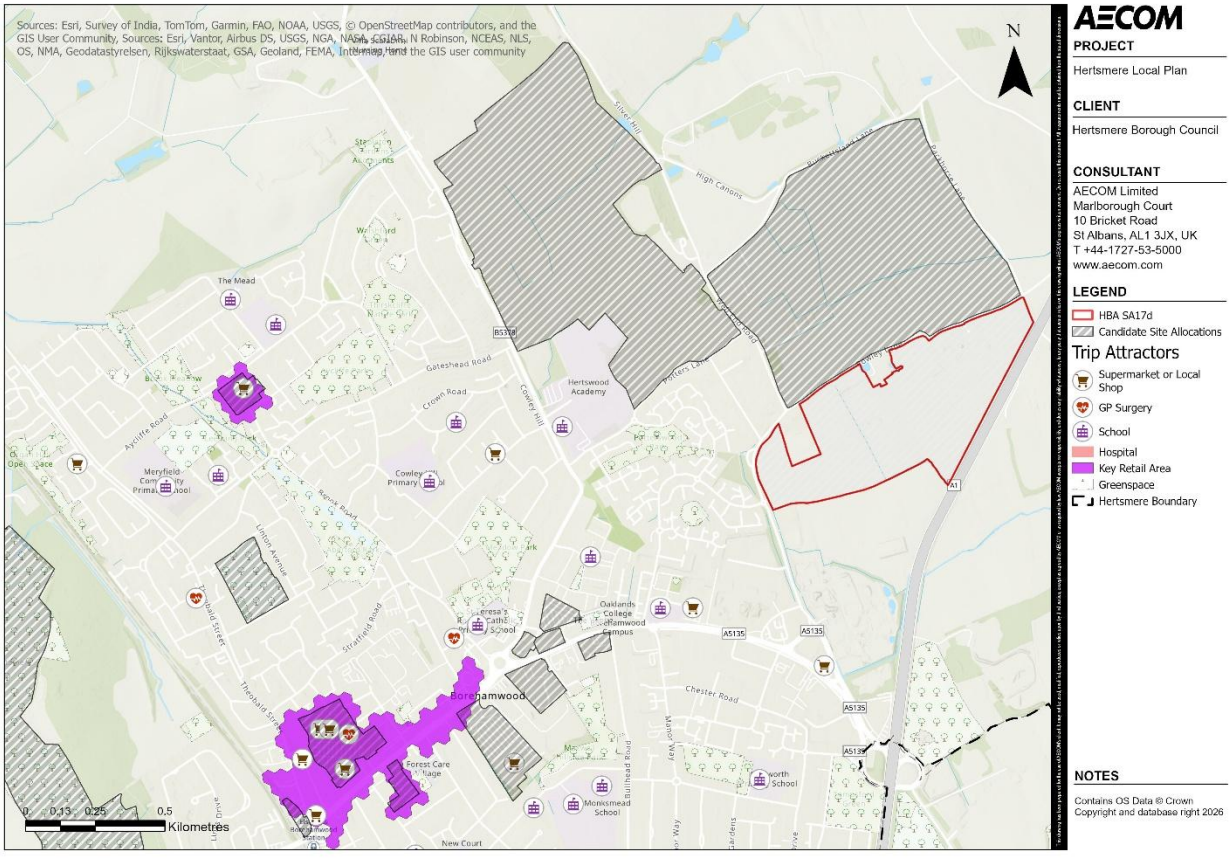


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Barnet Hospital	56 minutes	4.1 km	15 minutes	4.2 km
GP	Fairbrook Medical Centre	21 minutes	1.5 km	5 minutes	1.7 km
Supermarket	M&S Clarendon Borehamwood BP	10 minutes	0.7 km	3 minutes	0.75 km
Primary School	St. Teresa's Primary School	19 minutes	1.5 km	4 minutes	1.5 km
Secondary School	Elstree Screen Arts Academy	11 minutes	0.85 km	2 minutes	0.85 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 15 and 5 minutes, respectively.

Highway Network

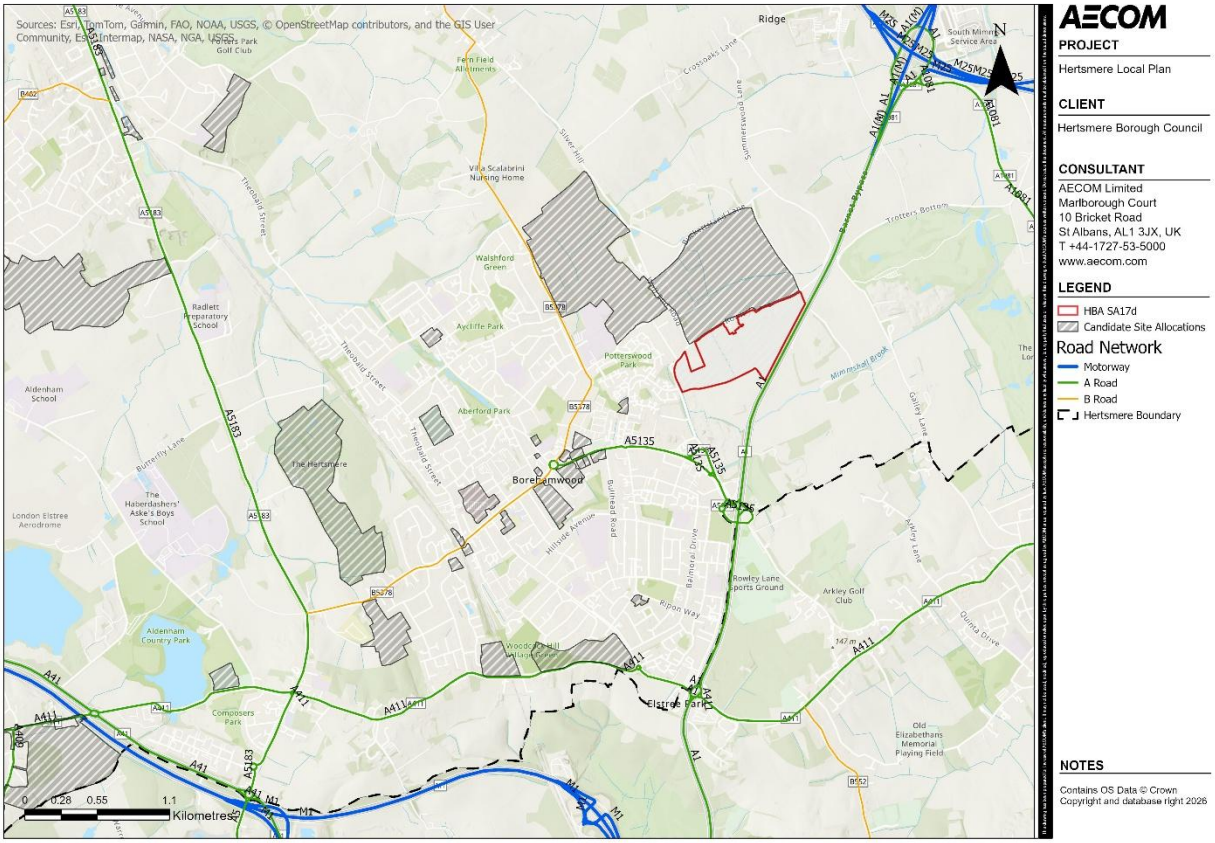


Figure 3: Map of the surrounding road network

- The site is bordered by Rowley Lane to the north and west.

- The eastern boundary adjoins the A1 Barnet Bypass, which forms part of the strategic road network. The A1 provides access to the M25, facilitating east-west connectivity, and a northbound connection to the A1(M).

Public Transport Provision

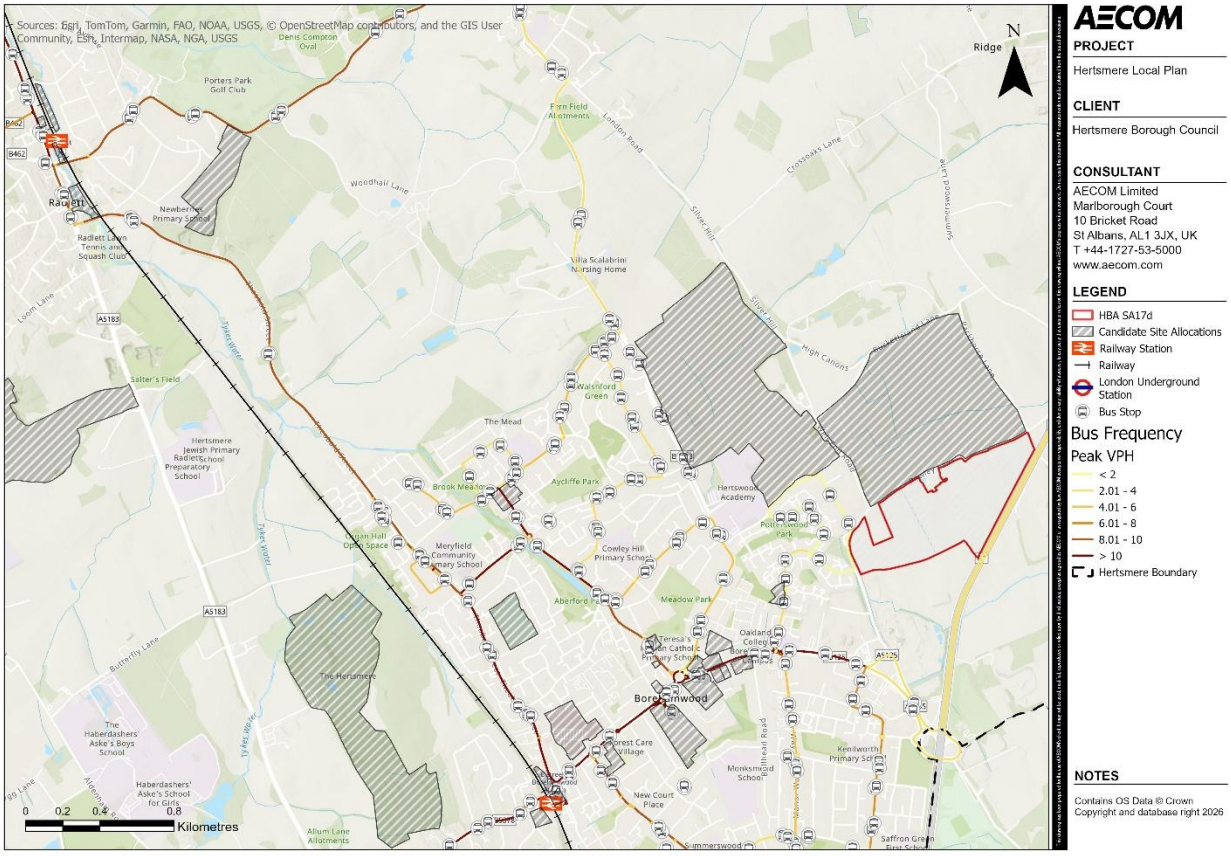


Figure 4: Map of nearby bus stops and railway stations

- There are 11 bus stops within 500m of the site, predominantly in the suburbs of Borehamwood to the west. Services at these stops serve a range of local destinations and include the 107 (Edgware – New Barnet), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 361 runs at 1 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Elstree Way, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the southwest of the site, and Radlett Train Station lies to the northwest. These rail stations offer regular Thameslink services to London and Luton.

Walking & Cycling Provision

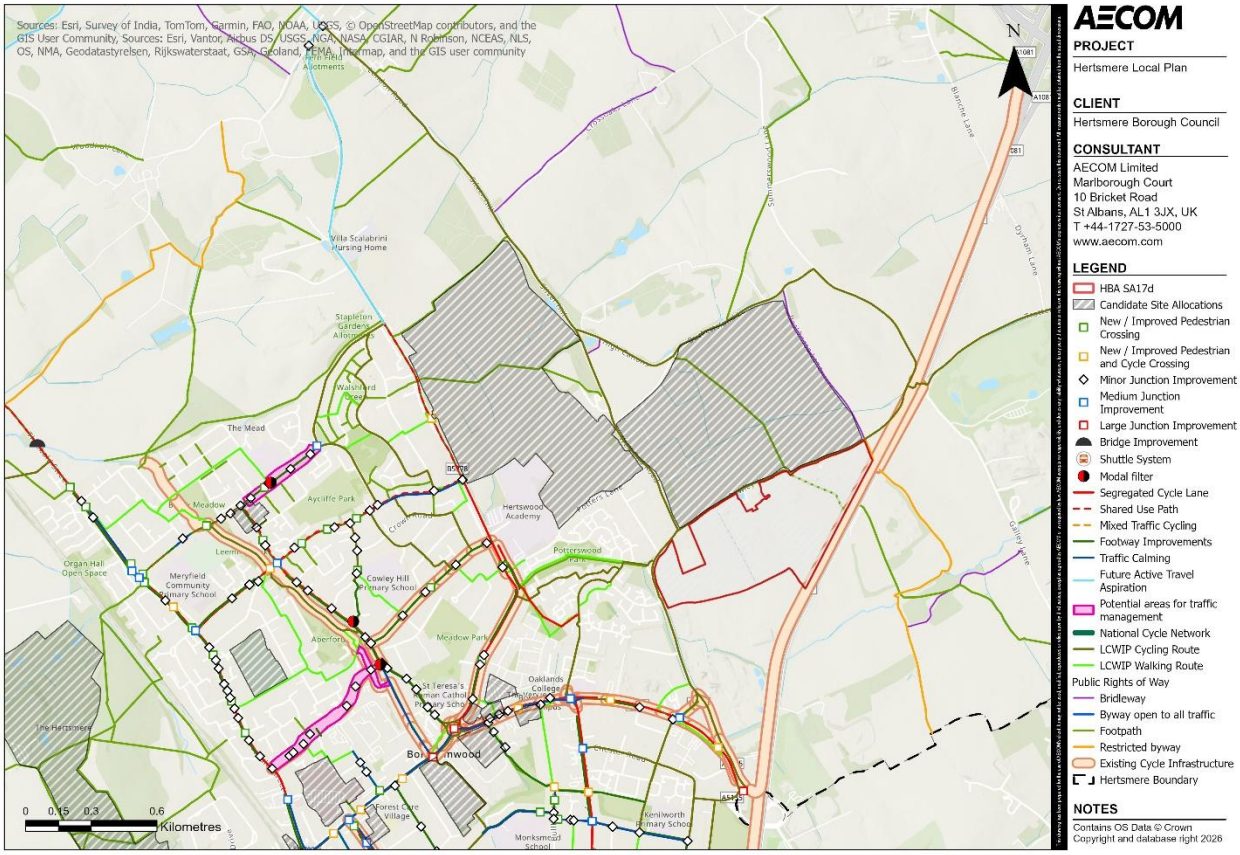


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There is an existing footpath running through the eastern portion site, from northwest to southeast. This footpath connects across the A1 Barnet Bye-Pass towards Barnet, and north towards the villages of Shenley and Ridge.

- There is also a footpath immediately to the west of the site, and a bridleway leading north from the site's northeastern boundary.

- There is limited pedestrian infrastructure in the immediate vicinity of the site. Rowley Lane only has a pavement west of the junction with Well End Road, and there is no footpath on the A1 Barnet Bye-Pass.

- There is adequate pedestrian infrastructure in the suburbs of Borehamwood on the opposite side of Rowley Lane to the west, although Rowley Lane has limited crossing points.

- The Hertsmere LCWIP Cycling Network runs on Rowley Lane bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

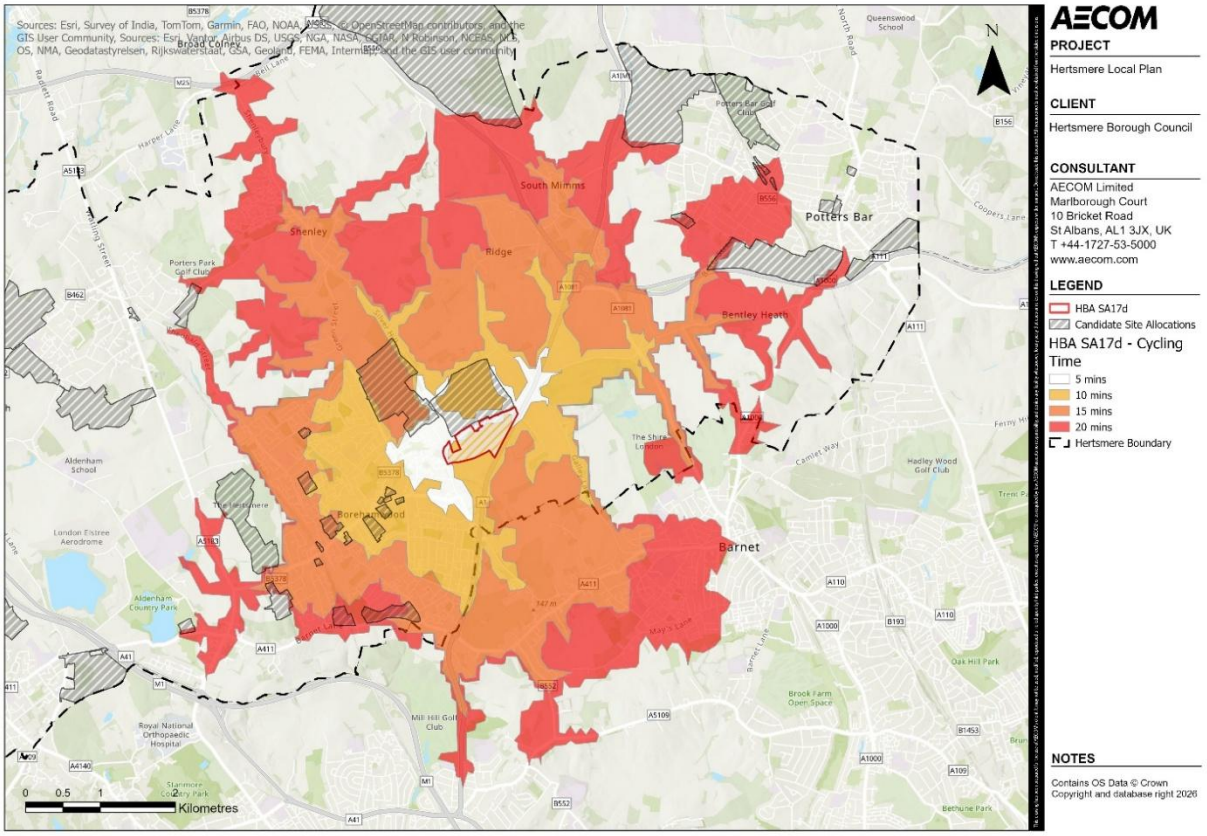


Figure 6: Cycling time from centre point of HBA SA17d

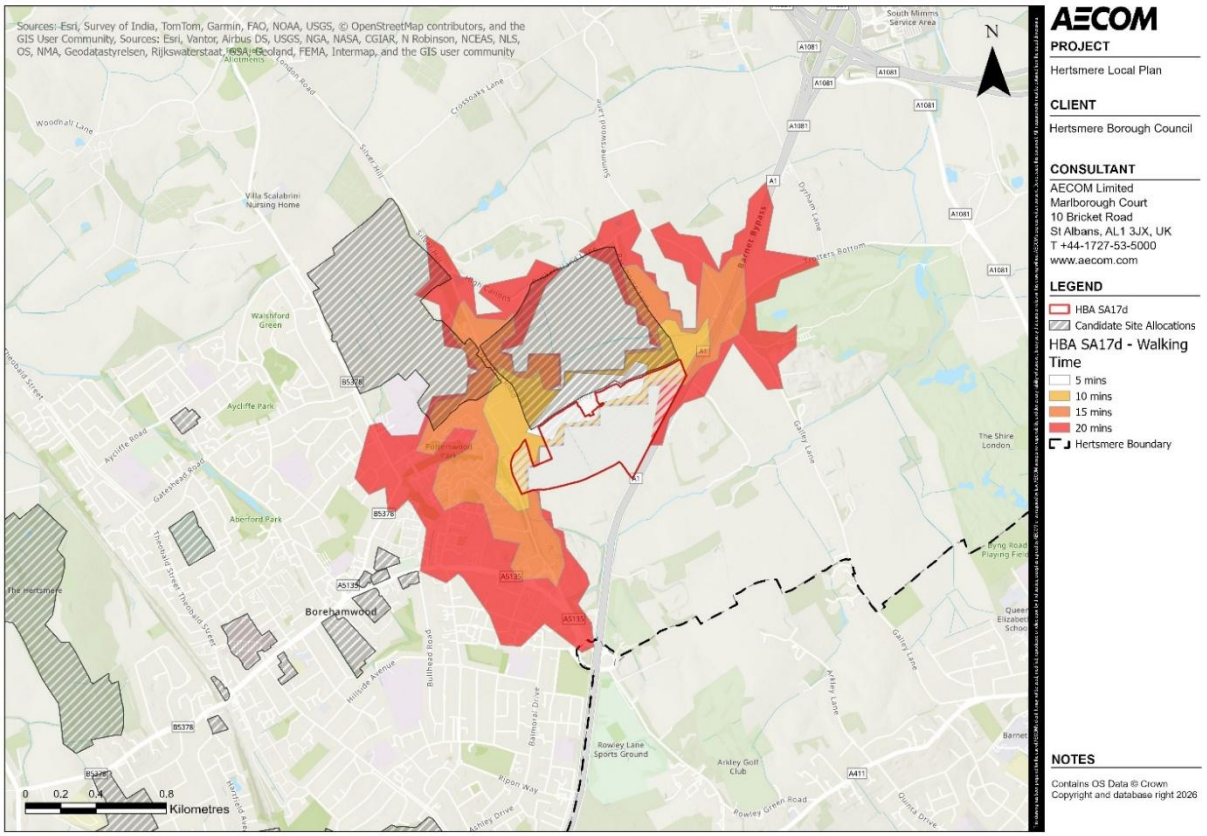


Figure 7: Walking time from centre point of HBA SA17d

- The villages of Shenley and South Mimms can be accessed within a 15-minute cycle. Central areas of Borehamwood and Barnet are accessible within a 15-minute and 20-minute cycle of the site, respectively.

- Eastern areas of Borehamwood are within a 20-minute walk of the site

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	437	4.914	3941
Cyclists	0.026	21	0.179	144
Pedestrians	0.316	253	1.892	1517
Public Transport Users	0.084	67	0.483	387

- Based on standard trip-rate assumptions for a C3 residential use and a total of 802 dwellings, the development is expected to generate approximately 437 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 3941 vehicle trips, 144 cycle trips, 1517 pedestrian trips and 387 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

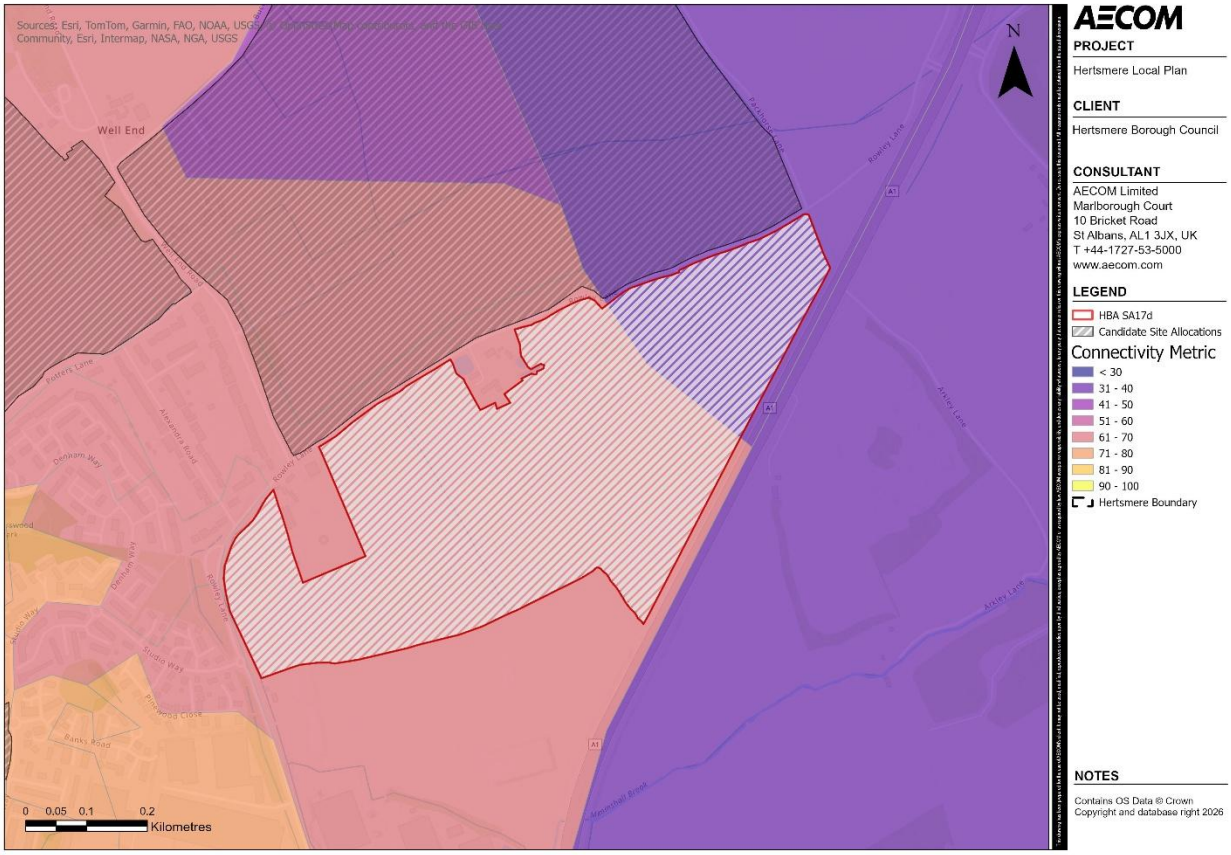


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections to Borehamwood and neighbouring towns, although these could benefit from increased diversity and frequency. There are some existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are generally limited, although infrastructure in the nearby suburbs of Borehamwood is generally good.

- Overall, the site allocation area falls within the 31st–60th percentiles for connectivity across most modes, with connectivity improving towards the southwest of the site.

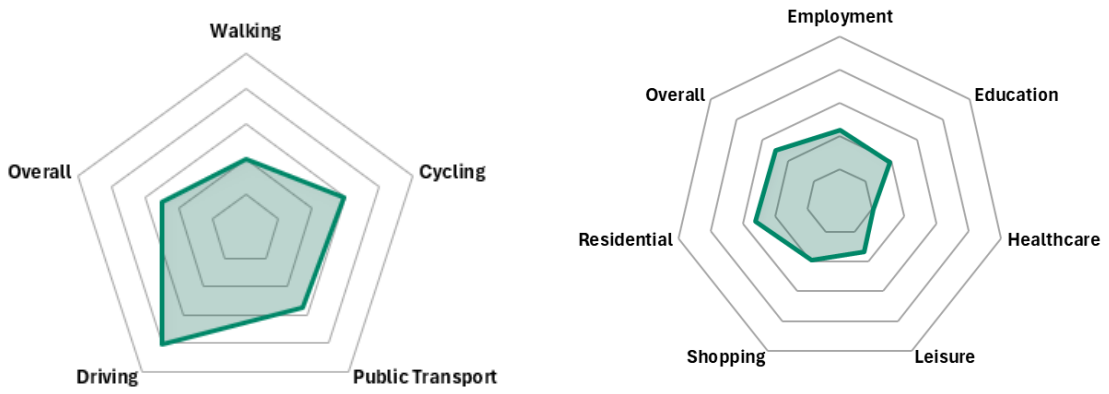


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores poorly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA19	**Site Address:** Paddocks, Barnet Lane (west), Borehamwood
Typology: Urban Extension	**Proposed Number of Dwellings:** 133
Land Use Type: Development comprised of higher density residential and open space uses.	**Site Area (Hectares):** 5.77Ha

Site Location



Figure 1: Paddocks, Barnet Lane (west), Borehamwood site location

- The site is located in Borehamwood, approximately 1.5km east of Elstree and 1.4km south of Borehamwood High Street.
- The site is close to Regulation 18 site allocation 'Paddocks, Barnet Lane (east), Borehamwood'.
- There are no further allocations south of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.40

Potters Bar – high street	8.67
Bushey	5.82
Radlett	4.97
St Albans	12.62
Watford	8.48
Hemel Hempstead	18.15
Hatfield	13.51
Stanmore Underground Station	3.40
High Barnet Underground Station	5.74

- There are various key settlements within 10km of the site, including Borehamwood – high street (1.35km), Radlett (4.97km), and Bushey (5.82 km).

- Stanmore Underground Station is located just over 3km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

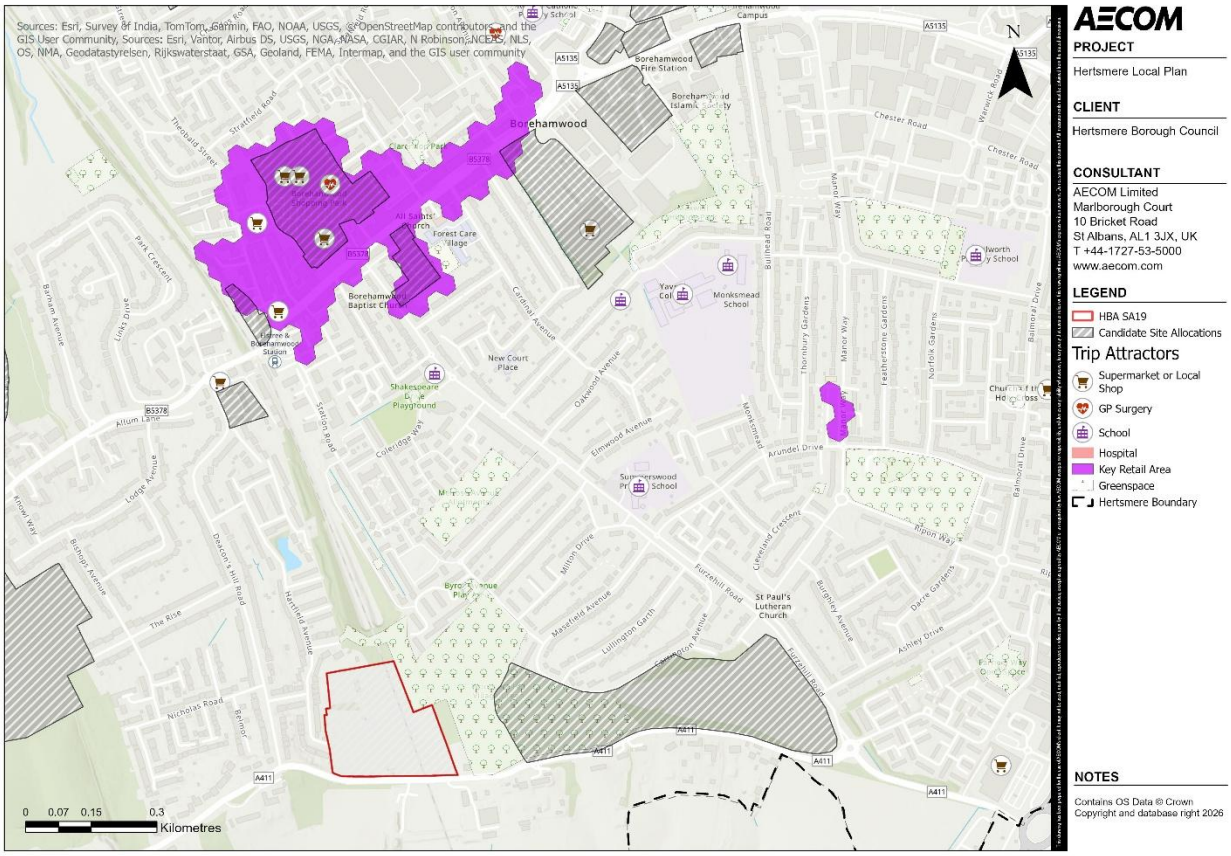


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	47 minutes	3.4 km	14 minutes	3.4 km
GP	The Grove Medical Centre	21 minutes	1.6 km	6 minutes	1.6 km
Supermarket	Asda Elstree Allum Lane Petrol Filling Station	15 minutes	1.1 km	4 minutes	1.1 km
Primary School	Summerswood Primary School	19 minutes	1.3 km	6 minutes	1.4 km
Secondary School	Yavneh College	27 minutes	2 km	8 minutes	2 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; supermarkets and primary schools can be reached within a 20-minute walk.
- Some services such as hospitals, GP surgeries, and secondary schools are not within walking distance. Accessing these services by cycle takes 14, 6, and 8 minutes, respectively.

Highway Network

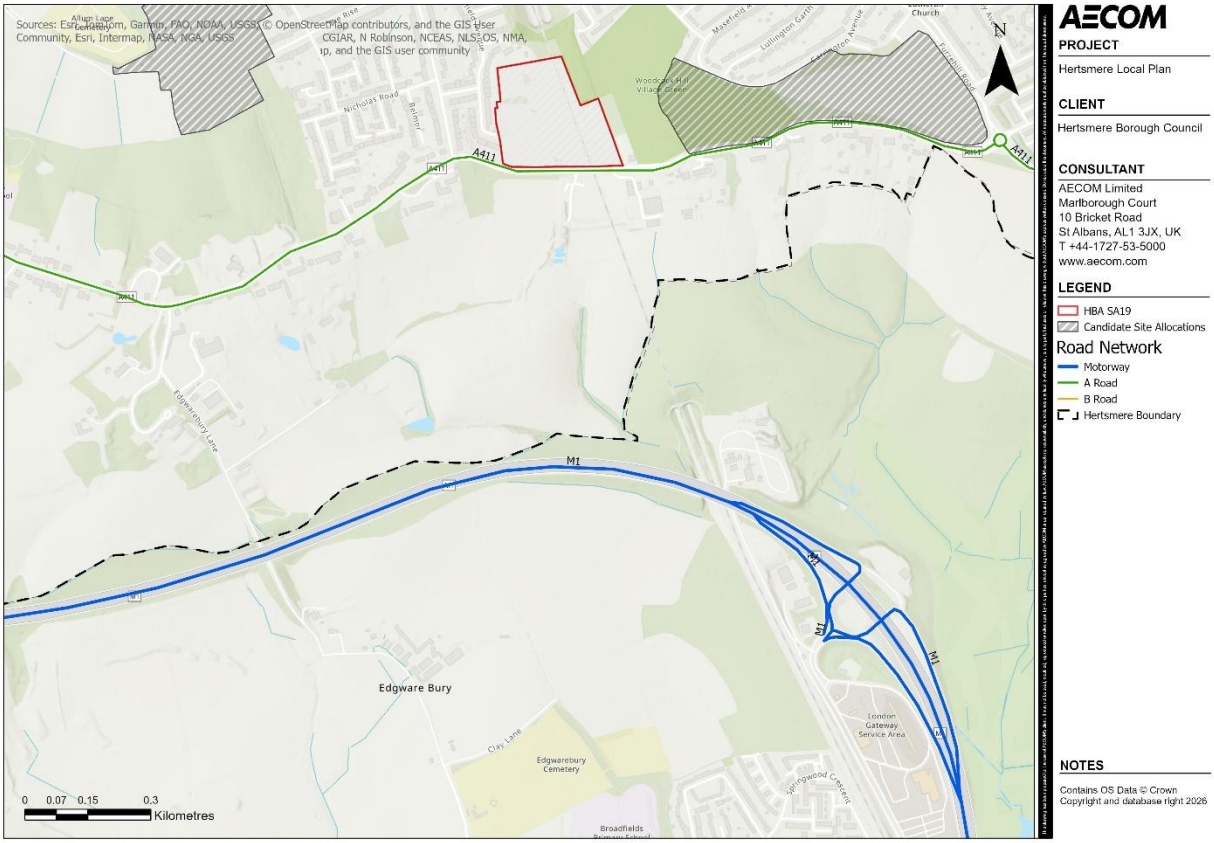


Figure 3: Map of the surrounding road network

- The site is bordered by the local road network to the west, with Hartfield Avenue forming the western boundary.

- The A411 Barnet Lane adjoins the site to the south, providing a westward connection to Elstree and eastward connection to Barnet.

- The site is located approximately 700m north of the M1, which forms part of the strategic road network and provides north-south connectivity. The M1 can be accessed via Junction 5, ~7km to the northwest.

Public Transport Provision

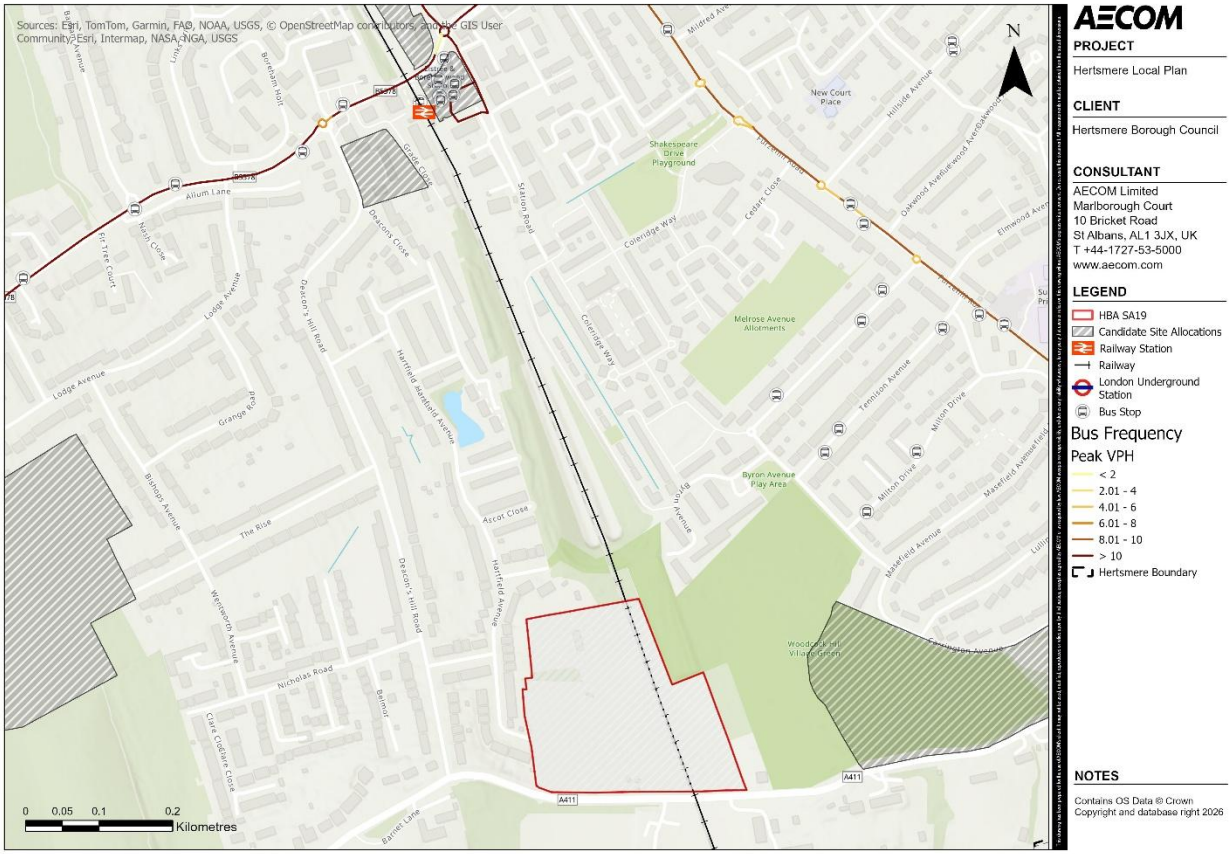


Figure 4: Map of nearby bus stops and railway stations

- There are no bus stops within 500m of the site.

- Elstree and Borehamwood Train Station is located to the north of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

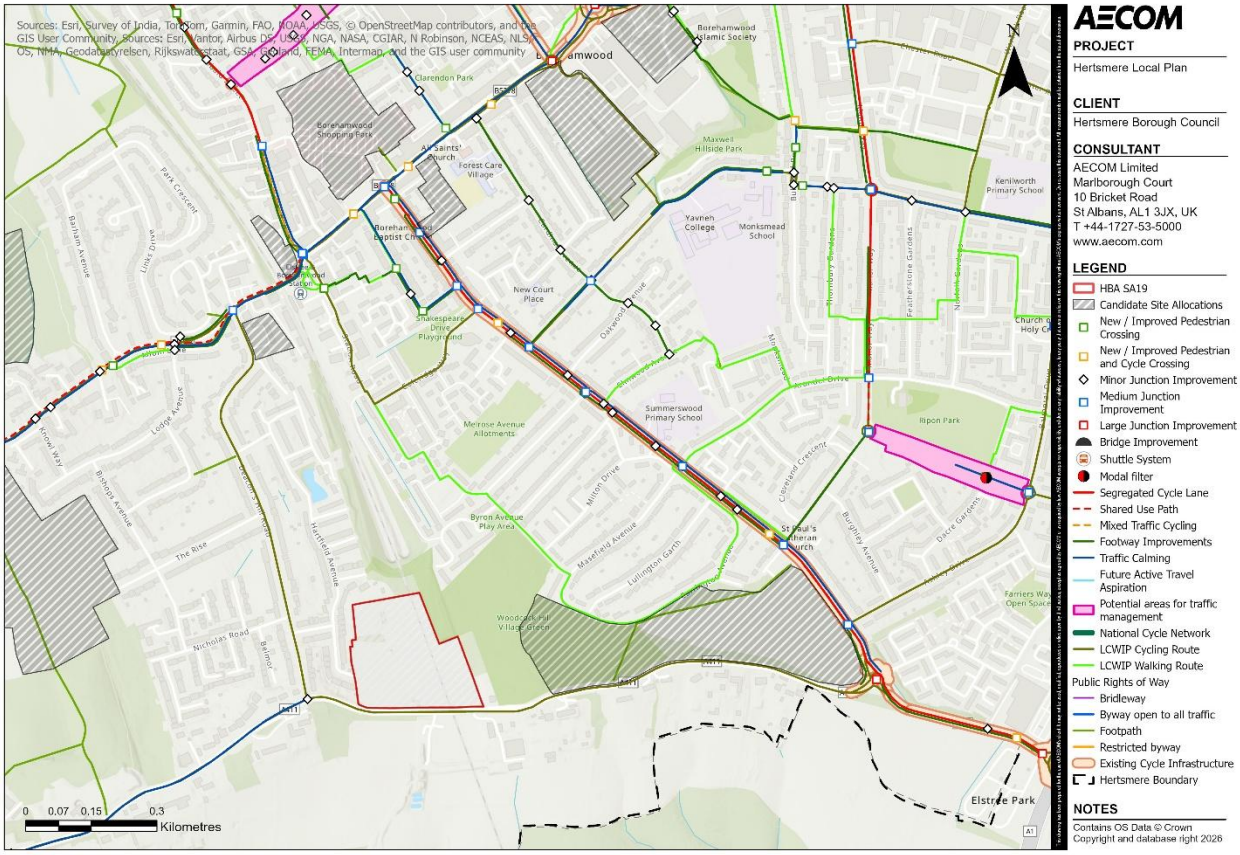


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the vicinity of the site.
- Pedestrian facilities surrounding the site are mixed. Residential areas of Borehamwood to the west have strong pedestrian infrastructure, whereas wooded areas to the north and east have no pedestrian infrastructure.
- The A411 Barnet Lane to the south does have a pavement, although this is narrow and crossing facilities are limited.
- The Hertsmere LCWIP Cycling Network runs on Barnet Lane bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

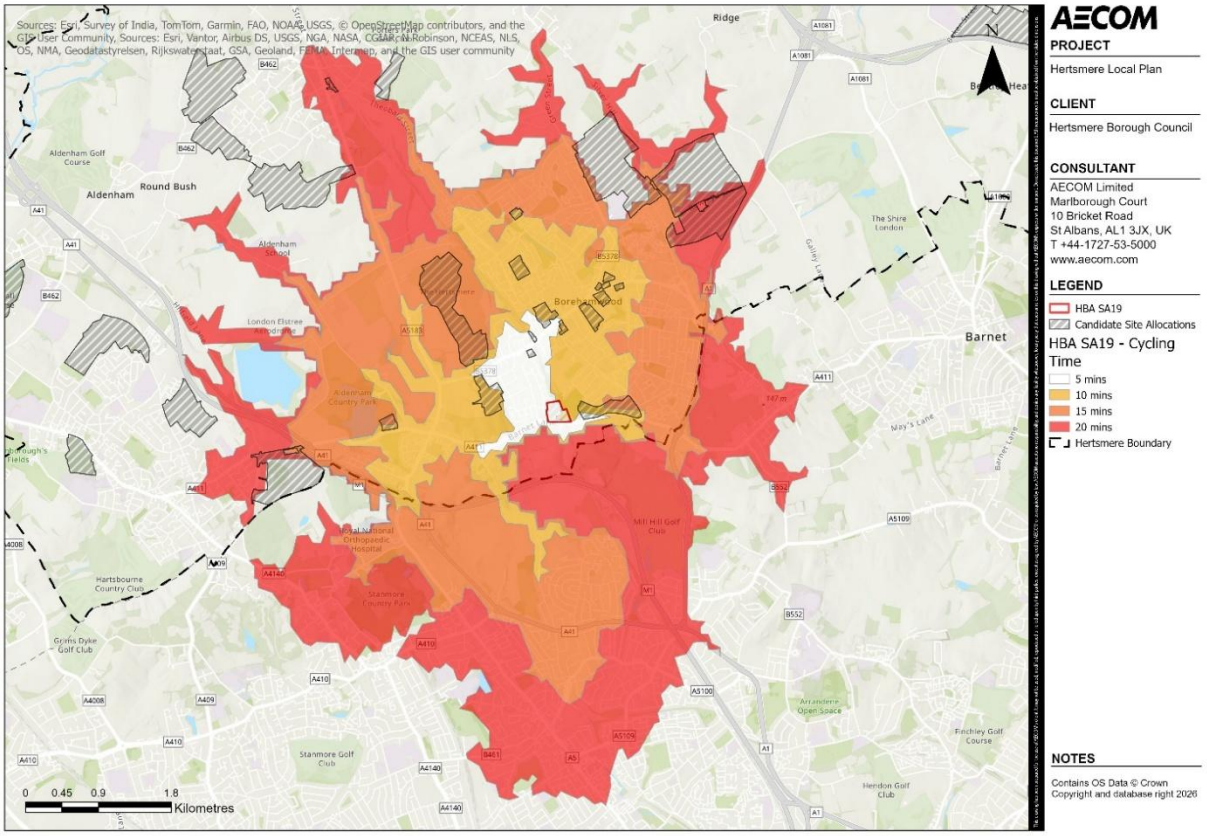


Figure 6: Cycling time from centre point of HBA SA19

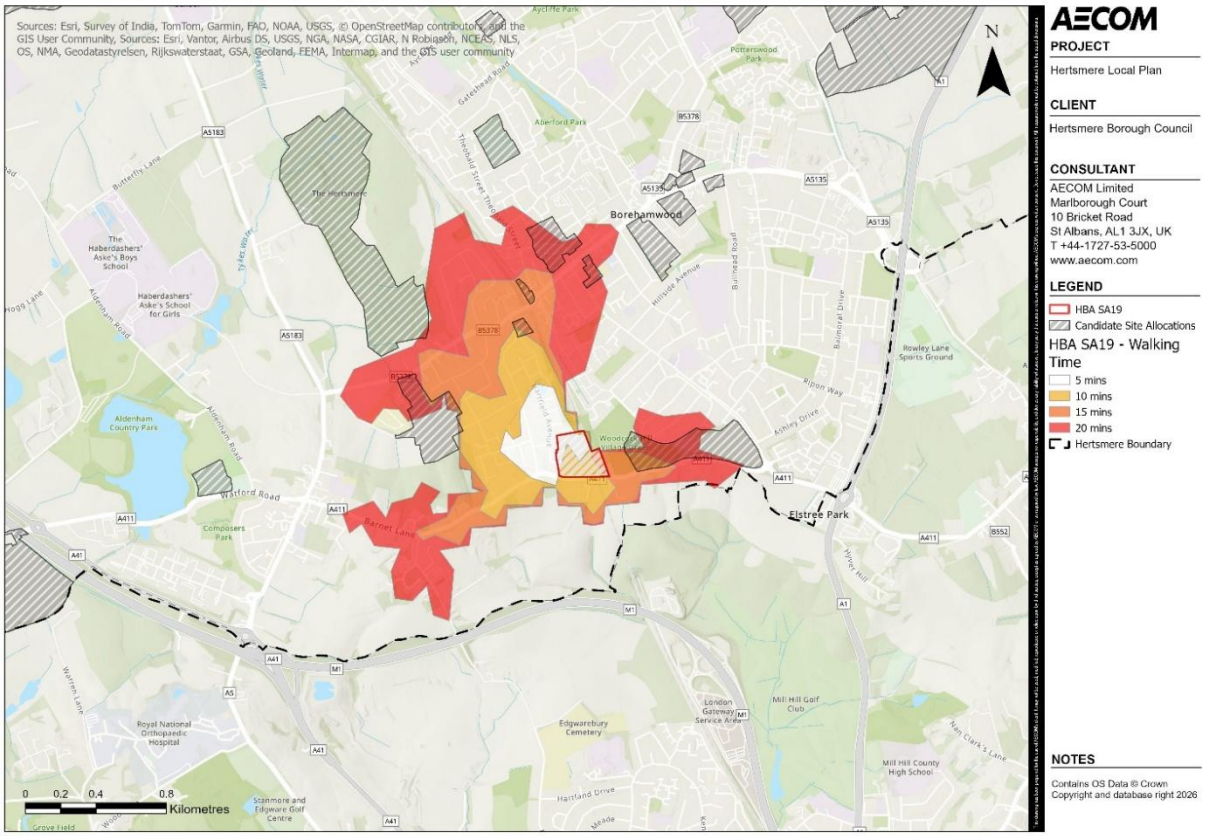


Figure 7: Walking time from centre point of HBA SA19

- The villages of Elstree and Radlett can be accessed within a 10-minute and 20-minute cycle, respectively.

- Central areas of Borehamwood are accessible within a 10-minute cycle or 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	72	4.914	654
Cyclists	0.026	3	0.179	24
Pedestrians	0.316	42	1.892	252
Public Transport Users	0.084	11	0.483	64

- Based on standard trip-rate assumptions for a C3 residential use and a total of 133 dwellings, the development is expected to generate approximately 72 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 654 vehicle trips, 24 cycle trips, 252 pedestrian trips and 64 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

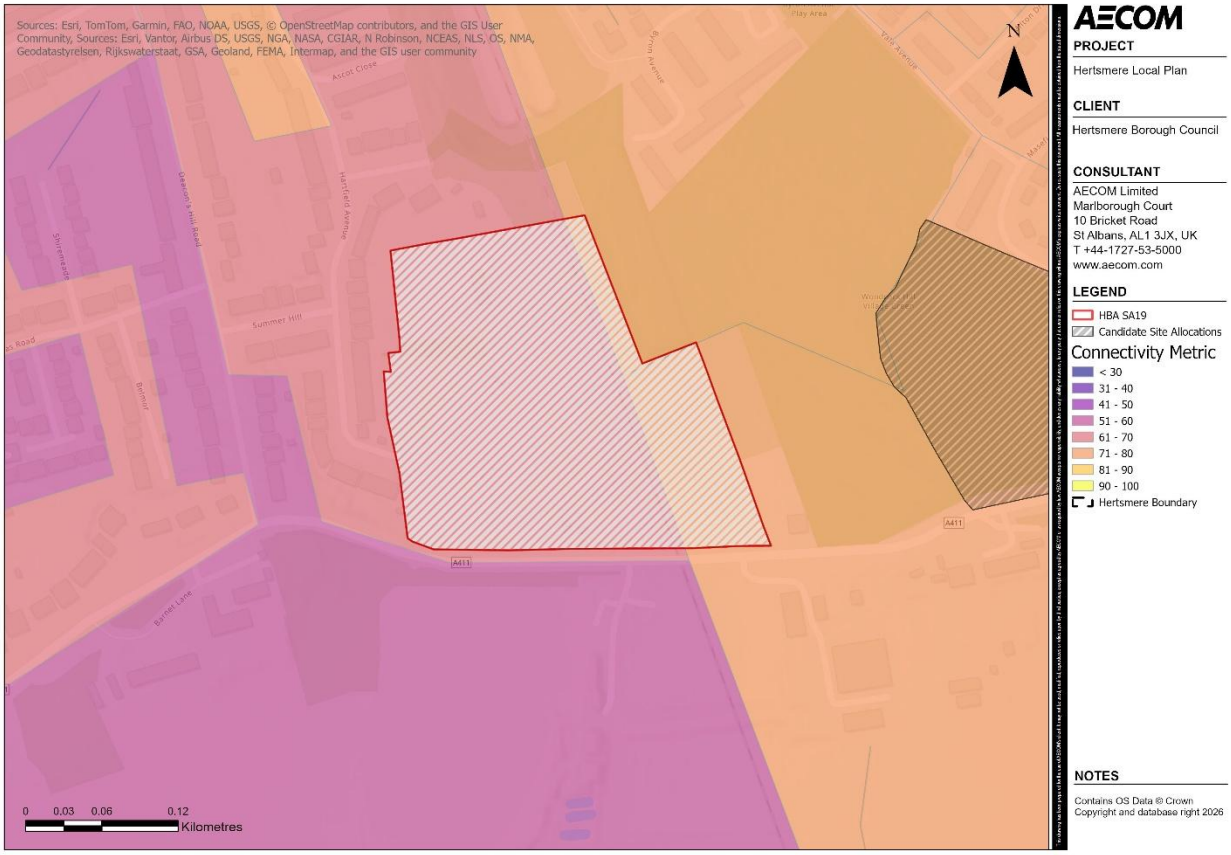


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals and secondary schools, are a significant distance away which may place greater reliance on the car. There are no bus services near to the site. There aren't any existing Public Rights of Way in the immediate vicinity of the site and pedestrian facilities are generally limited, although infrastructure in the neighbouring suburbs of Borehamwood is generally good.

- Overall, the site allocation area falls within the 61st–80th percentiles for connectivity across most modes, with connectivity improving towards the east of the site.

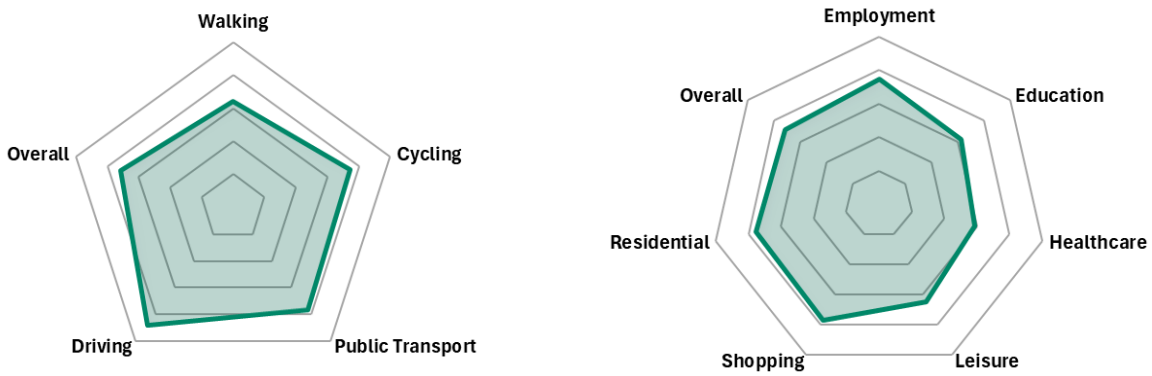


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA20	**Site Address:** Paddocks, Barnet Lane (east), Borehamwood
Typology: Urban Extension	**Proposed Number of Dwelling:** 220
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained woodland).	**Site Area (Hectares):** 12.55Ha

Site Location

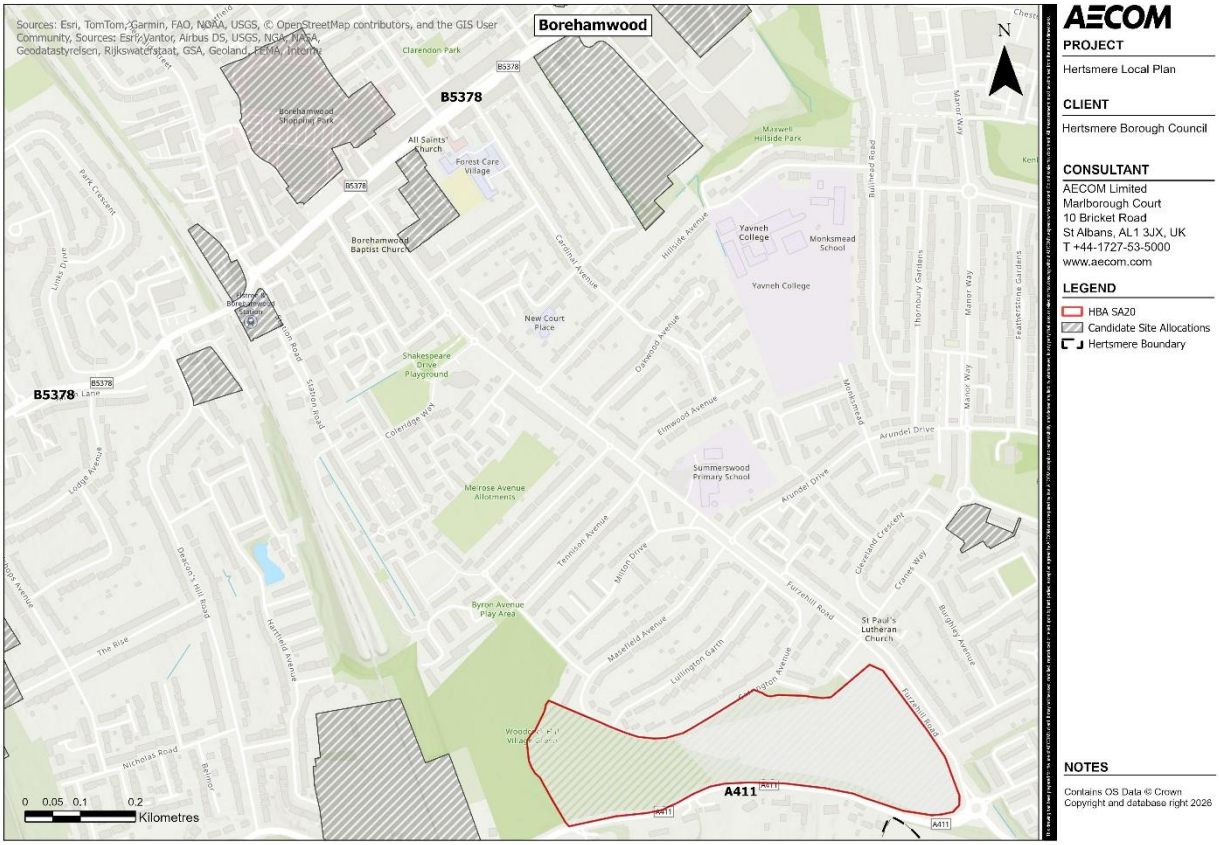


Figure 1: Paddocks, Barnet Lane (east), Borehamwood site location

- The site is located in Borehamwood, approximately 2.4km east of Elstree and 1.3km south of Borehamwood high street (Shenley Road).
- The site is adjacent to Regulation 18 site allocation ‘Paddocks, Barnet Lane (west), Borehamwood’.
- There are no further allocations south of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.35
Potters Bar – high street	8.13
Bushey	6.48
Radlett	5.34
St Albans	12.83
Watford	9.14
Hemel Hempstead	18.64
Hatfield	13.31
Stanmore Underground Station	3.83
High Barnet Underground Station	5.07

- There are various key settlements within 10km of the site, including Borehamwood – high street (1.35km), Radlett (5.34km), and Bushey (6.48 km).

- Stanmore Underground Station is located just under 4km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

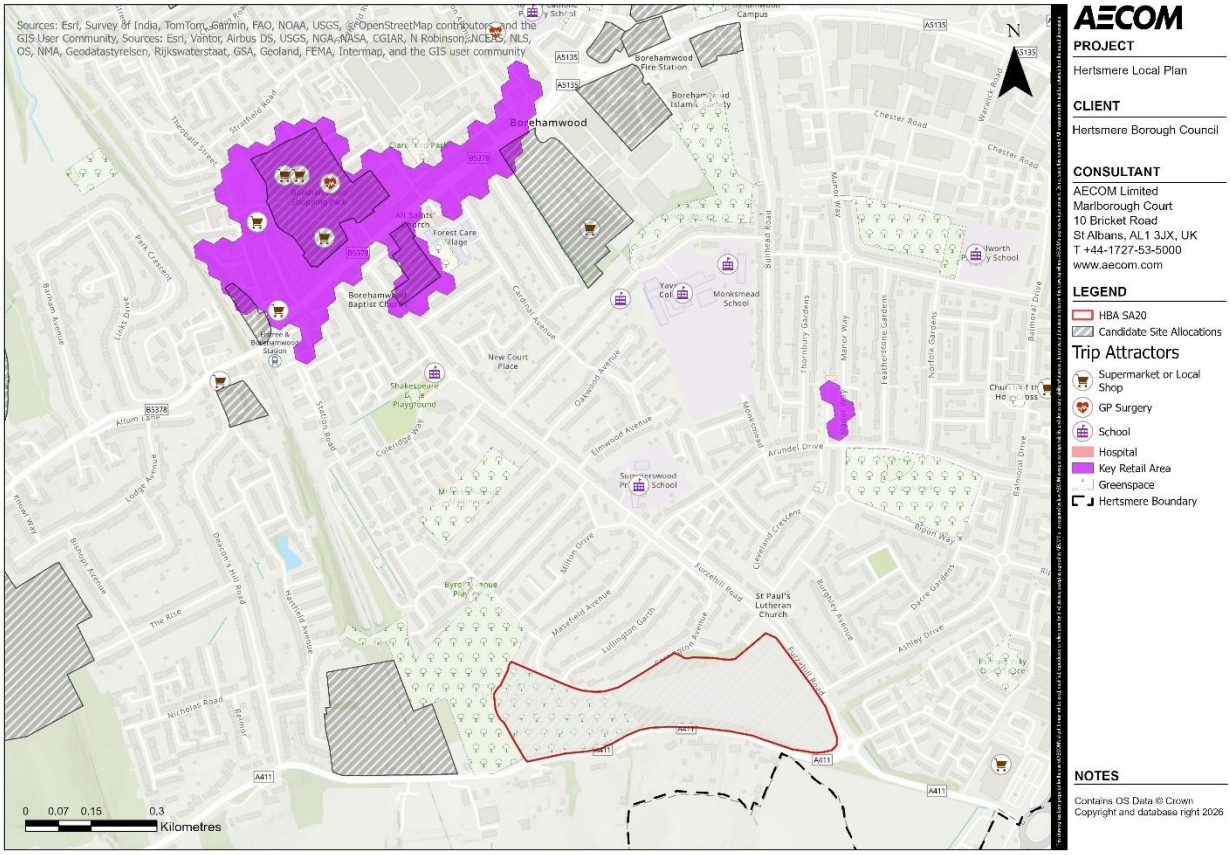


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	57 minutes	4.1 km	16 minutes	4.1 km
GP	The Grove Medical Centre	25 minutes	1.9 km	6 minutes	2 km
Supermarket	Morrisons, Stirling Way	12 minutes	1 km	2 minutes	1 km
Primary School	Summerswood Primary School	8 minutes	0.65 km	2 minutes	0.65 km
Secondary School	Yavneh College	19 minutes	1.5 km	5 minutes	1.5 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 16 and 6 minutes, respectively.

Highway Network

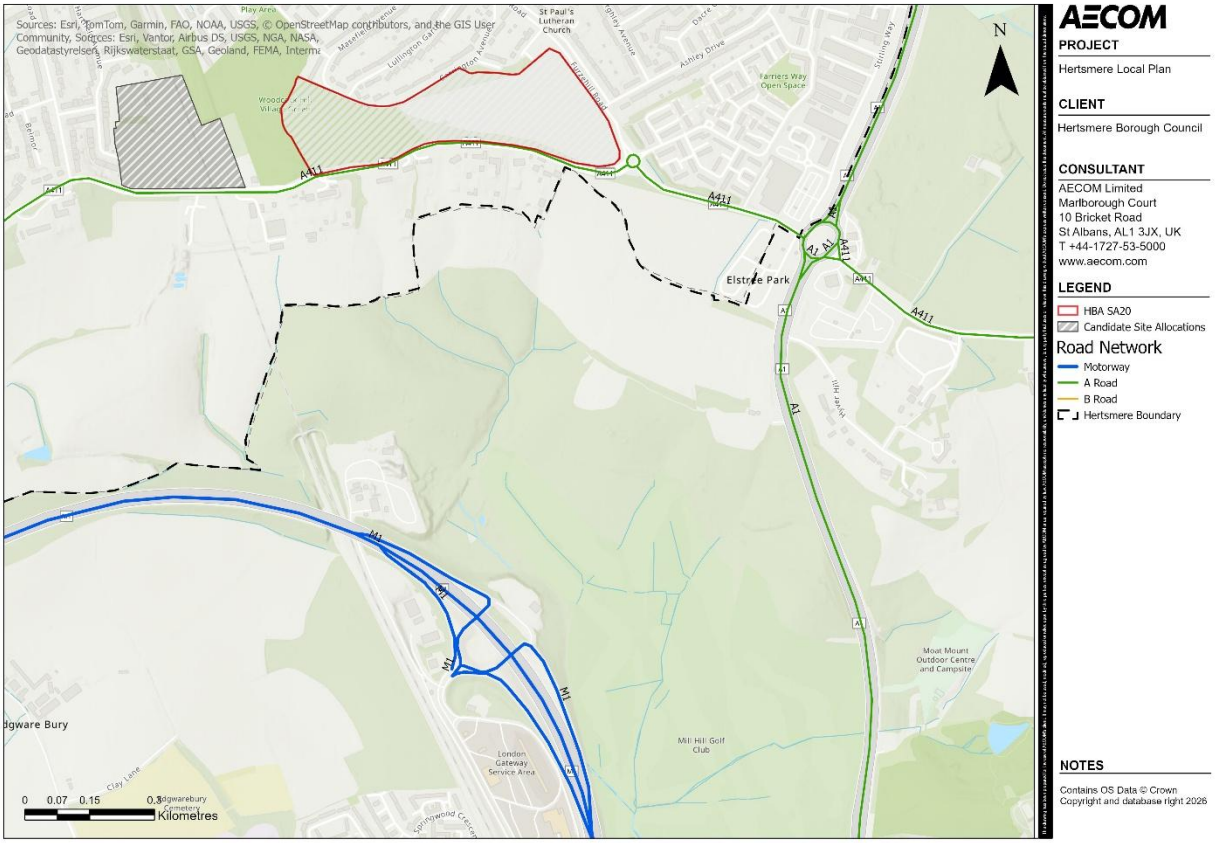


Figure 3: Map of the surrounding road network

- The site is bordered by the local road network to the north and east, with Carrington Avenue to the north and Furzehill Road to the east.
- The A411 Barnet Lane adjoins the site to the south, providing a westward connection to Elstree and eastward connection to Barnet.
- The site is located approximately 700m north of the M1, which forms part of the strategic road network and provides north-south connectivity. The M1 can be accessed via Junction 5, ~7.5km to the northwest.

Public Transport Provision

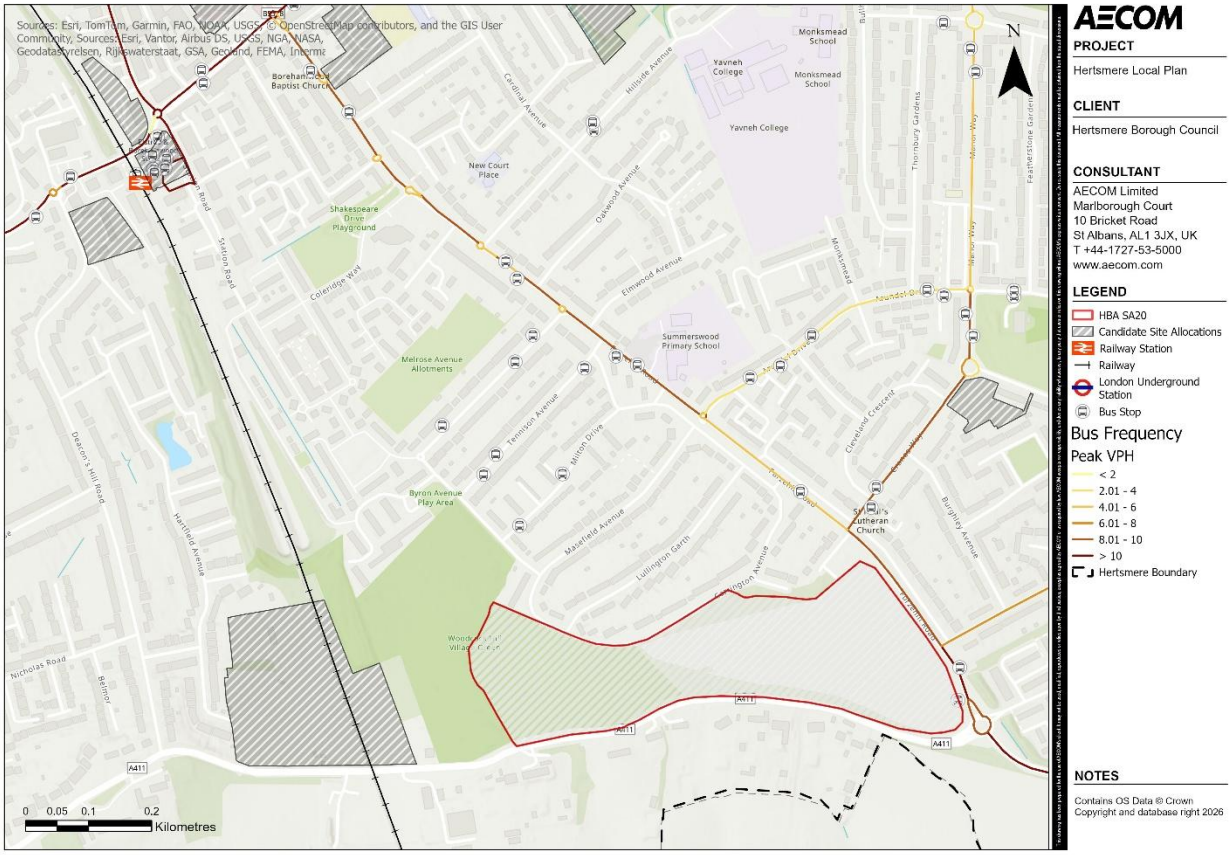


Figure 4: Map of nearby bus stops and railway stations

- There are 18 bus stops within 500m of the site, predominantly to the north and east of the site in residential areas of Borehamwood. These stops are served by routes such as the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 357 (Borehamwood – Harpenden).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 357 service runs at ~1 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Furzehill Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the northwest of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

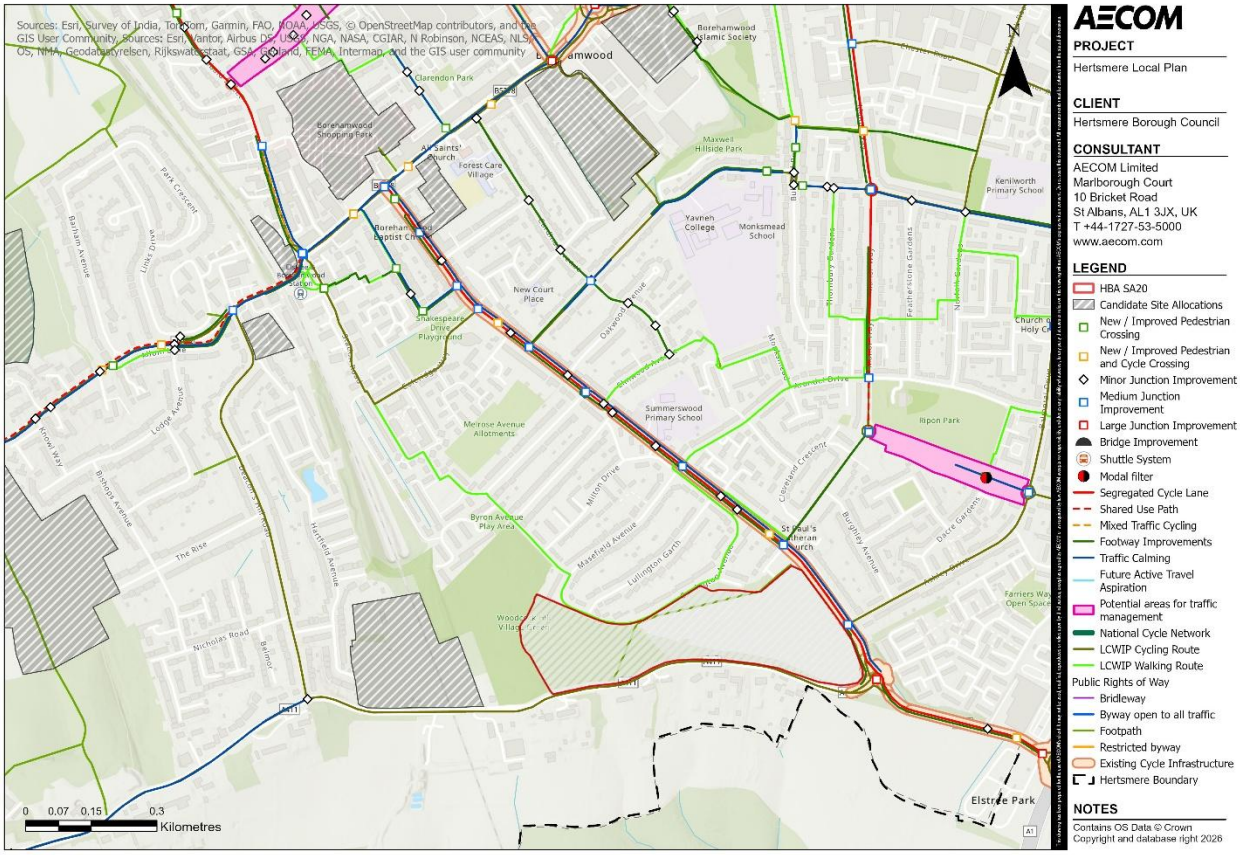


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs through the proposed development, connecting Barnet Lane to Carrington Avenue.
- While there are pavements along Barnet Lane on the site's southern border, these are narrow and have limited crossing points.
- There are adequate pedestrian facilities in residential areas of Borehamwood to the north and east.
- The Hertsmere LCWIP Cycling Network runs on Barnet Lane bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

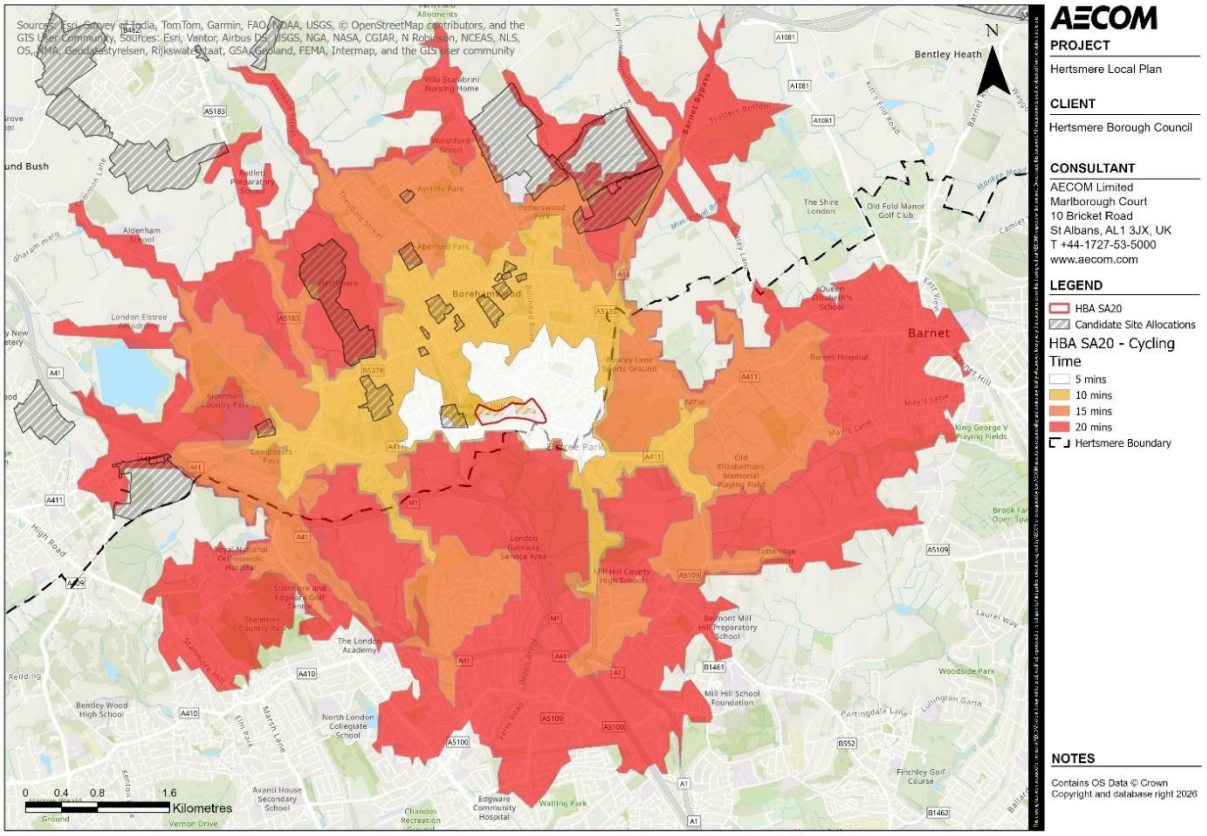


Figure 6: Cycling time from centre point of HBA SA20

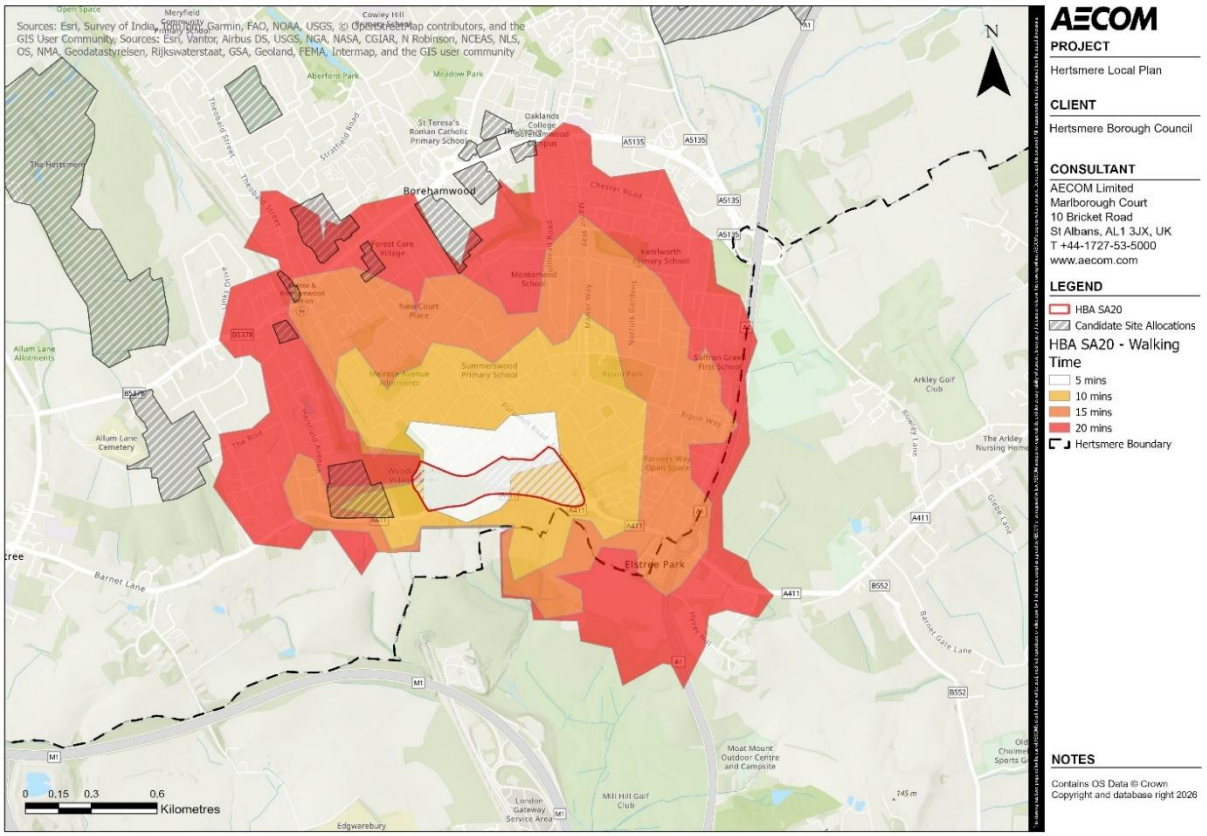


Figure 7: Walking time from centre point of HBA SA20

- The village of Elstree and town of Barnet can be accessed within a 10-minute and 20-minute cycle, respectively.

- Central areas of Borehamwood are accessible within a 10-minute cycle or 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	120	4.914	1081
Cyclists	0.026	6	0.179	39
Pedestrians	0.316	70	1.892	416
Public Transport Users	0.084	18	0.483	106

- Based on standard trip-rate assumptions for a C3 residential use and a total of 220 dwellings, the development is expected to generate approximately 120 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1081 vehicle trips, 39 cycle trips, 416 pedestrian trips and 106 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

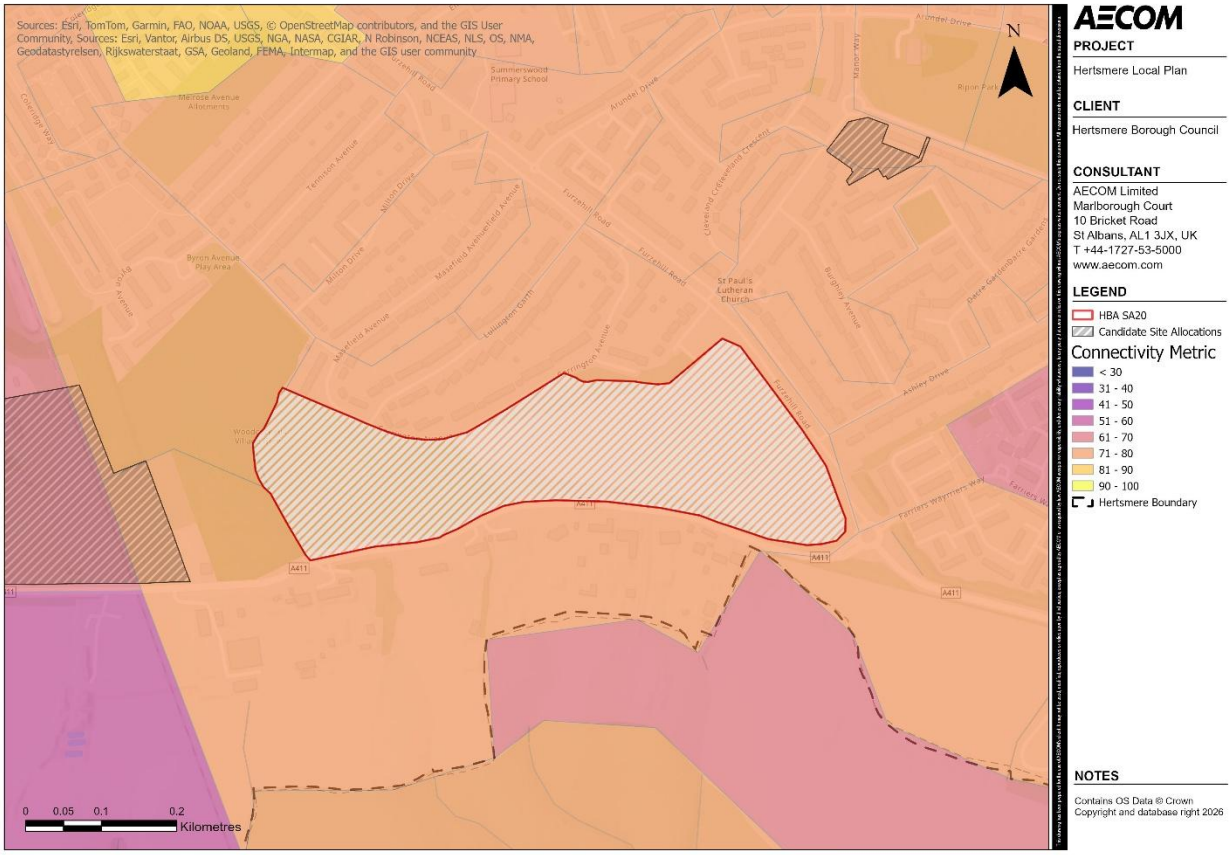


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections within Borehamwood and to neighbouring towns, although these could benefit from increased diversity and frequency. There are existing Public Rights of Way in the immediate vicinity of the site and pedestrian facilities outside of these are generally adequate.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

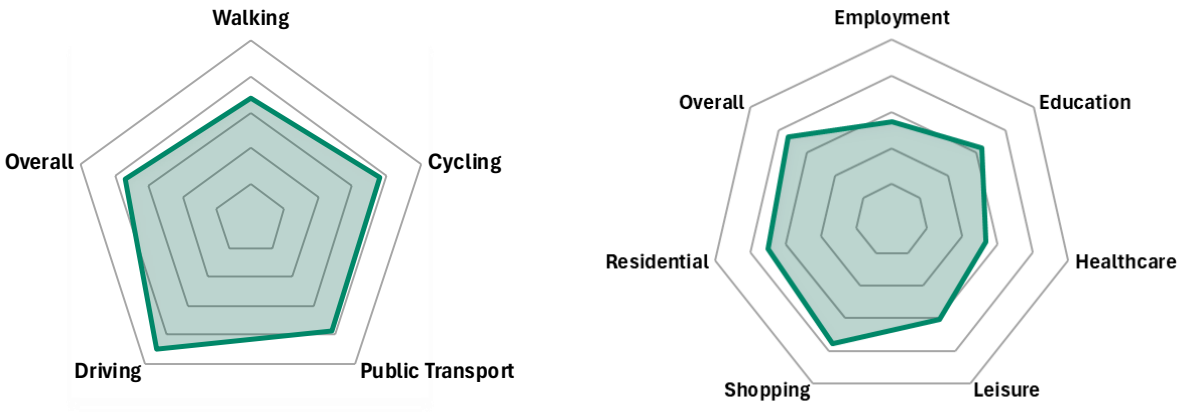


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA21	**Site Address:** Field south of B5378, Borehamwood
Typology: Urban Extension	**Proposed Number of Dwellings:** 240
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained trees, woodland and hedgerows).	**Site Area (Hectares):** 10.43Ha

Site Location



Figure 1: Field south of B5378, Borehamwood site location

- The site is located on the western periphery of Borehamwood, northeast of Elstree, near Borehamwood high street (Shenley Road).
- The site is located opposite to Regulation 18 site allocation 'Parkview / Borehamwood Golf Course' – an urban extension.
- There are an additional two urban extensions on the A411 to the southeast of the site and a series of allocations along Shenley Road to the east.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.78
Potters Bar – high street	9.21
Bushey	5.01
Radlett	4.35
St Albans	12.14
Watford	7.63
Hemel Hempstead	17.38
Hatfield	13.54
Stanmore Underground Station	3.24
High Barnet Underground Station	6.55

- There are various key settlements within 5km of the site, including Borehamwood – high street (1.78km), Radlett (4.35km), and Bushey (5.01km).

- Stanmore Underground Station is located just over 3km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the south and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

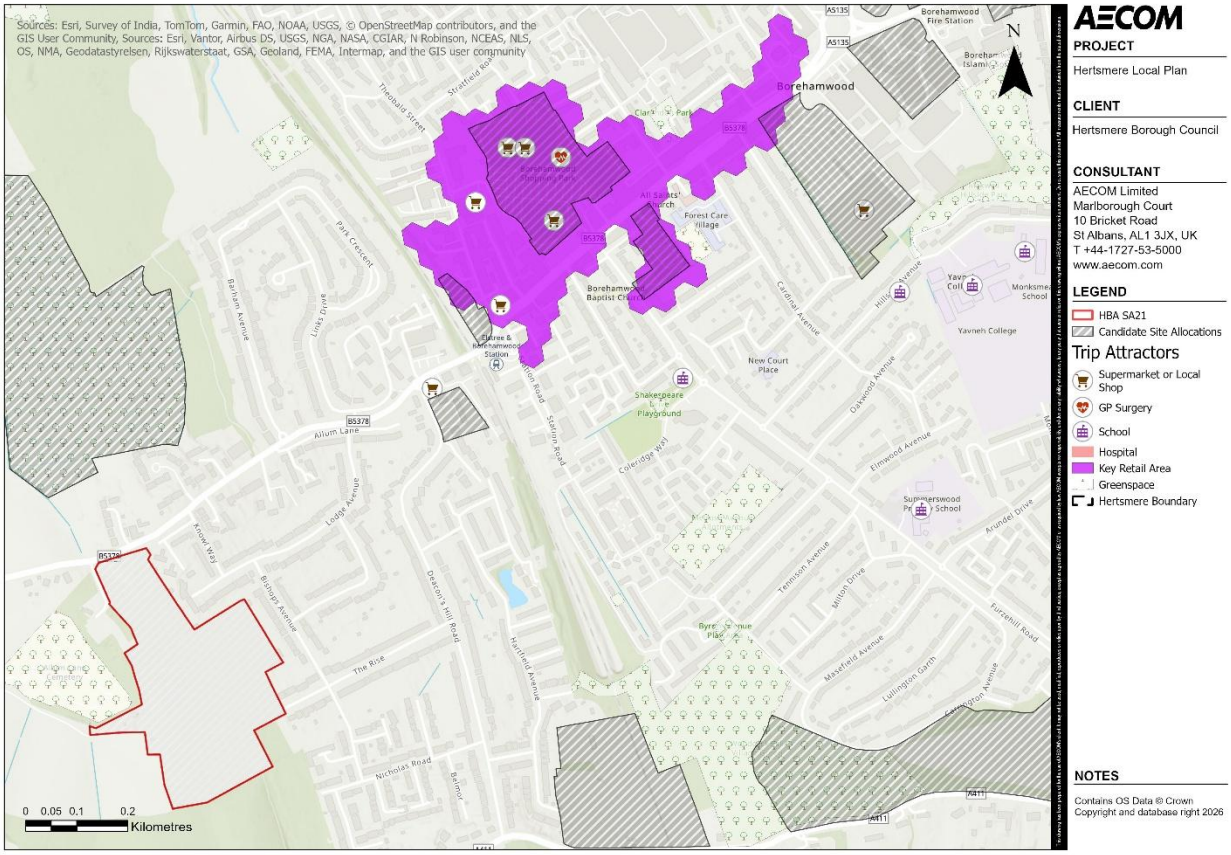


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	38 minutes	2.7 km	14 minutes	2.8 km
GP	The Grove Medical Centre	16 minutes	1.2 km	4 minutes	1.2 km
Supermarket	Asda Elstree Allum Lane	10 minutes	0.8 km	3 minutes	0.8 km
Primary School	St Nicholas Elstree C Of E School	12 minutes	0.8 km	5 minutes	1 km
Secondary School	Yavneh College	31 minutes	2.2 km	8 minutes	2.2 km

- Many key services are in Elstree or Borehamwood, within walking distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 14 and 8 minutes, respectively.

Highway Network

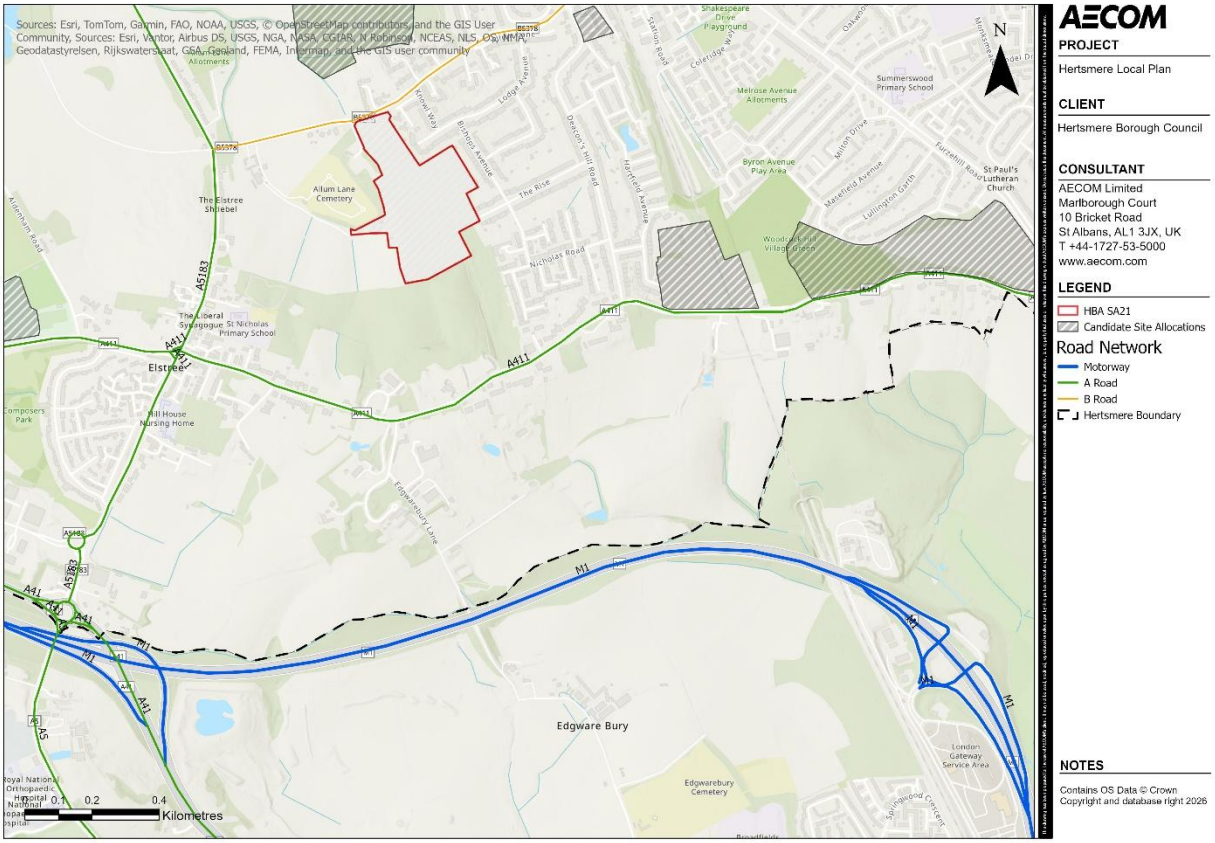


Figure 3: Map of the surrounding road network

- The site is bordered to the north by the B5378 Allum Lane, which facilitates eastbound movements towards Borehamwood's retail area and westbound movements towards Elstree.

- The site is located approximately 1.2km north of the M1, which forms part of the strategic road network and provides north-south connectivity. The M1 can be accessed via Junction 5, ~6km to the west.

Public Transport Provision

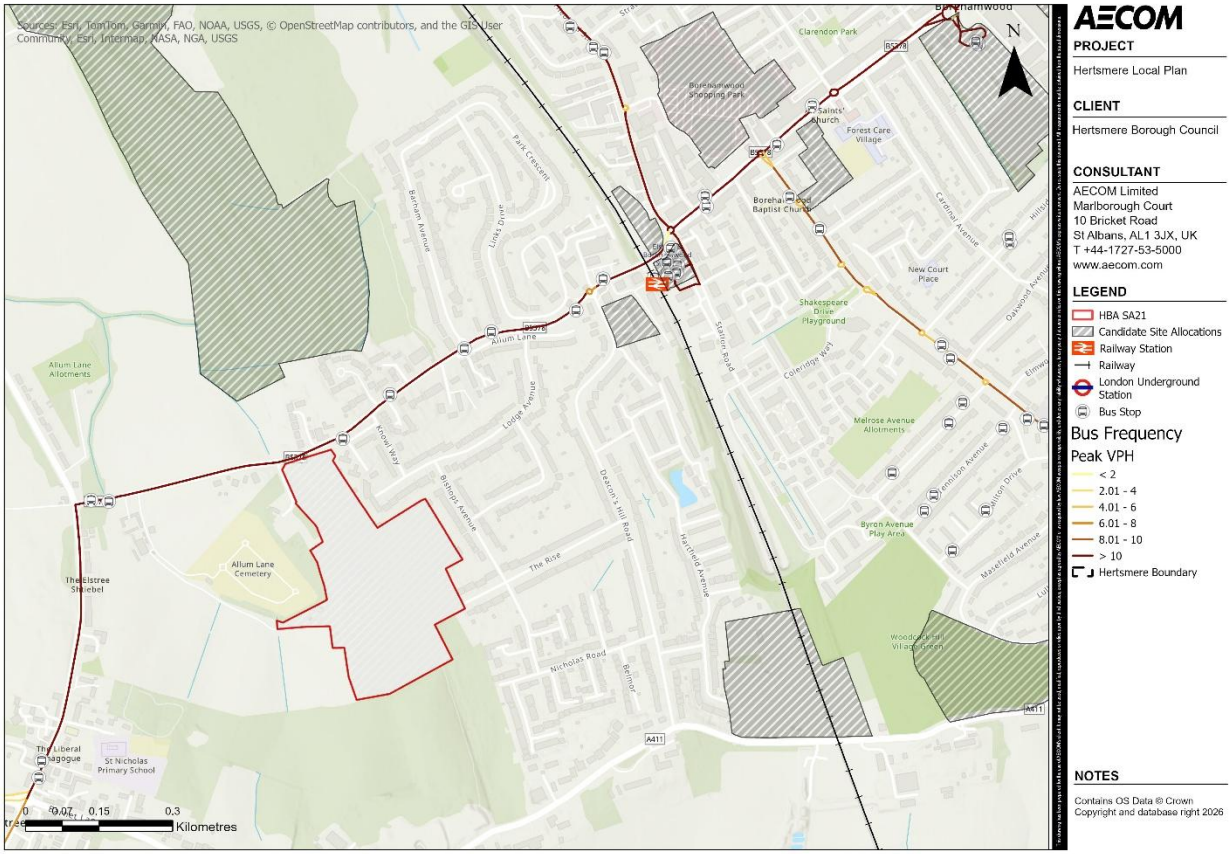


Figure 4: Map of nearby bus stops and railway stations

- There are 6 bus stops within 500m of the site, primarily on Allum Lane to the north.
- These stopped are served by the 107 (Edgware – New Barnet) and 306 (Borehamwood – Watford) services.
- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.
- The 306 service runs at 1 VPH in each direction between 07:00–10:00 on an average weekday.
- Most of these services can be accessed on nearby Allum Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.
- Elstree and Borehamwood Train Station is located to the northeast of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

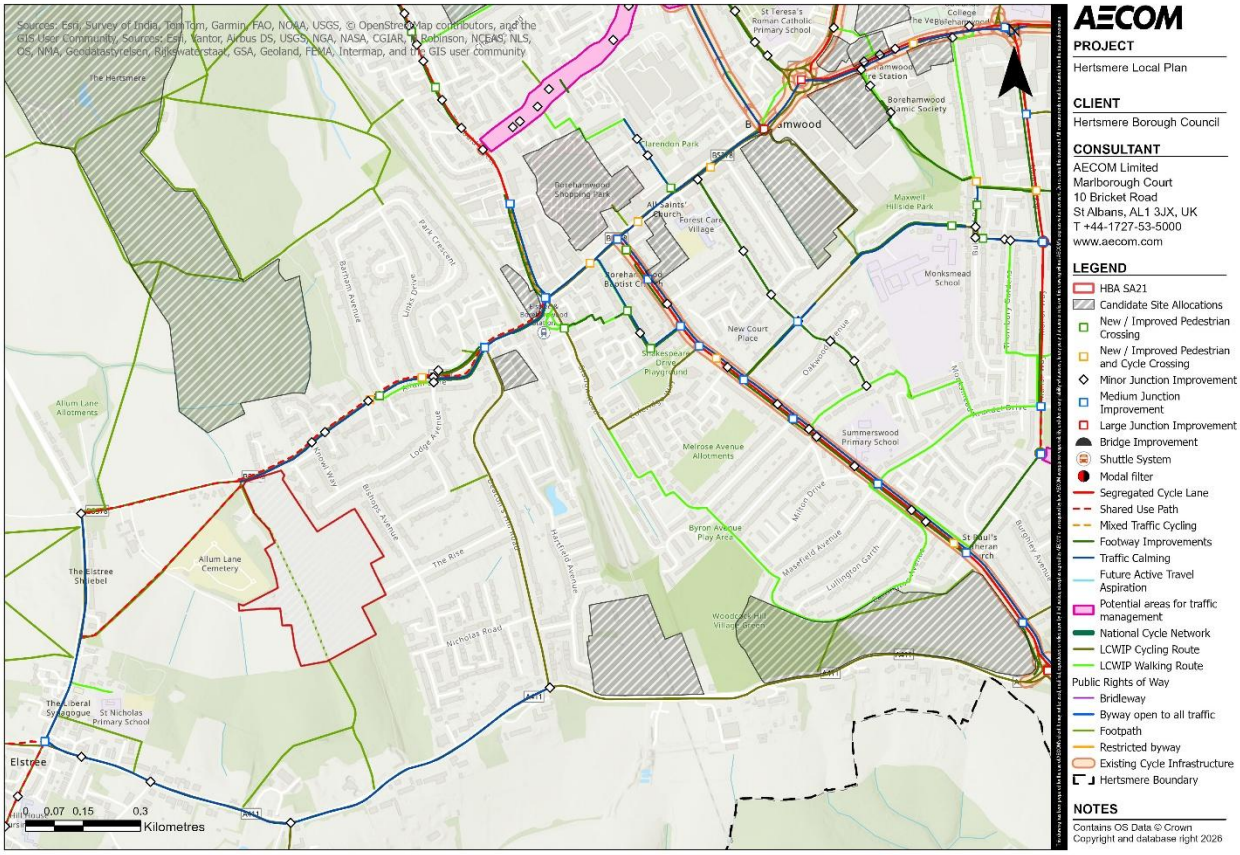


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs north-south through the proposed development, connecting Allum Lane with Barnet Lane.

- While there are pavements alongside both Barnet Lane and Allum Lane, these are narrow and have limited crossing points. There are adequate pedestrian facilities in residential areas of Borehamwood to the east.

- The Hertsmere LCWIP Cycling Network runs on Allum Lane bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

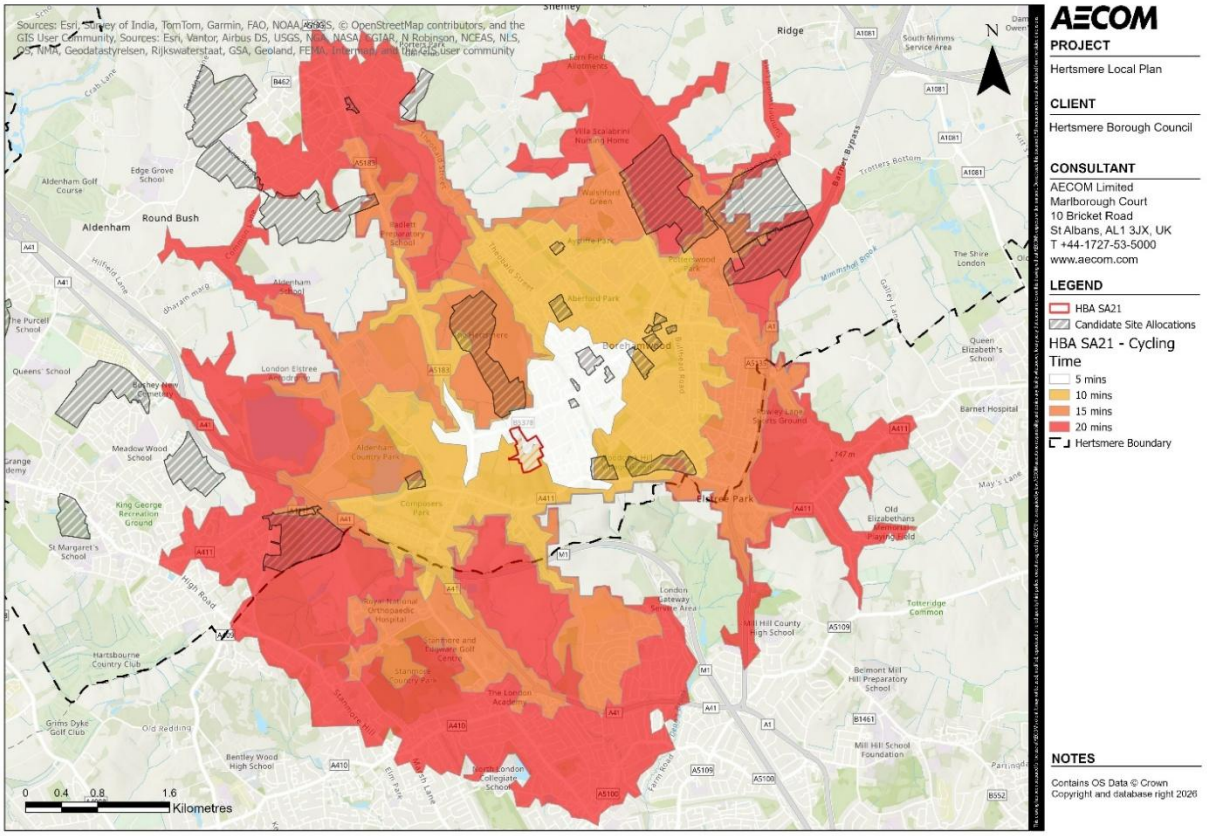


Figure 6: Cycling time from centre point of HBA SA21

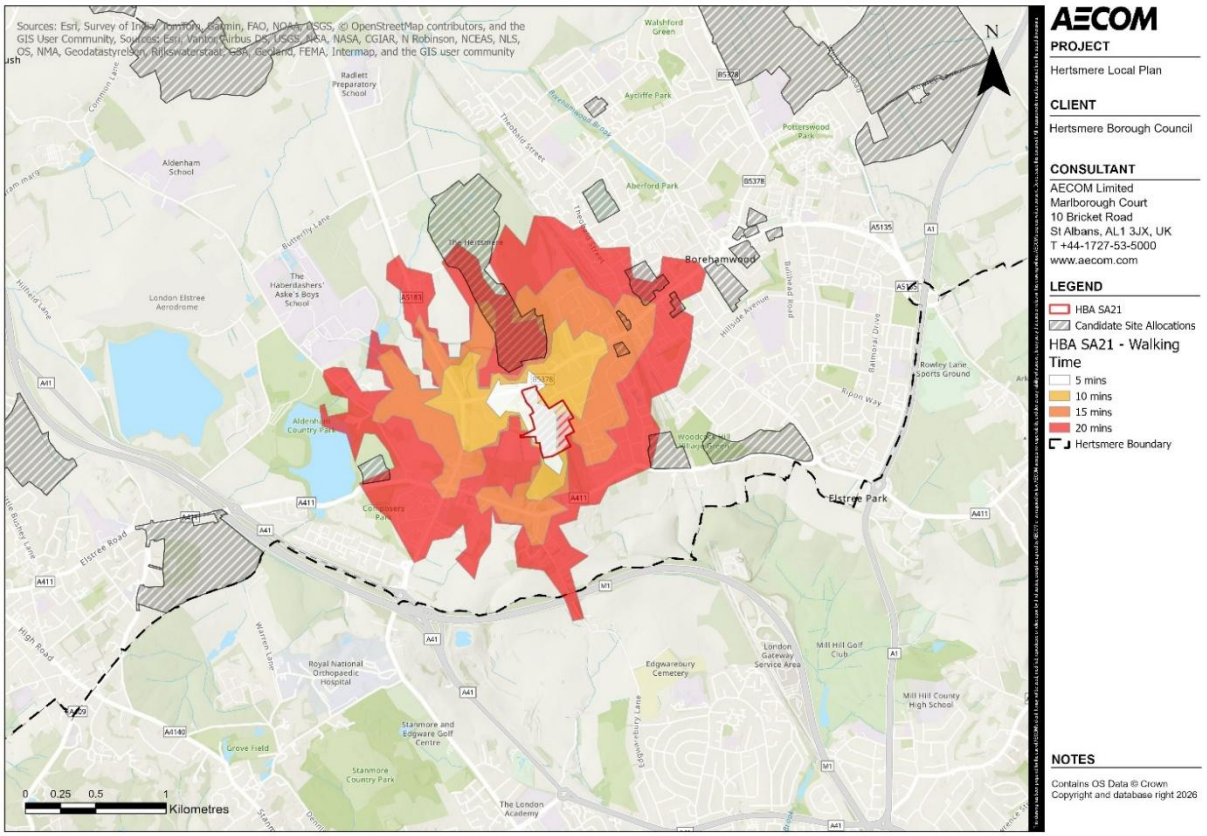


Figure 7: Walking time from centre point of HBA SA21

- The villages of Elstree and Radlett can be accessed within a 10-minute and 20-minute cycle, respectively.

- Central areas of Borehamwood are accessible within a 10-minute cycle, and western areas of the town are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	131	4.914	1179
Cyclists	0.026	6	0.179	43
Pedestrians	0.316	76	1.892	454
Public Transport Users	0.084	20	0.483	116

- Based on standard trip-rate assumptions for a C3 residential use and a total of 240 dwellings, the development is expected to generate approximately 131 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1179 vehicle trips, 43 cycle trips, 454 pedestrian trips and 116 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

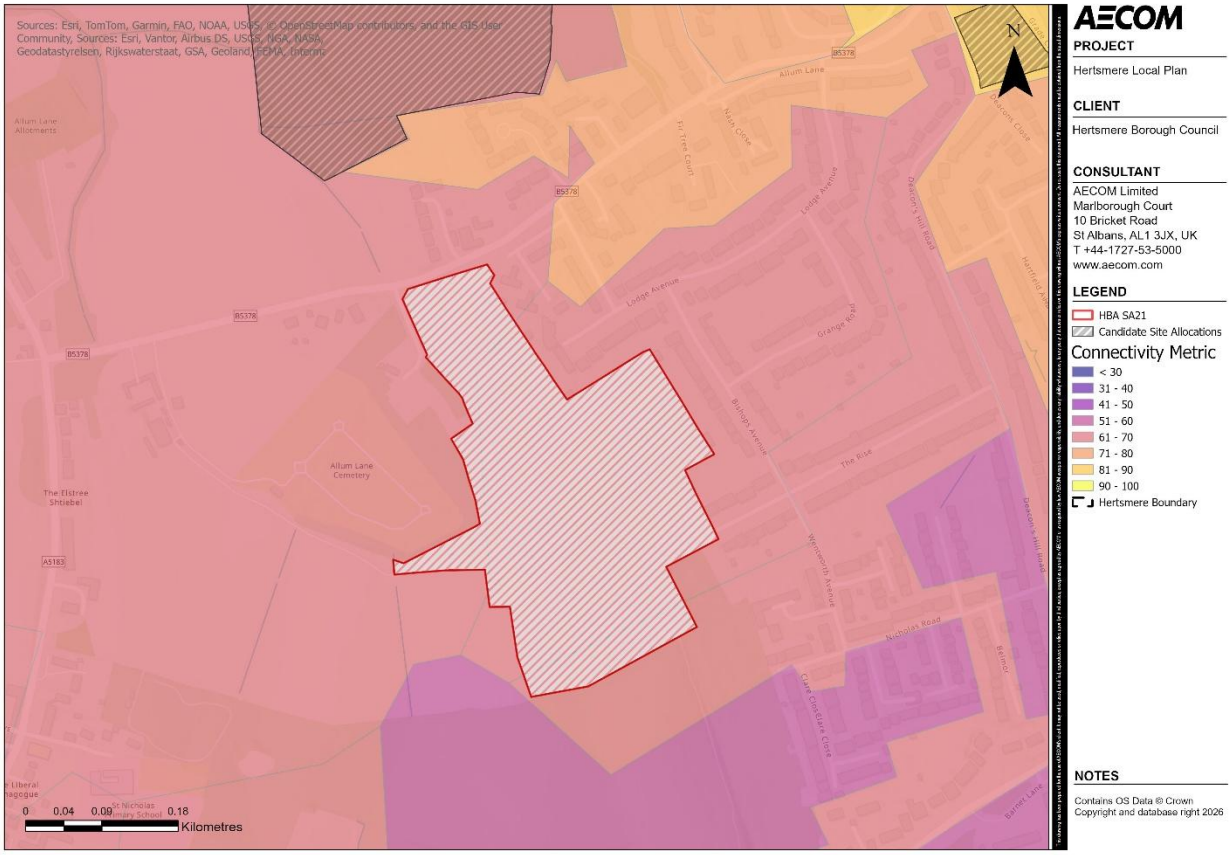


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connections within Borehamwood and to neighbouring towns, although these could benefit from increased diversity and frequency. There are existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities outside of these are limited, with some nearby roads without pavements. Pedestrian facilities in Borehamwood to the east are adequate, however.

- Overall, the site allocation area falls within the 61st–70th percentiles for connectivity across most modes.

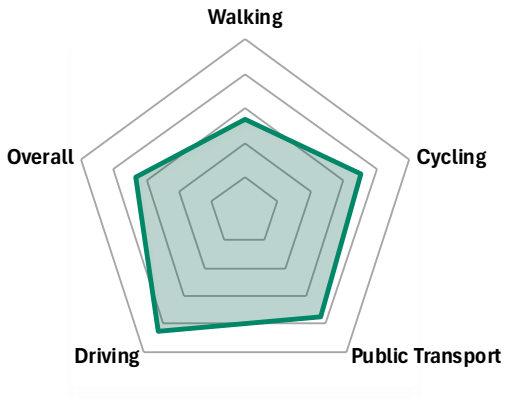




Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show moderate relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA22	**Site Address:** Parkview / Borehamwood Golf Course, Borehamwood
Typology: Urban Extension	**Proposed Number of Dwellings:** 1073
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/community infrastructure, open spaces, and main town centre uses.	**Site Area (Hectares):** 46.65Ha

Site Location

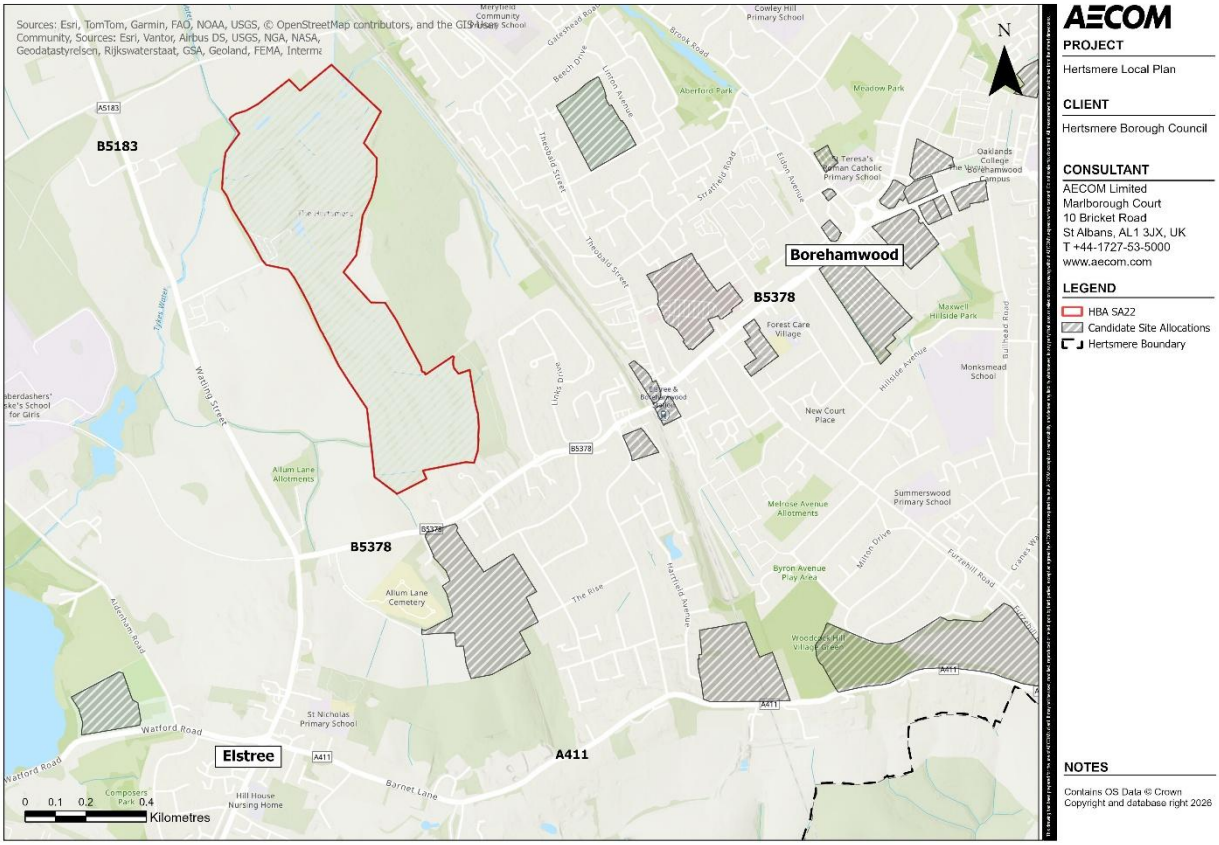


Figure 1: Parkview / Borehamwood Golf Course, Borehamwood site location

- The site is located to the west of Borehamwood, north of Elstree, near Borehamwood high street (Shenley Road).
- The site is located opposite to Regulation 18 site allocation 'Field south of B5378, Borehamwood' – an urban extension.
- There are an additional two urban extensions on the A411 to the southeast of the site and a series of allocations along Borehamwood High Street to the east.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	1.71
Potters Bar – high street	9.01
Bushey	4.83
Radlett	3.15
St Albans	10.94
Watford	7.16
Hemel Hempstead	16.32
Hatfield	12.64
Stanmore Underground Station	4.25
High Barnet Underground Station	7.02

- There are various key settlements within 5km of the site, including Borehamwood – high street (1.71km), Radlett (3.15km), and Bushey (4.83km).

- Stanmore Underground Station is located just over 4km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the south and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

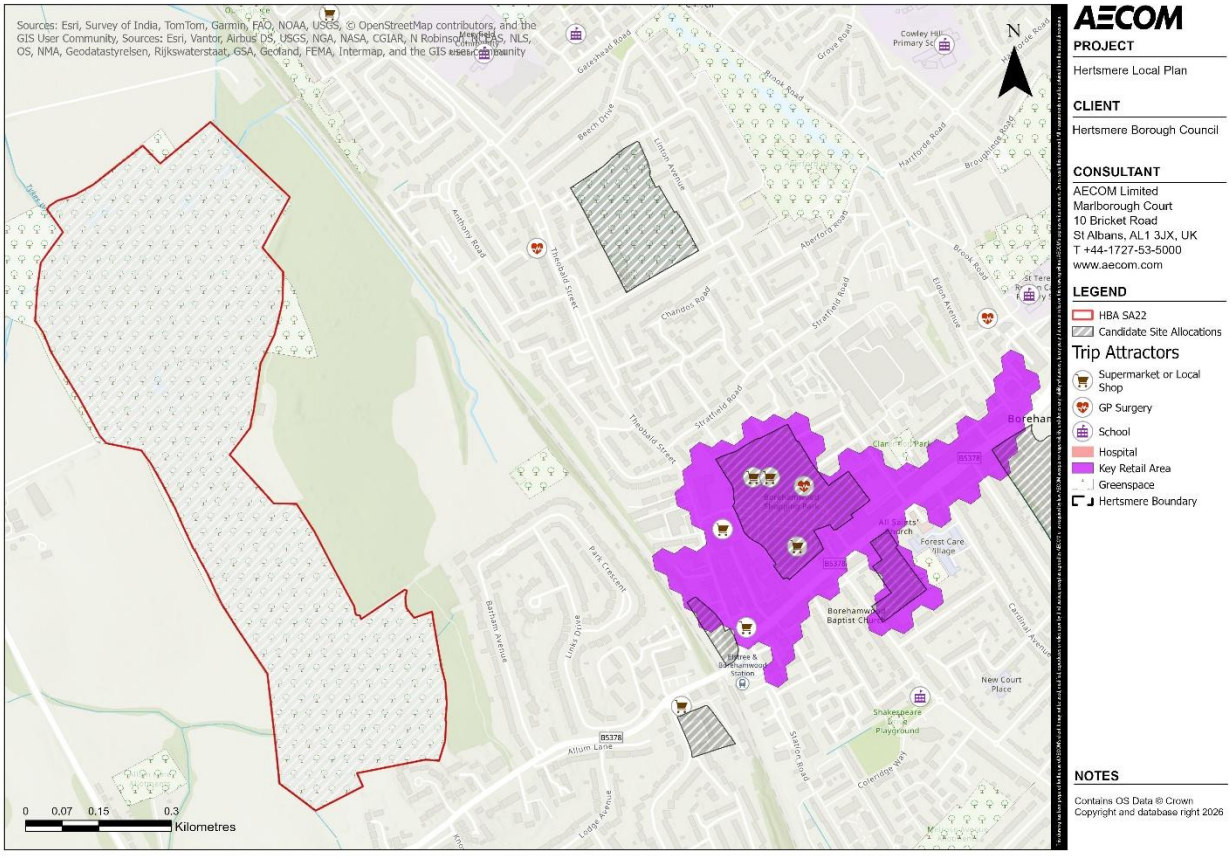


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	52 minutes	3.6 km	17 minutes	3.6 km
GP	Schopwick Surgery	25 minutes	1.7 km	9 minutes	1.7 km
Supermarket	Asda Elstree Allum Lane	34 minutes	2.4 km	10 minutes	2.5 km
Primary School	St Nicholas Elstree C Of E School	26 minutes	1.8 km	9 minutes	1.8 km
Secondary School	Yavneh College	54 minutes	3.9 km	15 minutes	3.9 km

- Many key services are in Elstree or Borehamwood, within cycling distance of the site; hospitals, GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 20-minute cycle, although the nearest is a 25-minute walk away.

Highway Network

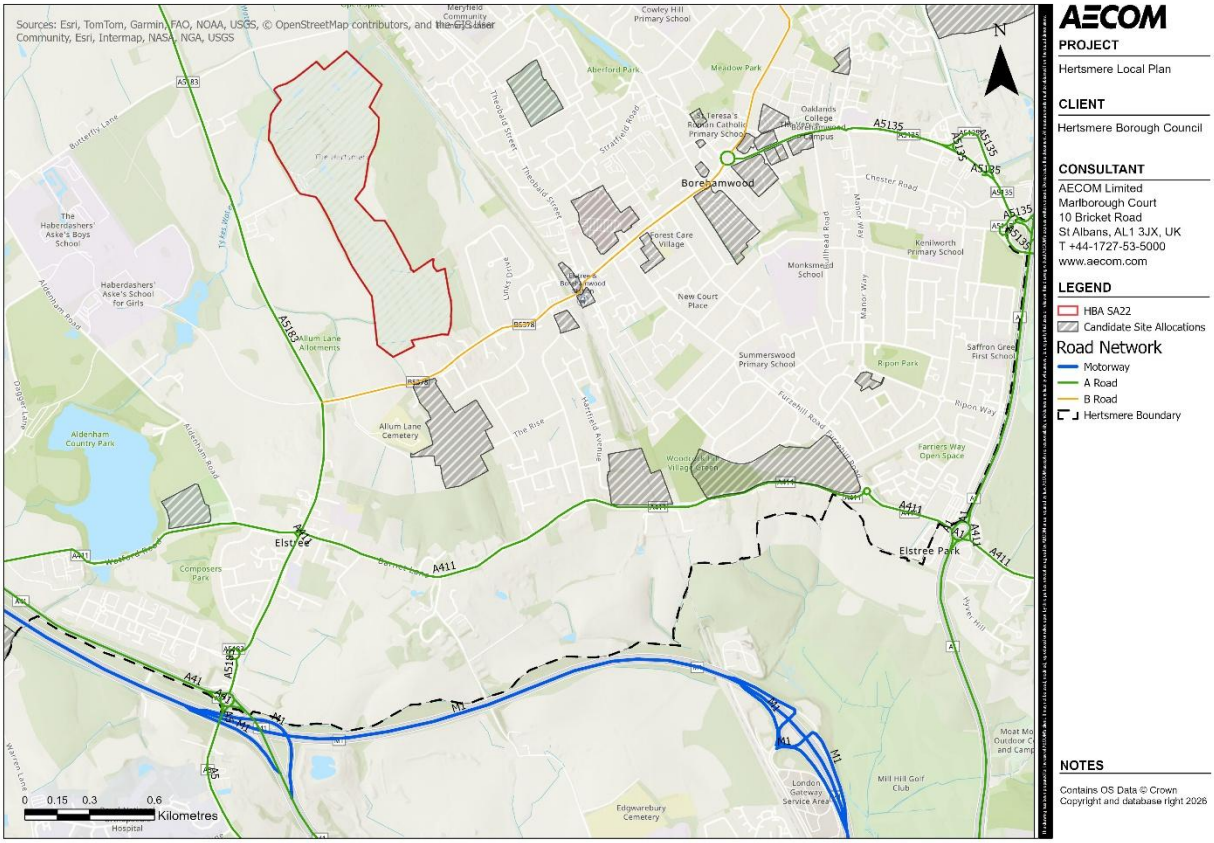


Figure 3: Map of the surrounding road network

- Due to the site's location within The Hertsmere golf course, access to the site is provided via the A5183 Watling Street, located to the west. This route provides access to Radlett, to the north. The B5378 runs east-west to the south, providing connections to Borehamwood.

- The site is located approximately 1.6km north of the M1, which forms part of the strategic road network and provides north-south connectivity. The M1 can be accessed via Junction 5, just over 5km to the west.

Public Transport Provision

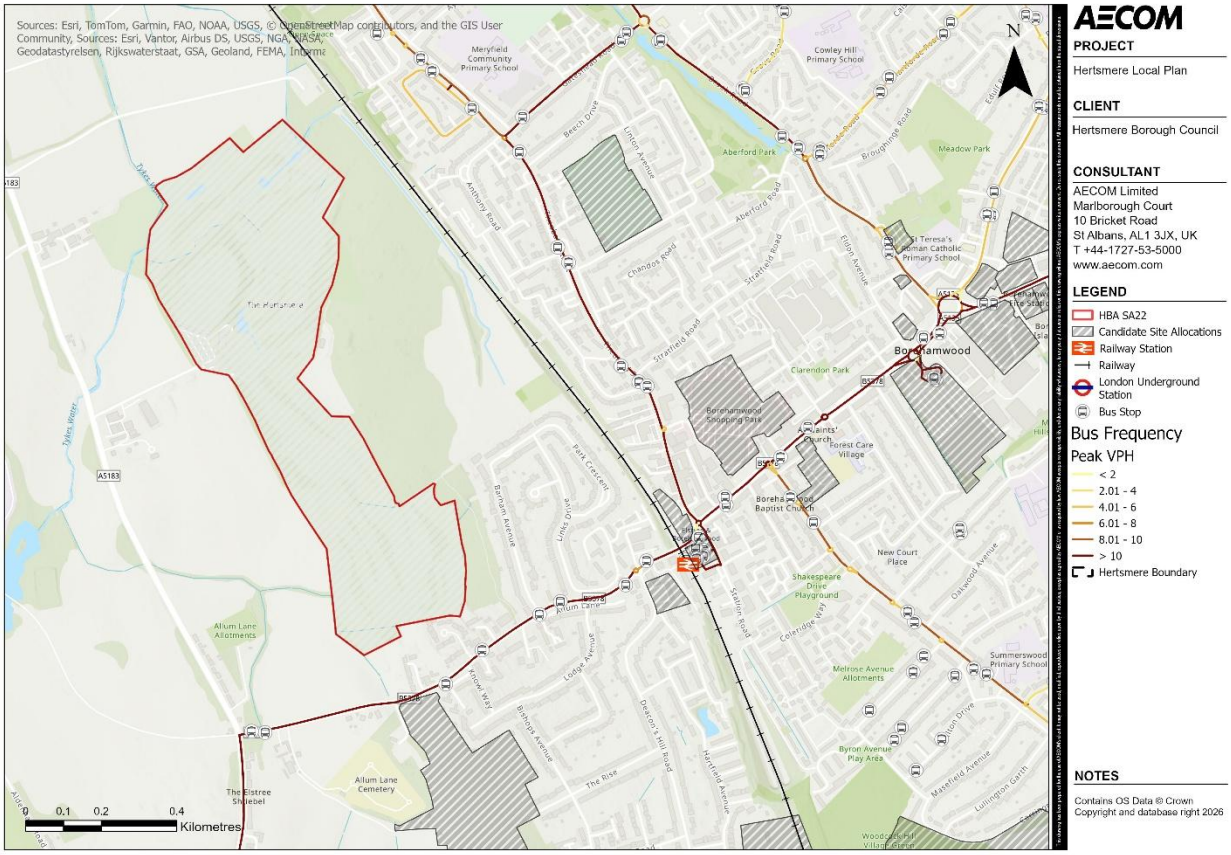


Figure 4: Map of nearby bus stops and railway stations

- There are 16 bus stops within 500m of the site, serving a range of local destinations. These services include the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.

- The 398 runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306 and 361 services run at a combined 2 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Allum Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the east of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

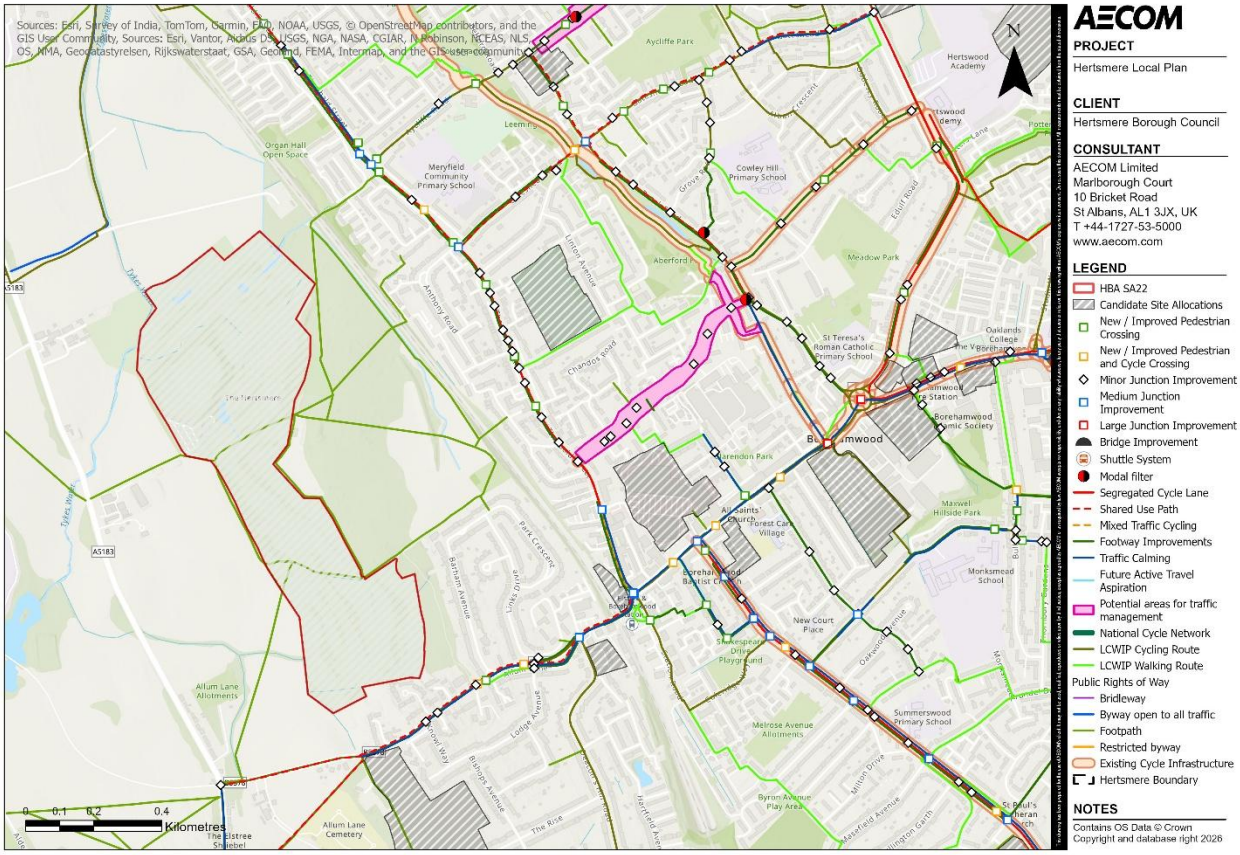


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are existing footpaths running through the proposed development, from east to west. These paths connect to Parkfields to the east of the site (and beyond to Borehamwood) and pass through the countryside to the west.

- There is limited pedestrian infrastructure in the immediate vicinity of the site. Allum Lane to the south and Watling Street to the west have narrow footpaths, and there are no paved footpaths immediately to the north and east.

- The Hertsmere LCWIP Cycling Network runs on Allum Lane near to the site, connecting it to other parts of Borehamwood and the surrounding areas.

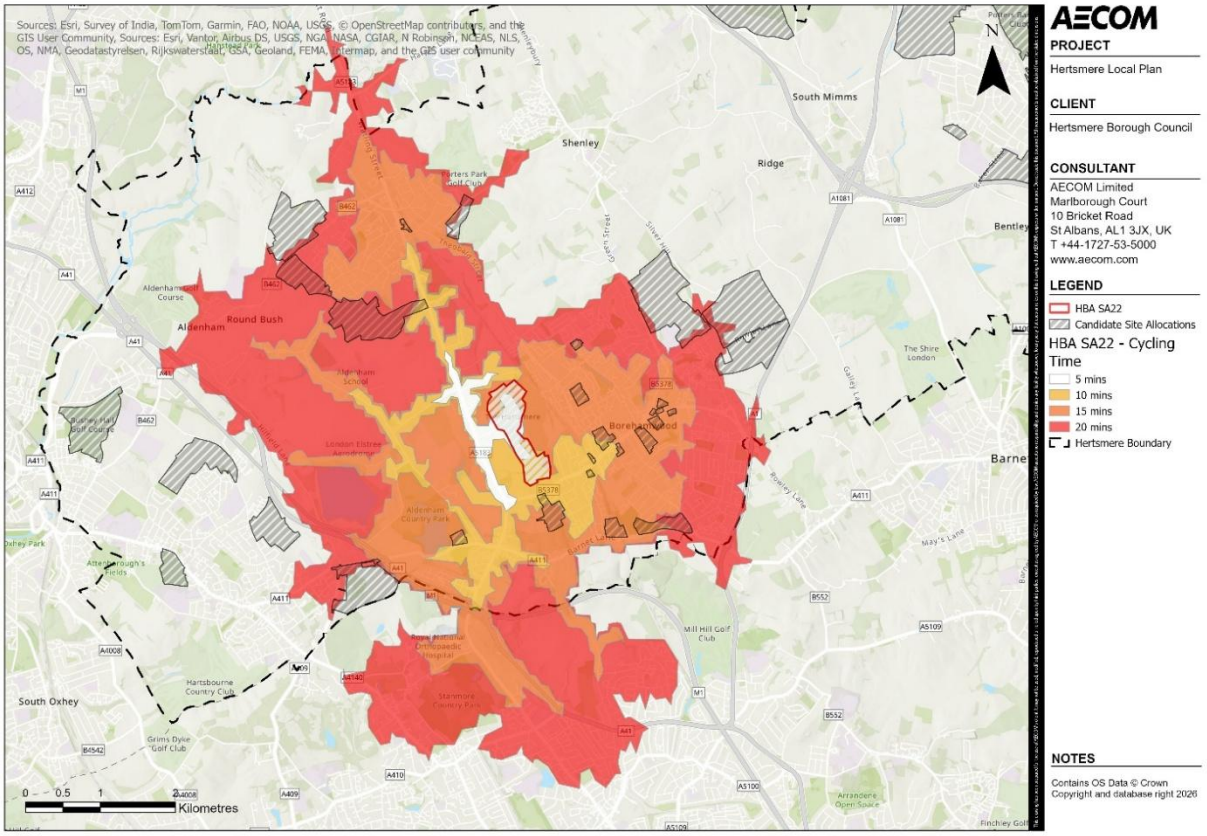


Figure 6: Cycling time from centre point of HBA SA22

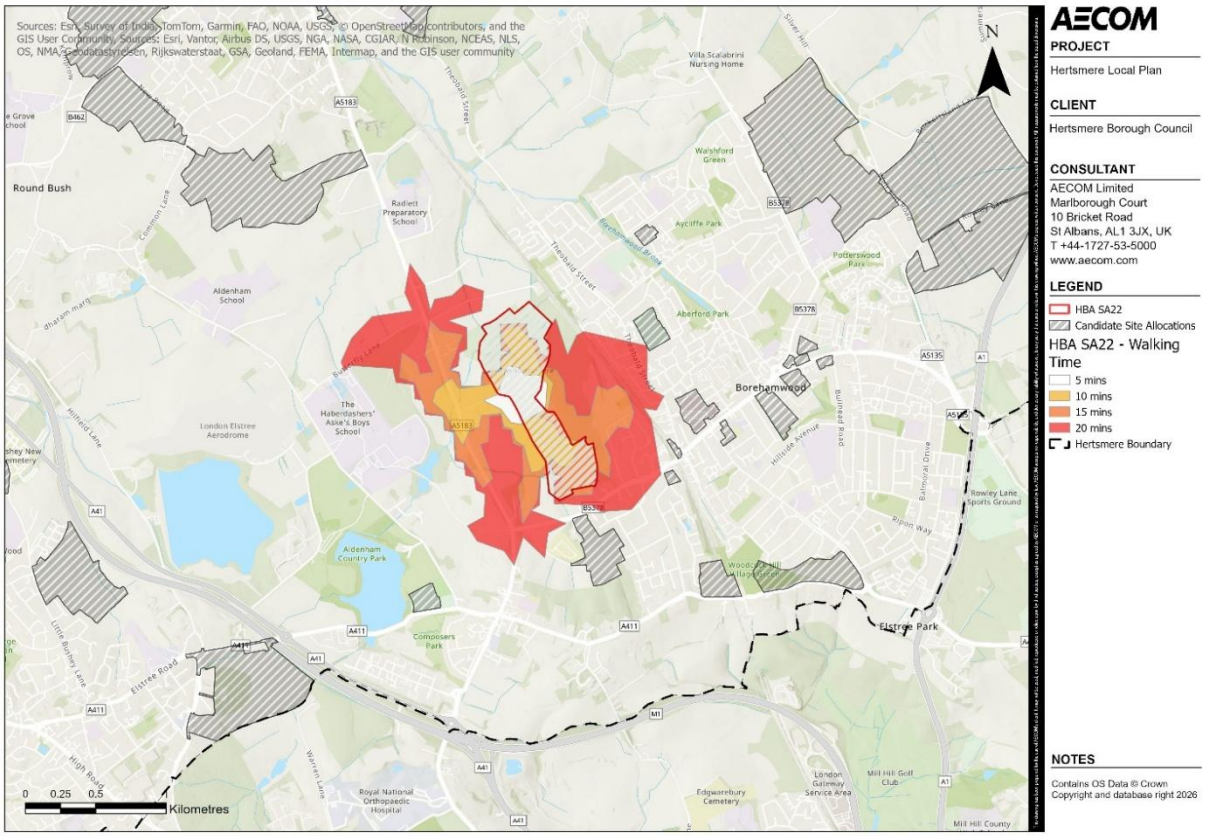


Figure 7: Walking time from centre point of HBA SA22

- The villages of Elstree and Radlett can be accessed within a 10-minute and 15-minute cycle, respectively.

- Central areas of Borehamwood are accessible within a 15-minute cycle, and western areas of the town are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	585	4.914	5273
Cyclists	0.026	28	0.179	192
Pedestrians	0.316	339	1.892	2030
Public Transport Users	0.084	90	0.483	518

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1073 dwellings, the development is expected to generate approximately 585 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 5273 vehicle trips, 192 cycle trips, 2030 pedestrian trips and 518 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

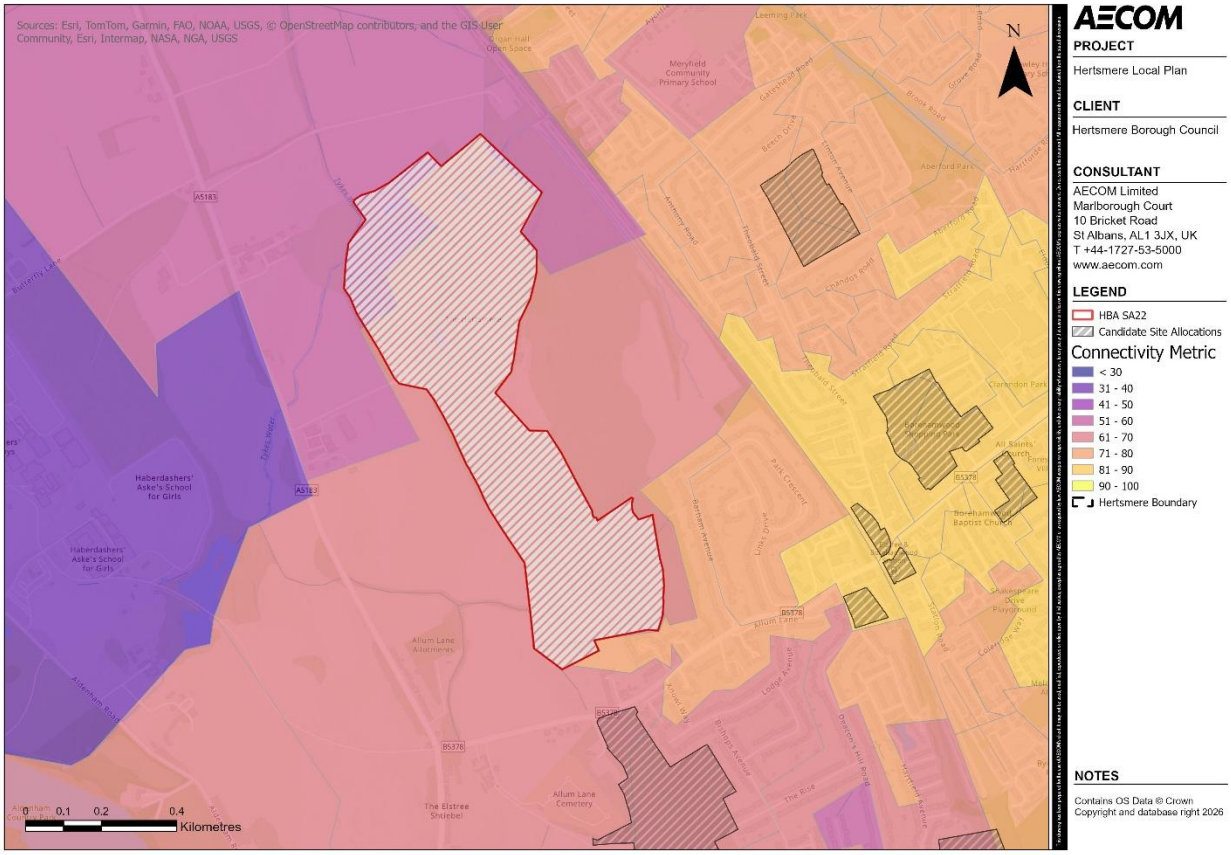


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies a significant walking distance from most existing key trip attractors (although some are within cycling distance) which may place greater reliance on the car. There are moderately frequent bus services near to the site providing connections within Borehamwood and to neighbouring towns. There are numerous existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities outside of these are limited, with some nearby roads without pavements.

- Overall, the site allocation area falls within the 51st–70th percentiles for connectivity across most modes.

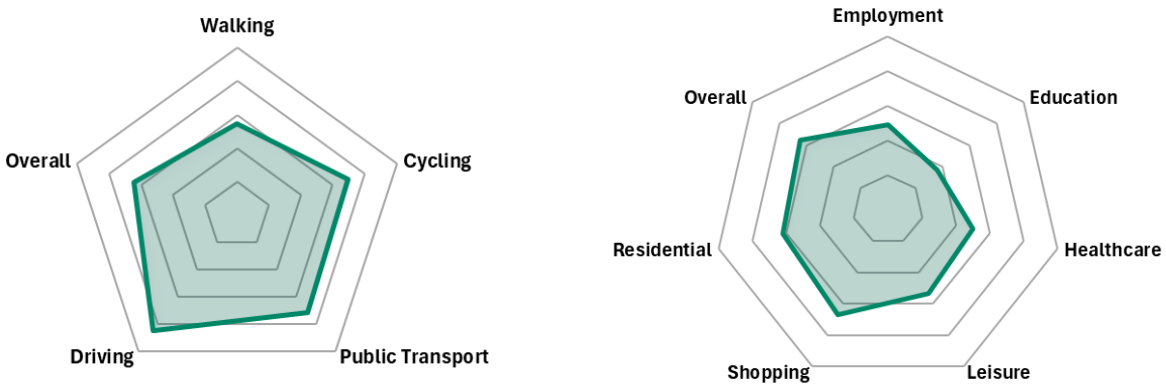


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show moderate relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBA SA23	**Site Address:** Hollywood Court, Borehamwood
Typology: Urban Site	**Proposed Number of Dwellings:** 71
Land Use Type: Comprehensive redevelopment comprised of residential uses (with vertical intensification).	**Site Area (Hectares):** 0.71Ha

Site Location

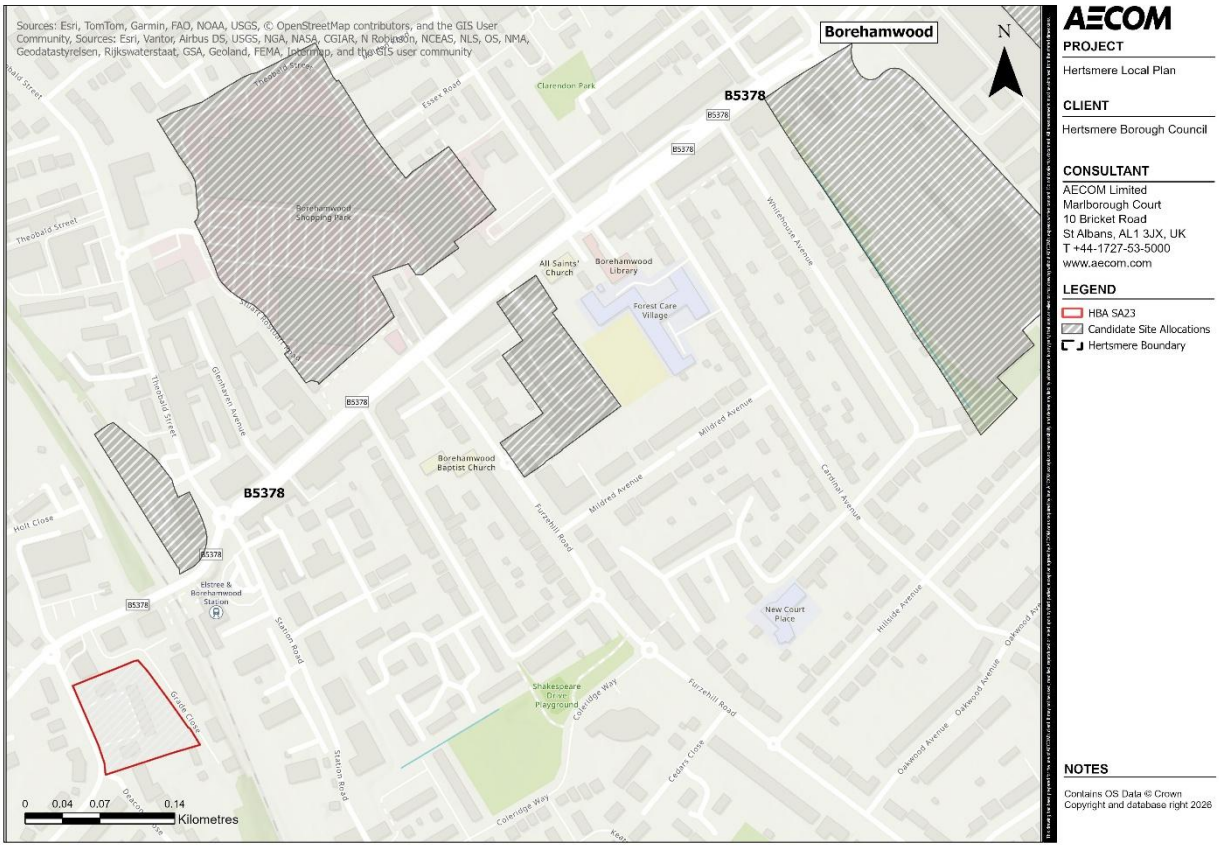


Figure 1: Hollywood Court, Borehamwood site location

- The site is located in Borehamwood, near Borehamwood high street (Shenley Road).
- Elstree and Borehamwood Rail Station is located to the northeast of the site.
- The site is located southwest to the following Regulation 18 site allocations: 'Car Park, Theobald Street (south), Borehamwood' and 'Borehamwood Town Centre Retail Park'.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.90
Potters Bar – high street	8.48
Bushey	5.60
Radlett	4.18
St Albans	11.81
Watford	8.02
Hemel Hempstead	17.40
Hatfield	12.88
Stanmore Underground Station	3.92
High Barnet Underground Station	6.02

- Excluding Borehamwood, there are various key settlements within 10km of the site, including Radlett (4.18km), Bushey (5.60km), and Watford (8.02km).

- Stanmore Underground Station is located just under 4km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

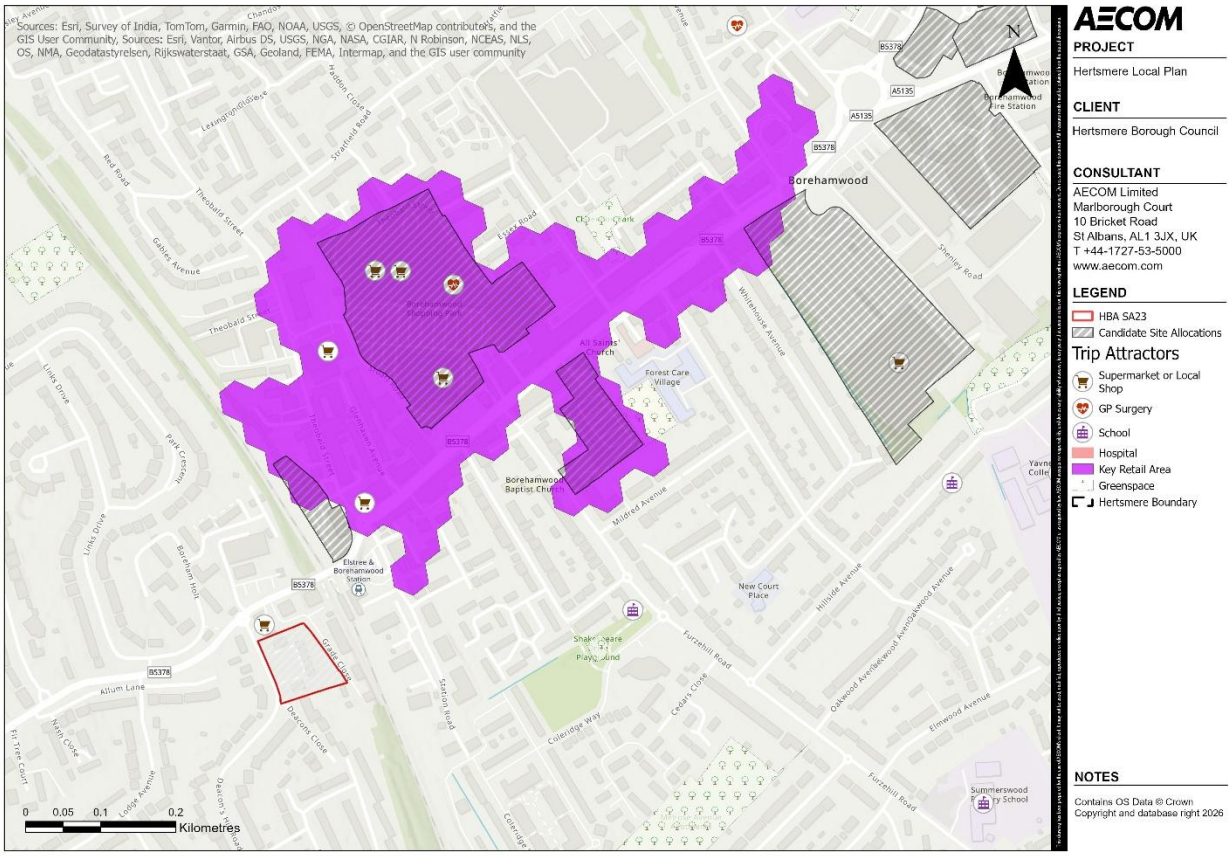


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	52 minutes	3.5 km	19 minutes	3.7 km
GP	The Grove Medical Centre	8 minutes	0.6 km	2 minutes	0.6 km
Supermarket	Asda Elstree Allum Lane	2 minutes	0.14 km	1 minute	0.14 km
Primary School	Summerswood Primary School	20 minutes	1.4 km	7 minutes	1.8 km
Secondary School	Yavneh College	22 minutes	1.6 km	6 minutes	1.6 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 19 and 6 minutes, respectively.

Highway Network

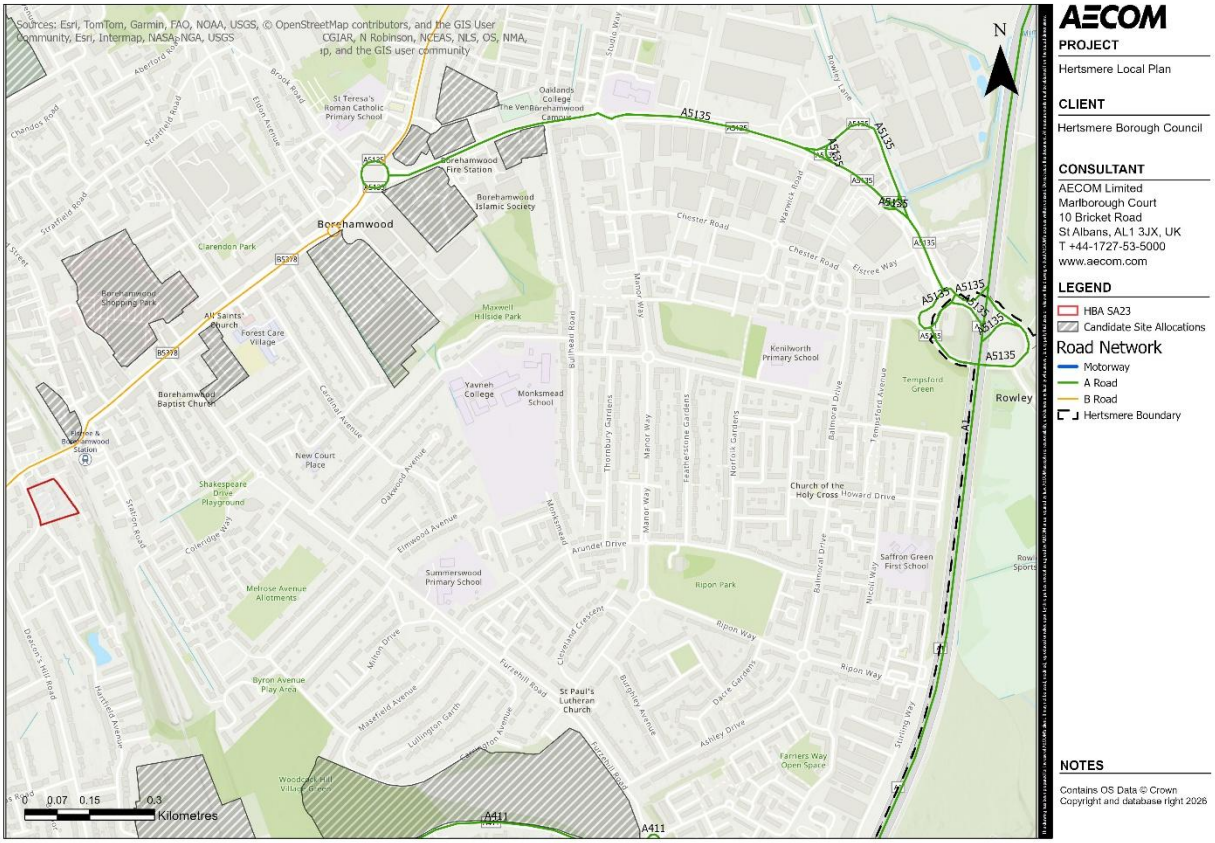


Figure 3: Map of the surrounding road network

- The site is bordered to the west by Deacon's Hill Road and to the east by Grade Close.

- The B5378 Allum Lane is located to the north of the site and facilitates movements westwards towards Elstree and eastwards towards the centre of Borehamwood, as well as Elstree and Borehamwood Rail Station.

- The M1, which forms part of the Strategic Road Network, is located approximately 1.5km south of the site and facilitates north-south connectivity. The M1 can be accessed at Junction 5 ~6km to the northwest.

Public Transport Provision

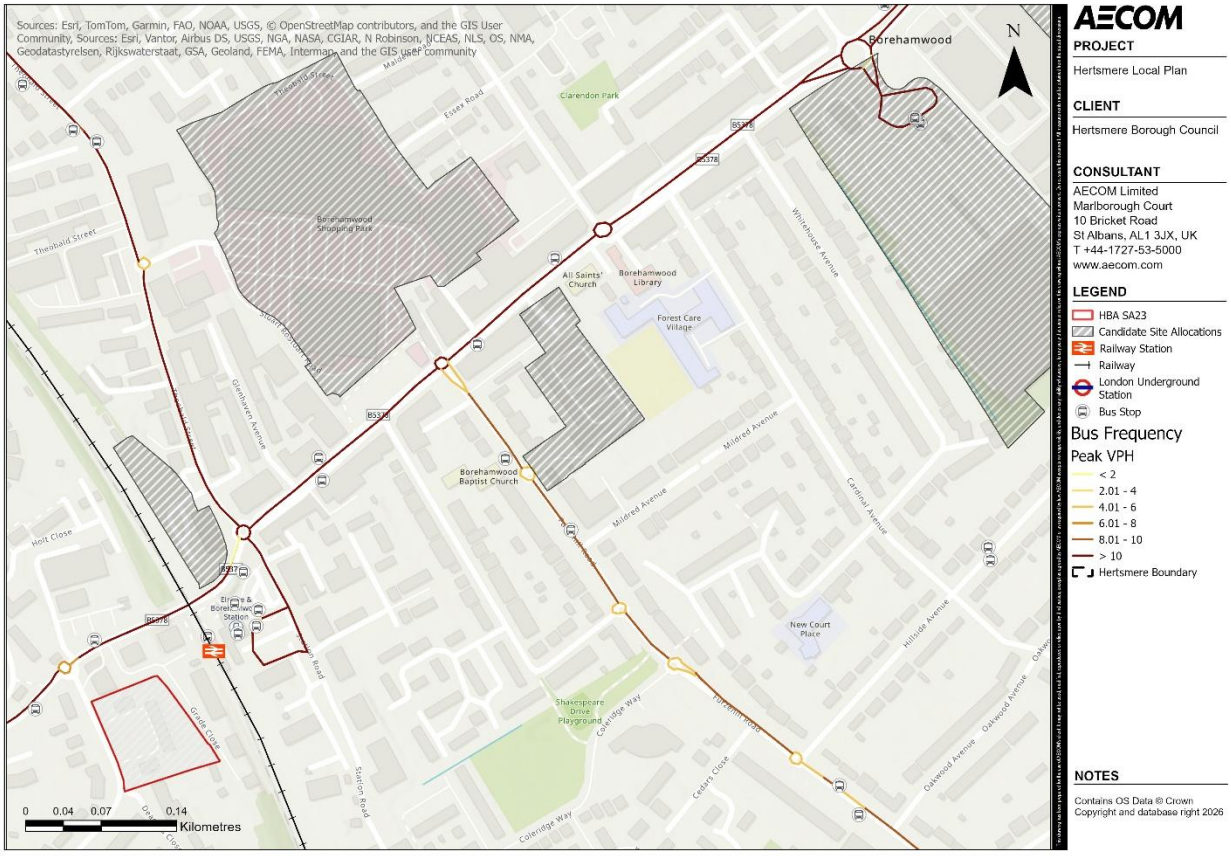


Figure 4: Map of nearby bus stops and railway stations

- There are 14 bus stops within 500m of the site, including those at Elstree and Borehamwood Rail Station. Most bus stops within the catchment lie on Allum Lane / Shenley Road to the north.
-
- These services include the 107 (Edgware – New Barnet), 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), and 361 (Borehamwood – St Albans).
- The 107 service runs at 4 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.
- The 292 service runs at 3 VPH in each direction between 07:00–10:00 on an average weekday.
- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.
- Most of these services can be accessed on nearby Allum Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.
- Elstree and Borehamwood Train Station is located to the northeast of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

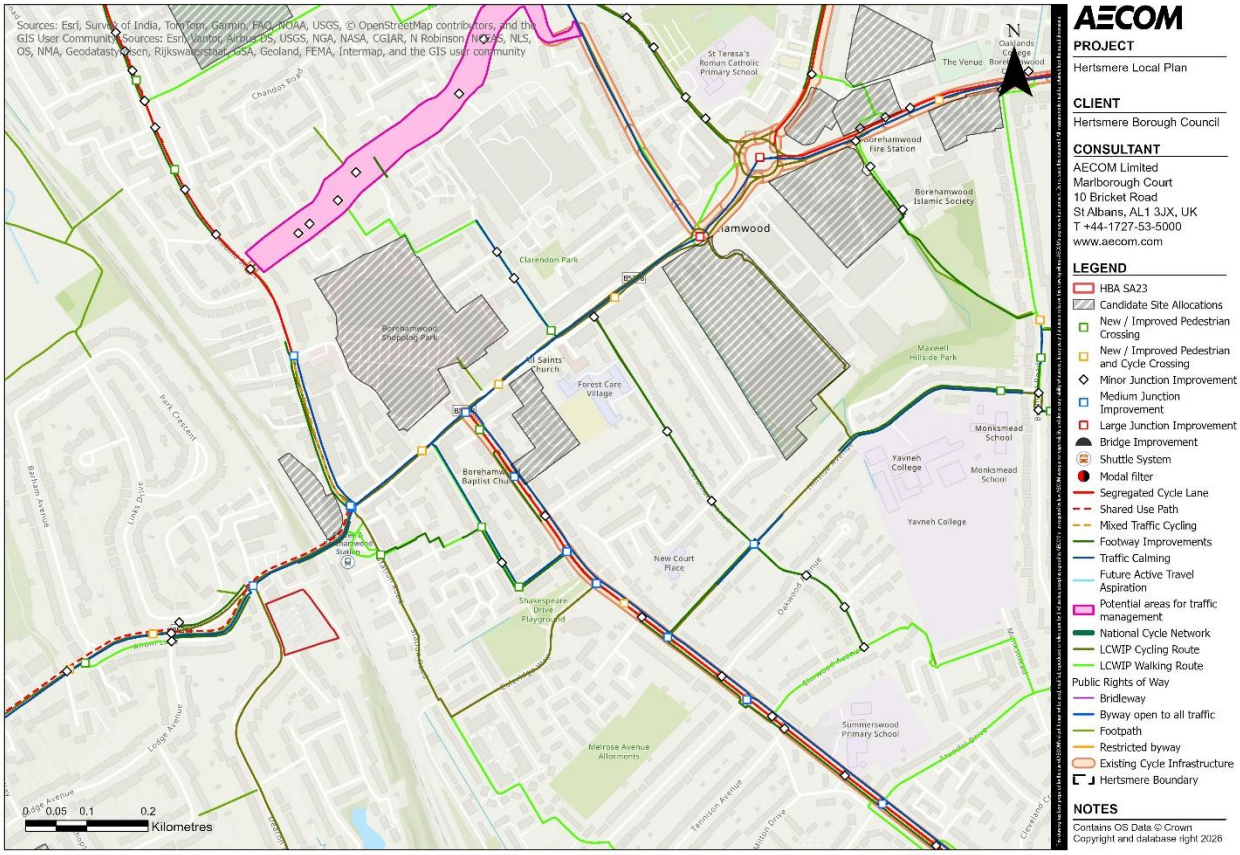


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are few existing Public Rights of Way in the immediate vicinity of the site, although a network of footpaths lies to the north at Parkfields.

- Due to its location in a residential area of Borehamwood there are adequate pedestrian facilities in areas surrounding the site.

- The Hertsmere LCWIP Cycling Network runs on Deacons Hill Road bordering the site, connecting it to other parts of Borehamwood and the surrounding areas.

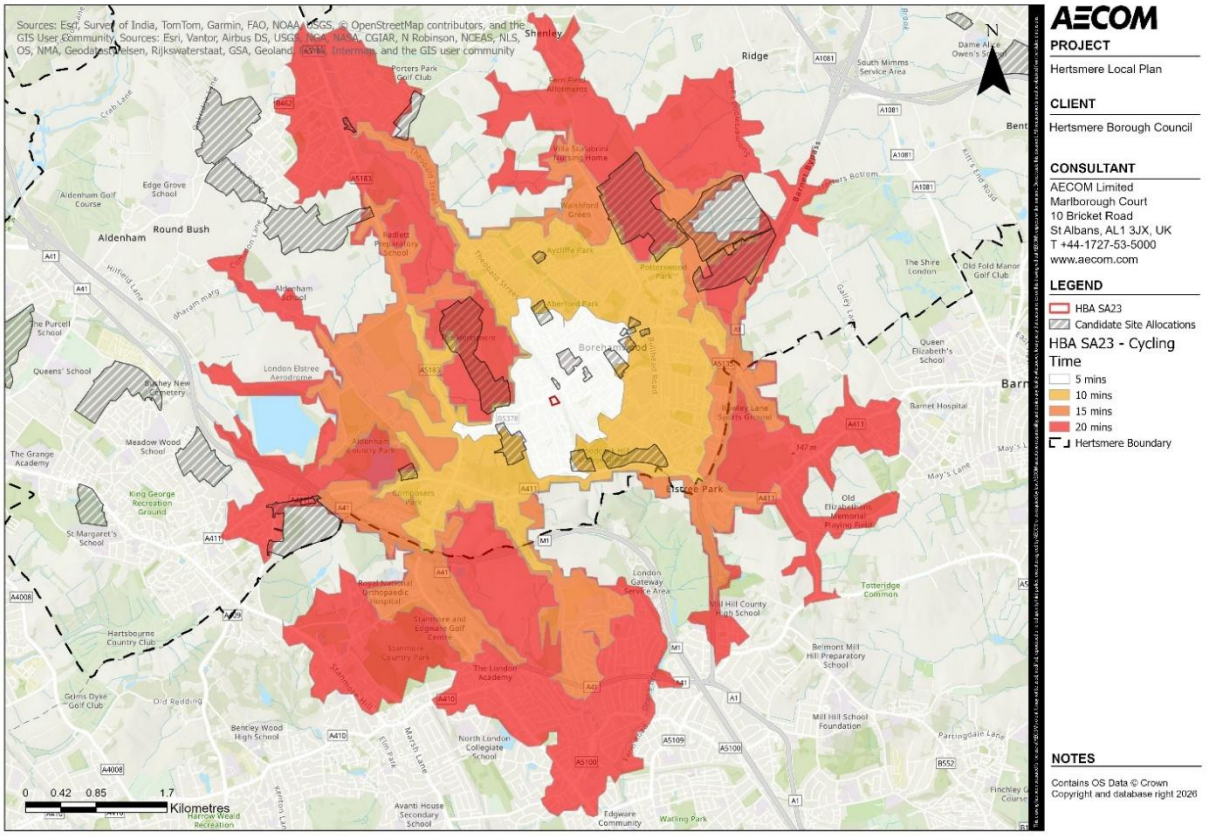


Figure 6: Cycling time from centre point of HBA SA23

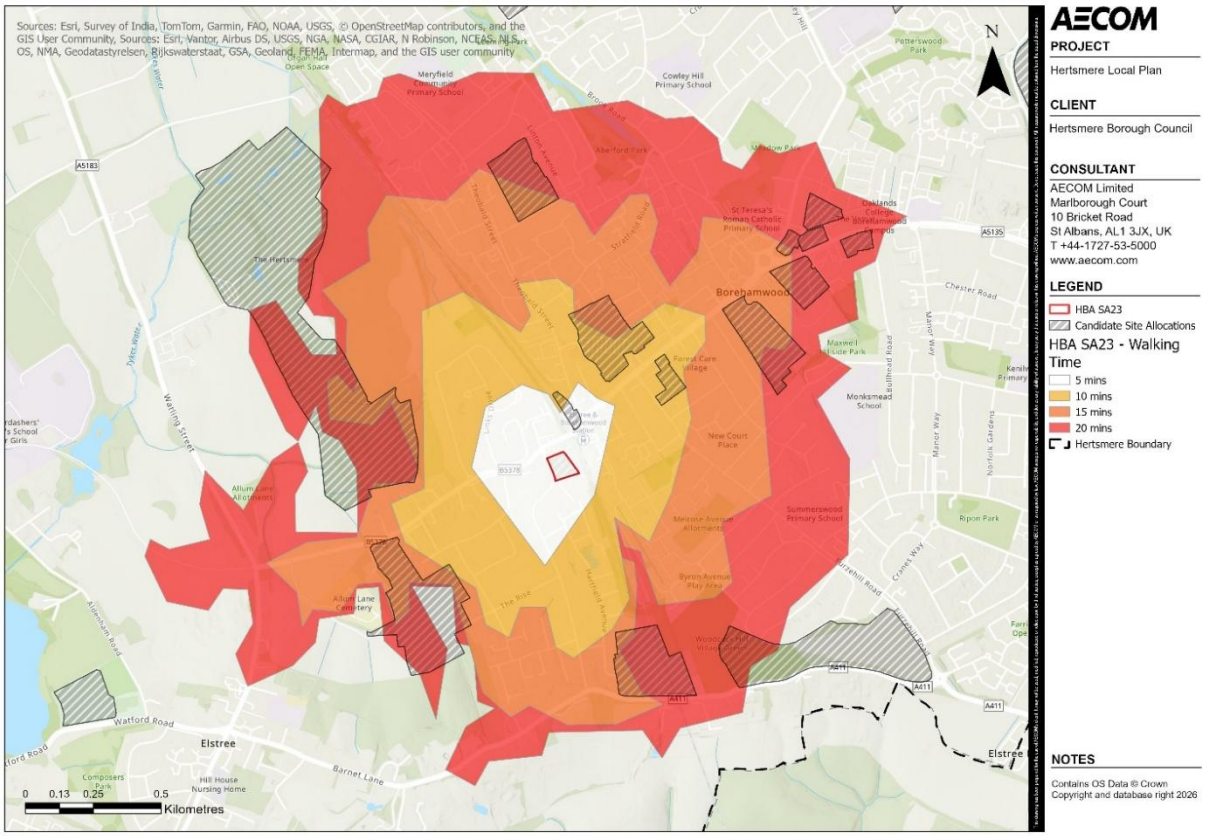


Figure 7: Walking time from centre point of HBA SA23

- The villages of Elstree and Radlett can be accessed within a 10-minute and 20-minute cycle, respectively.

- Most central areas of Borehamwood are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	39	4.914	349
Cyclists	0.026	2	0.179	13
Pedestrians	0.316	22	1.892	134
Public Transport Users	0.084	6	0.483	34

- Based on standard trip-rate assumptions for a C3 residential use and a total of 71 dwellings, the development is expected to generate approximately 39 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 349 vehicle trips, 13 cycle trips, 134 pedestrian trips and 34 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

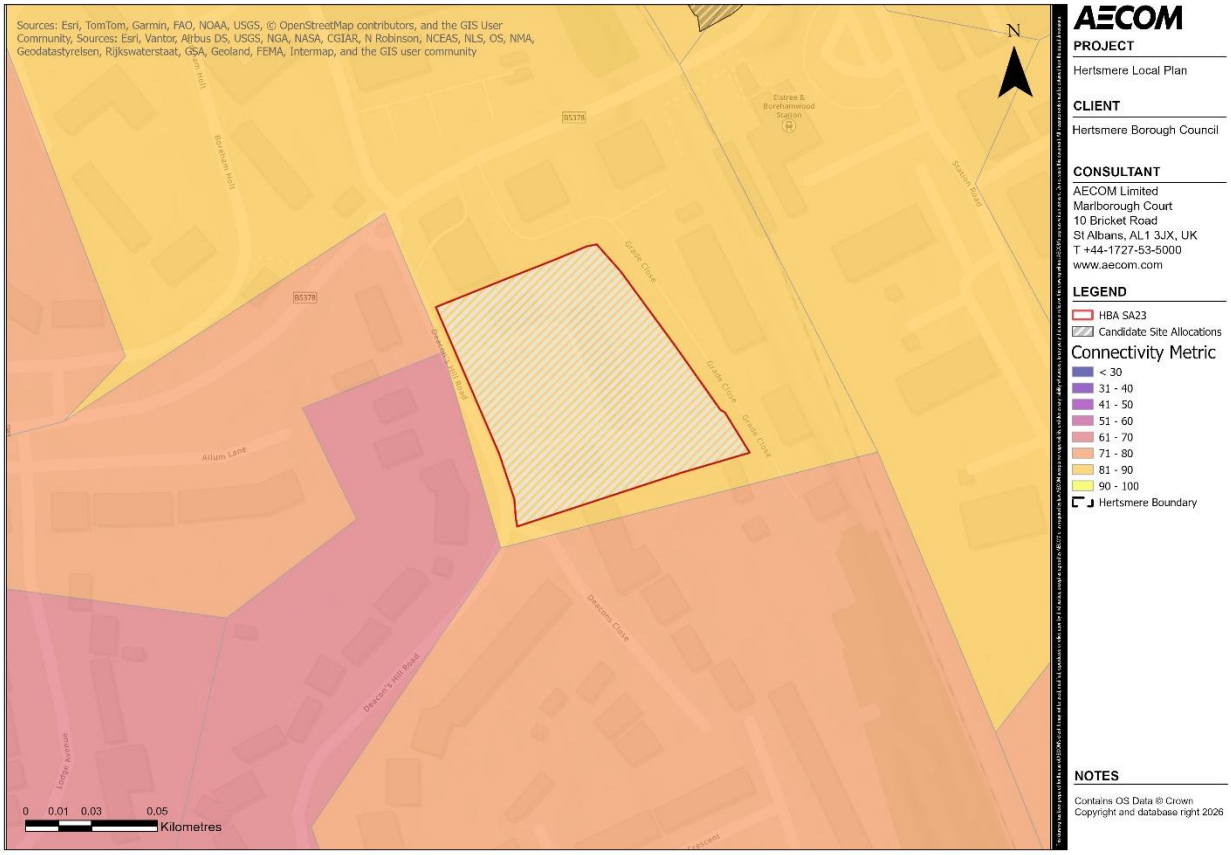


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are bus and rail services near to the site providing connections to local and regional destinations, although some bus services could benefit from increased frequency. There are few existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are of a good standard.

- Overall, the site allocation area falls within the 81st–90th percentiles for connectivity across most modes.

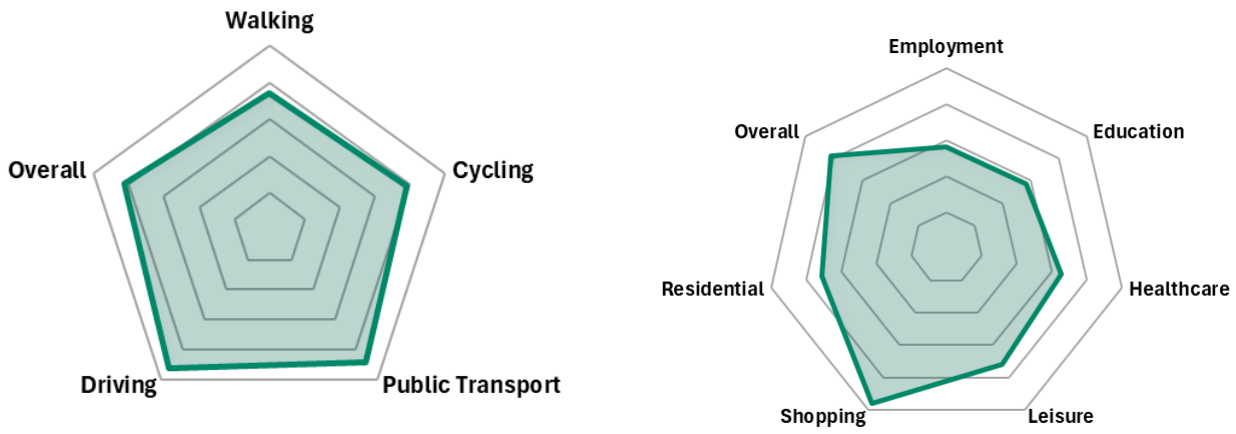


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicate s the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBA SA24	**Site Address:** Old Haberdasher's Sports Ground - Croxdale Road, Borehamwood
Typology: TBC	**Proposed Number of Dwellings:** 95
Land Use Type: TBC	**Site Area (Hectares):** 4.13Ha

Site Location

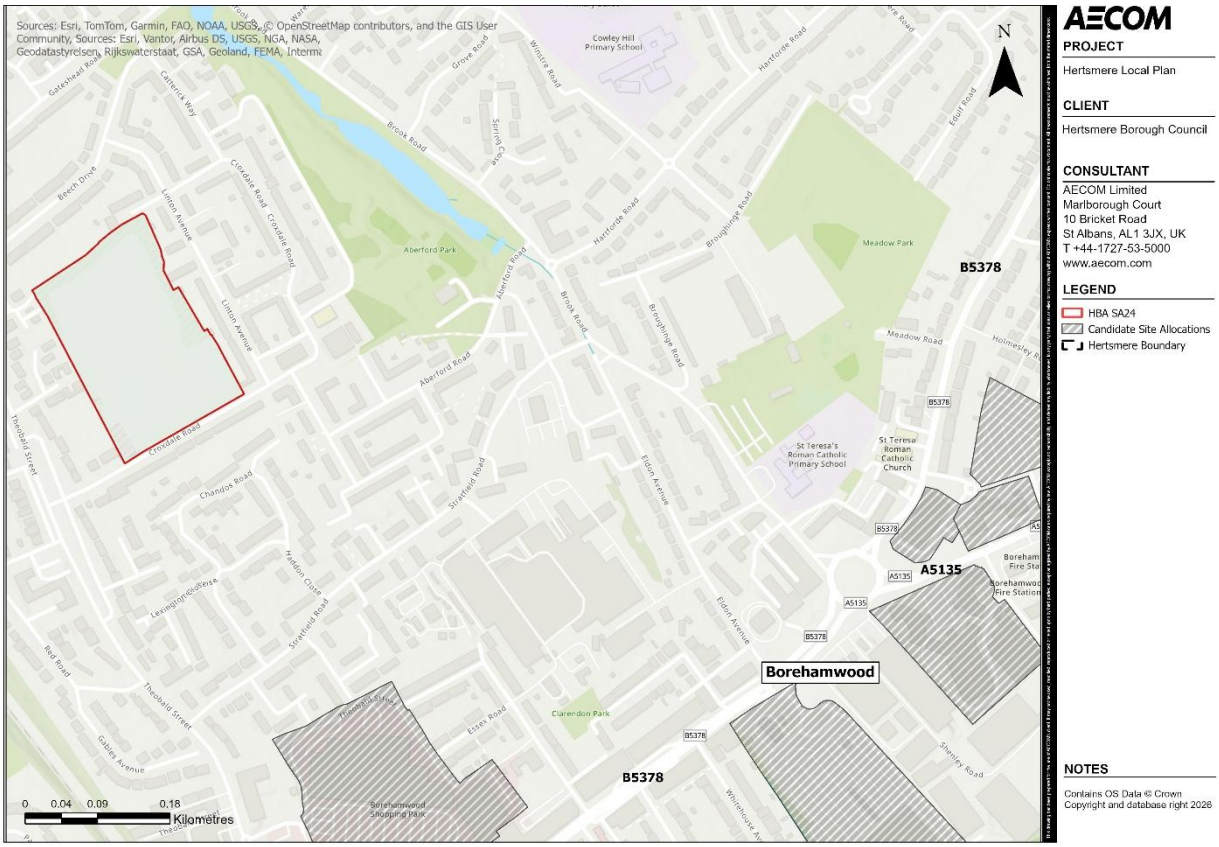


Figure 1: Old Haberdasher's Sports Ground - Croxdale Road, Borehamwood site location

- The site is in Borehamwood, north of the high street (Shenley Road) and west of Aberford Park.
- The site lies near to Regulation 18 sites 'Borehamwood Town Centre Retail Park' and 'Parkview / Borehamwood Golf Course'.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	0.91
Potters Bar – high street	8.07
Bushey	5.77

Radlett	3.30
St Albans	10.78
Watford	7.92
Hemel Hempstead	16.64
Hatfield	11.92
Stanmore Underground Station	4.87
High Barnet Underground Station	6.27

- Excluding Borehamwood, there are various key settlements within 10km of the site, including Radlett (3.30km), Bushey (5.77km), and Watford (7.92km).

- Stanmore Underground Station is located just under 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southwest and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

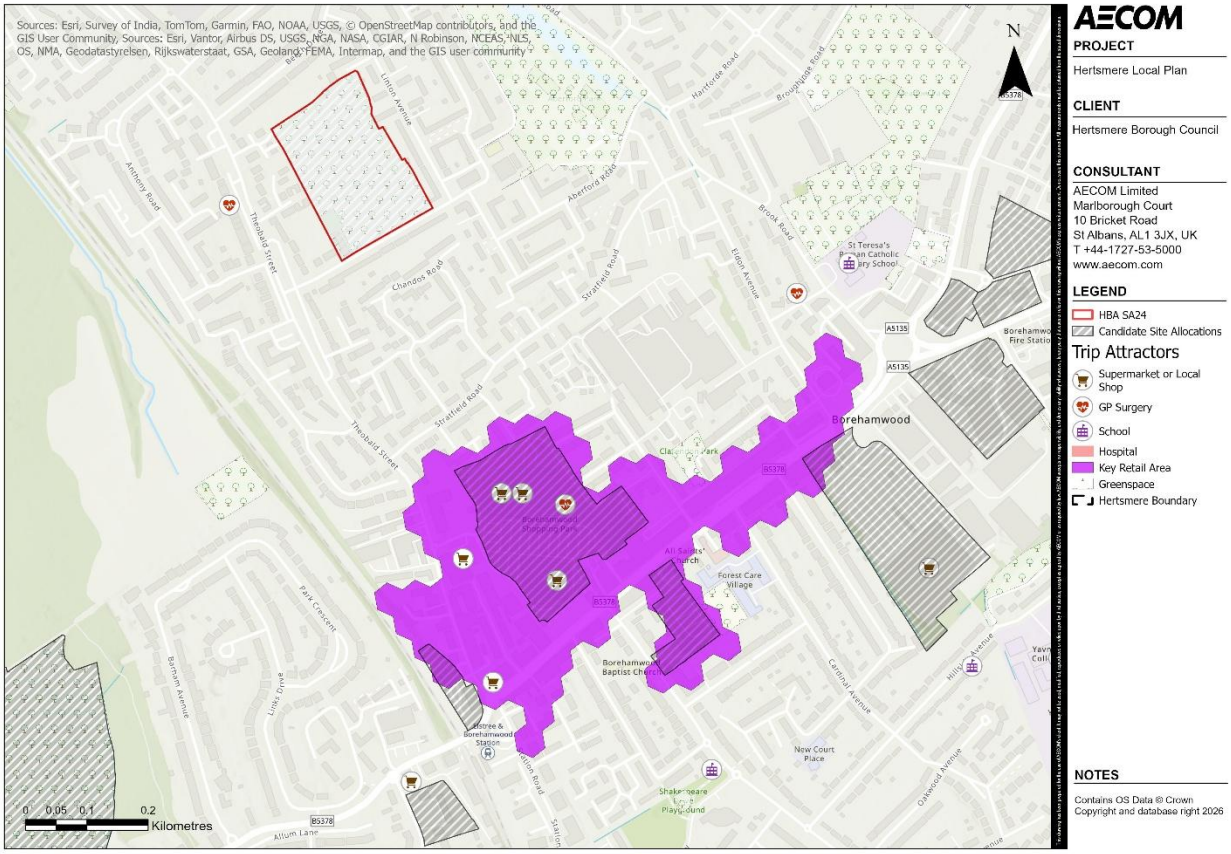


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Royal National Orthopaedic Hospital	64 minutes	4.4 km	23 minutes	4.6 km
GP	Theobald medical centre	6 minutes	0.4 km	2 minutes	0.4 km
Supermarket	Farmfoods Borehamwood	9 minutes	0.65 km	3 minutes	0.7 km
Primary School	Meryfield Primary School	11 minutes	0.8 km	5 minutes	1.1 km
Secondary School	Hertswood Academy	22 minutes	1.6 km	6 minutes	1.6 km

- Many key services are in Borehamwood, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 15-minute walk.

- Some services, such as secondary schools, are not within walking distance but can be accessed by cycle within 6 minutes. Other services, such as hospitals, are not easily accessible via active travel.

Highway Network



Figure 3: Map of the surrounding road network

- The site is located in a residential area and is surrounded by the local road network, with Croxdale Road adjoining the site to the south.

- Approximately 650m south of the site boundary lies the B5378 Shenley Road, which facilitates westward movements towards the M1 and eastwards movements towards the A1 Barnet Bypass.

- The M1 forms part of the strategic road network, and provides access to the East Midlands and the North.

Public Transport Provision

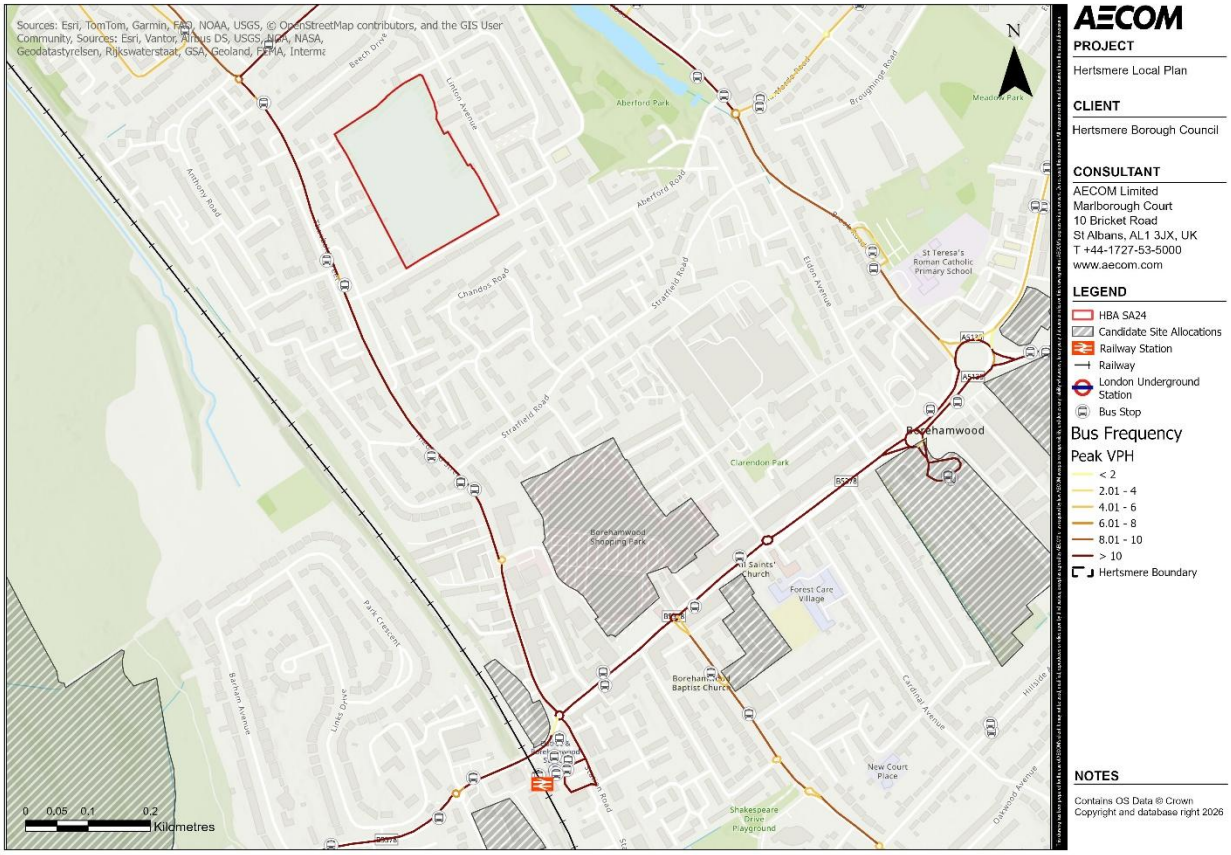


Figure 4: Map of nearby bus stops and railway stations

- There are 20 bus stops within 500m of the site, serving a range of local destinations. These services include the 292 (Borehamwood – Colindale), 306 (Borehamwood – Watford), 357 (Borehamwood – Harpenden), 361 (Borehamwood – St Albans), and 398 (Borehamwood – Potters Bar).

- The 292 service can be accessed on Gateshead Road to the north of the site. The service runs at 3 vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- The 398 service can be accessed on Brook Road to the east of the site. The service runs at ~2 VPH in each direction between 07:00–10:00 on an average weekday.

- The 306, 357, and 361 services run at a combined ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most f these services can be accessed on nearby Theobald Street, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Elstree and Borehamwood Train Station is located to the south of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

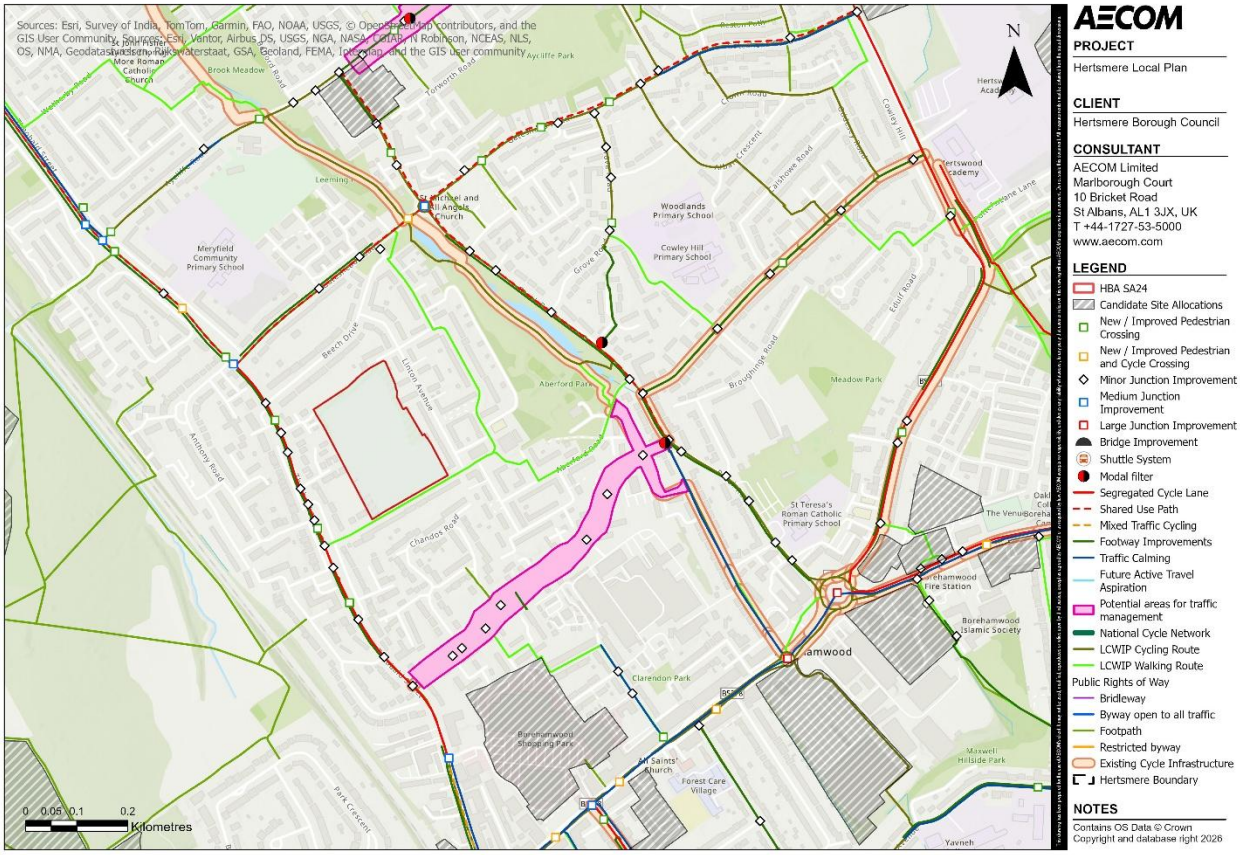


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the immediate vicinity of the site, although a network of footpaths lies to the west at Parkfields.

- Due to its location in a residential area of Borehamwood, there are adequate pedestrian facilities in all directions from the site.

- The Hertsmere LCWIP Cycling Network runs on Theobald Street near to the site, connecting it to other parts of Borehamwood and the surrounding areas.

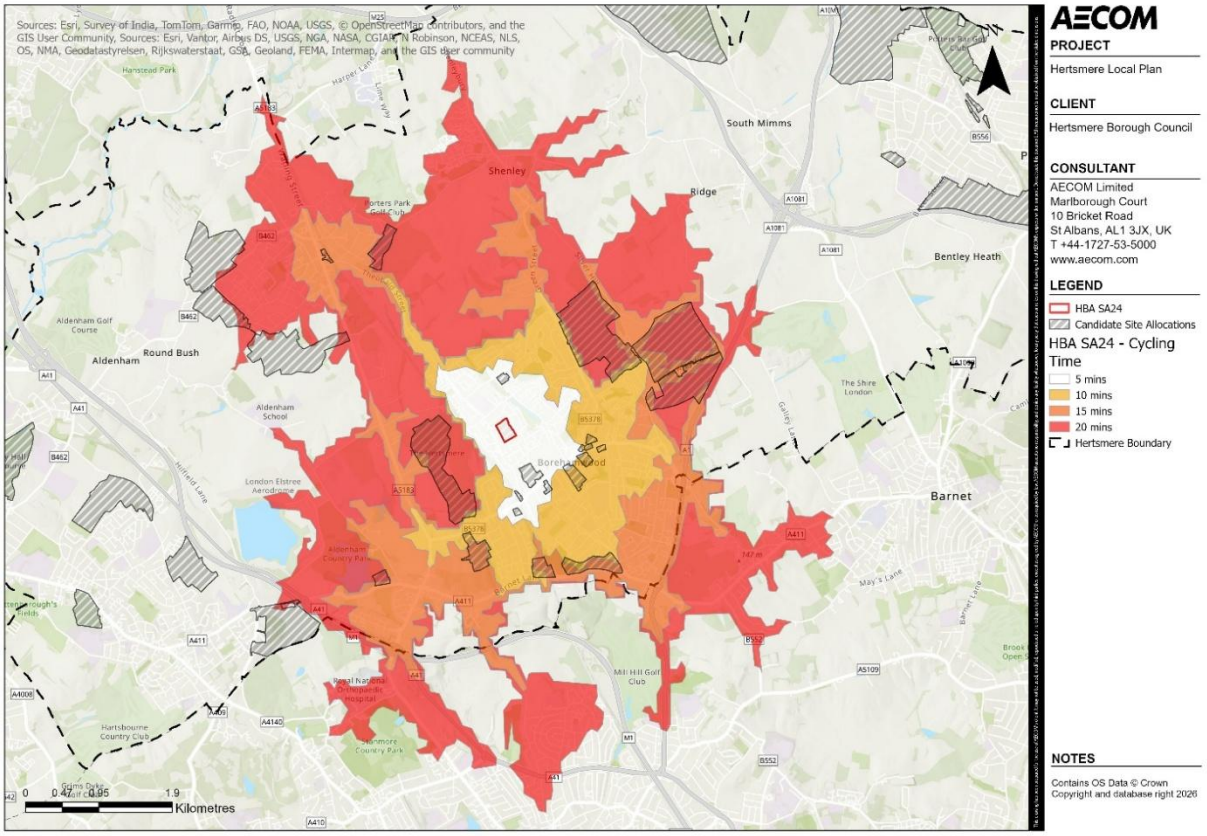


Figure 6: Cycling time from centre point of HBA SA24

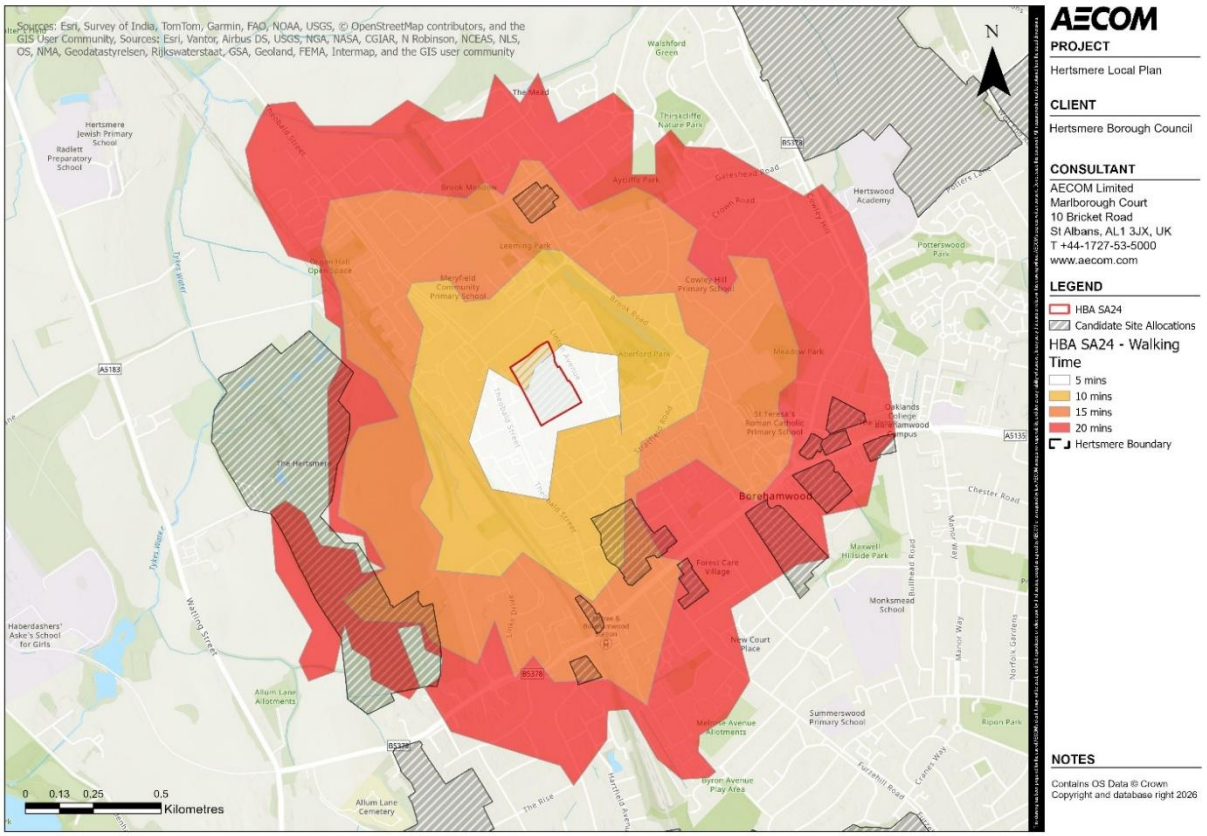


Figure 7: Walking time from centre point of HBA SA24

- The villages of Elstree and Radlett can be accessed within a 15-minute cycle, and the village of Shenley can be accessed within a 20-minute cycle.

- Most central areas of Borehamwood are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	52	4.914	467
Cyclists	0.026	2	0.179	17
Pedestrians	0.316	30	1.892	180
Public Transport Users	0.084	8	0.483	46

- Based on standard trip-rate assumptions for a C3 residential use and a total of 95 dwellings, the development is expected to generate approximately 52 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 467 vehicle trips, 17 cycle trips, 180 pedestrian trips and 46 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

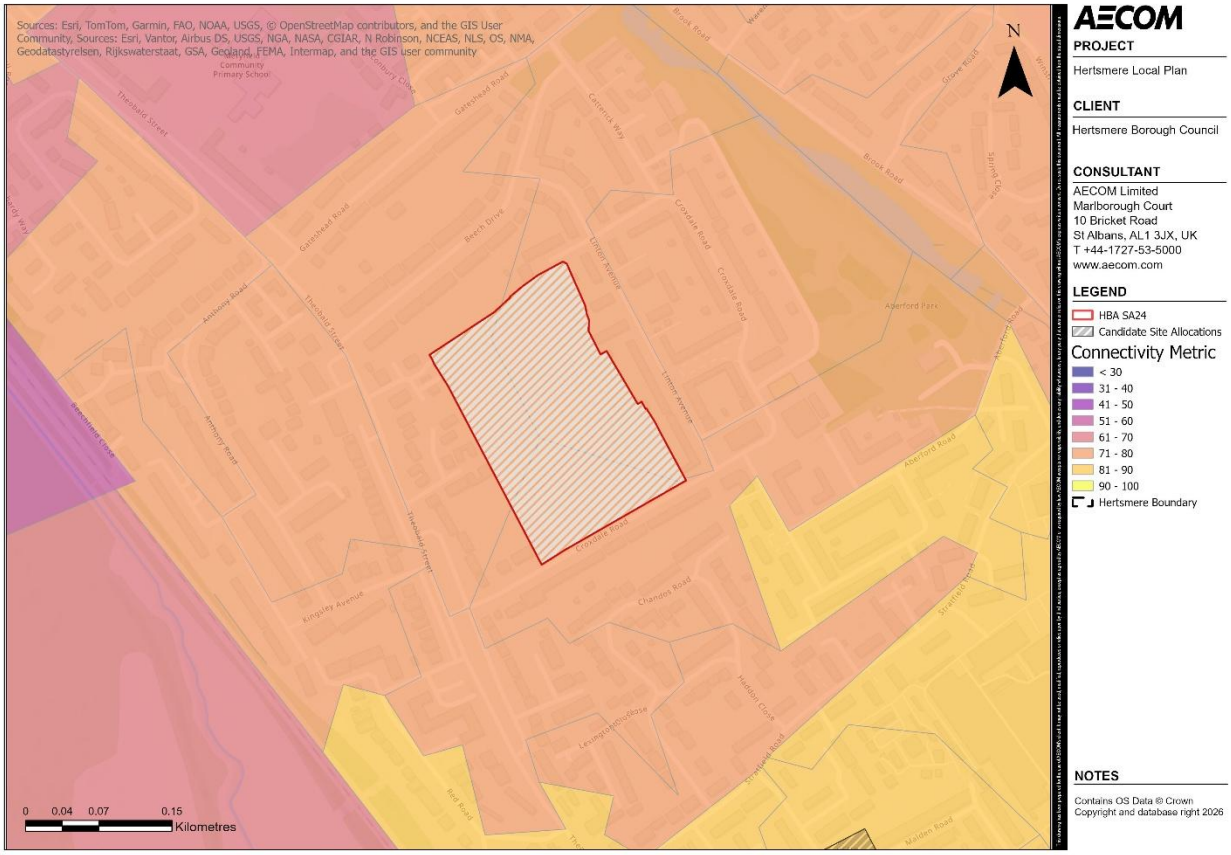


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although others, such as hospitals, are a significant distance away which may place greater reliance on the car. There are frequent bus services near to the site providing connections within Borehamwood and to neighbouring towns, although some of these could benefit from increased frequency. There are no existing Public Rights of Way in the immediate vicinity of the site but pedestrian facilities in the surrounding area are generally of a good standard.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

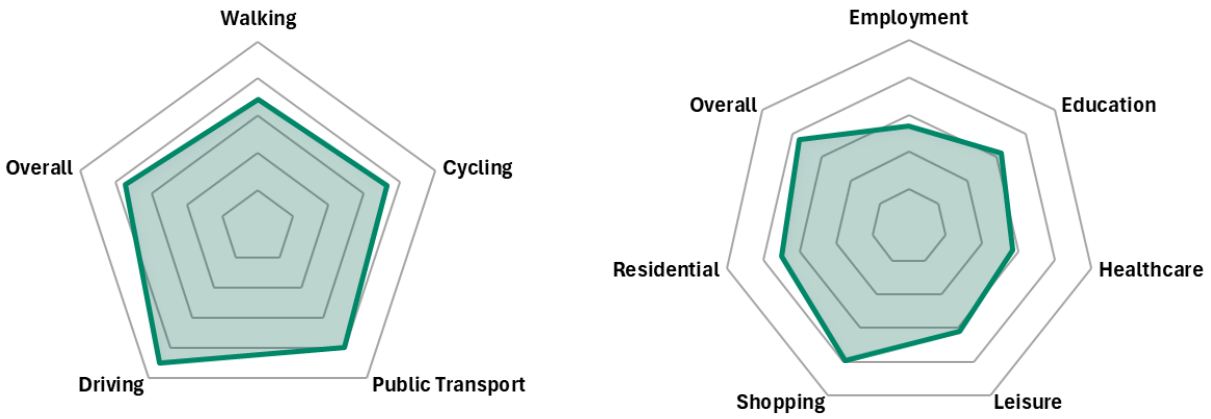


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBCA SA1	**Site Address:** Land at Bowman's Cross, Courser's Road, Ridge (Site located to the east of London Colney and north of the M25, which forms its southern boundary)
Typology: Strategic Site / New Settlement	**Proposed Number of Dwelling:** 500
Land Use Type: Comprised of residential, main town centre, employment, open space, social community infrastructure, and infrastructure networks. Inclusive of retained woodland, trees, hedgerows and other natural landscape features.	**Site Area (Hectares):** 469.23Ha

Site Location

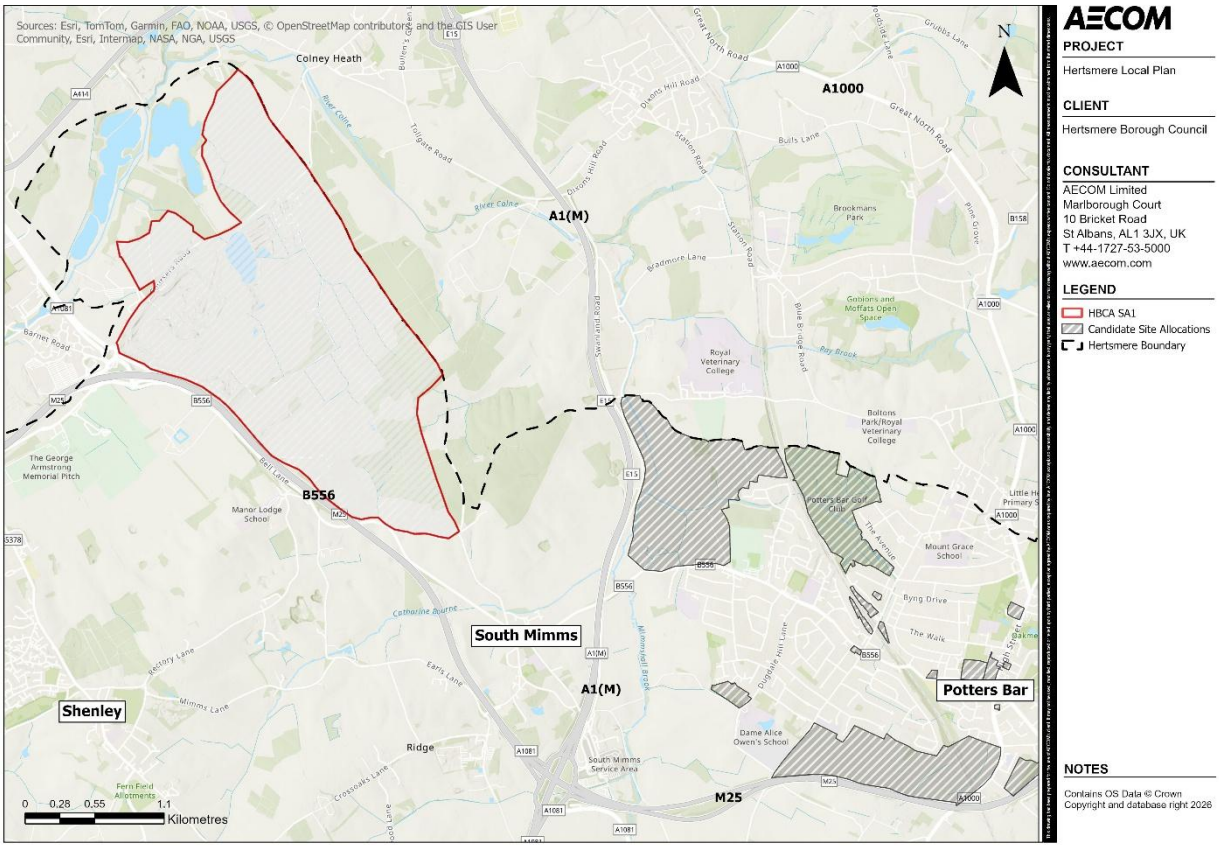


Figure 1: Land at Bowman's Cross, Courser's Road, Ridge, Bowman's Cross site location

- The site is located south of Colney Heath and north of the M25.
- The eastern boundary of the site borders the Hertsmere local authority district boundary.

- There are numerous Regulation 18 site allocations south of the site, around Potters Bar - the closest is a Strategic Urban Extension at 'Land at Mutton Lane (north), Potters Bar (HPBA SA14).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	6.78
Potters Bar – high street	6.24
Bushey	11.03
Radlett	5.73
St Albans	6.65
Watford	12.03
Hemel Hempstead	15.41
Hatfield	5.37
Stanmore Underground Station	11.47
High Barnet Underground Station	8.87

- There are various key settlements within 10km of the site, including Hatfield (5.37km), Radlett (5.73km), and Potters Bar – High Street (6.24km).

- High Barnet Underground Station is located just under 9km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

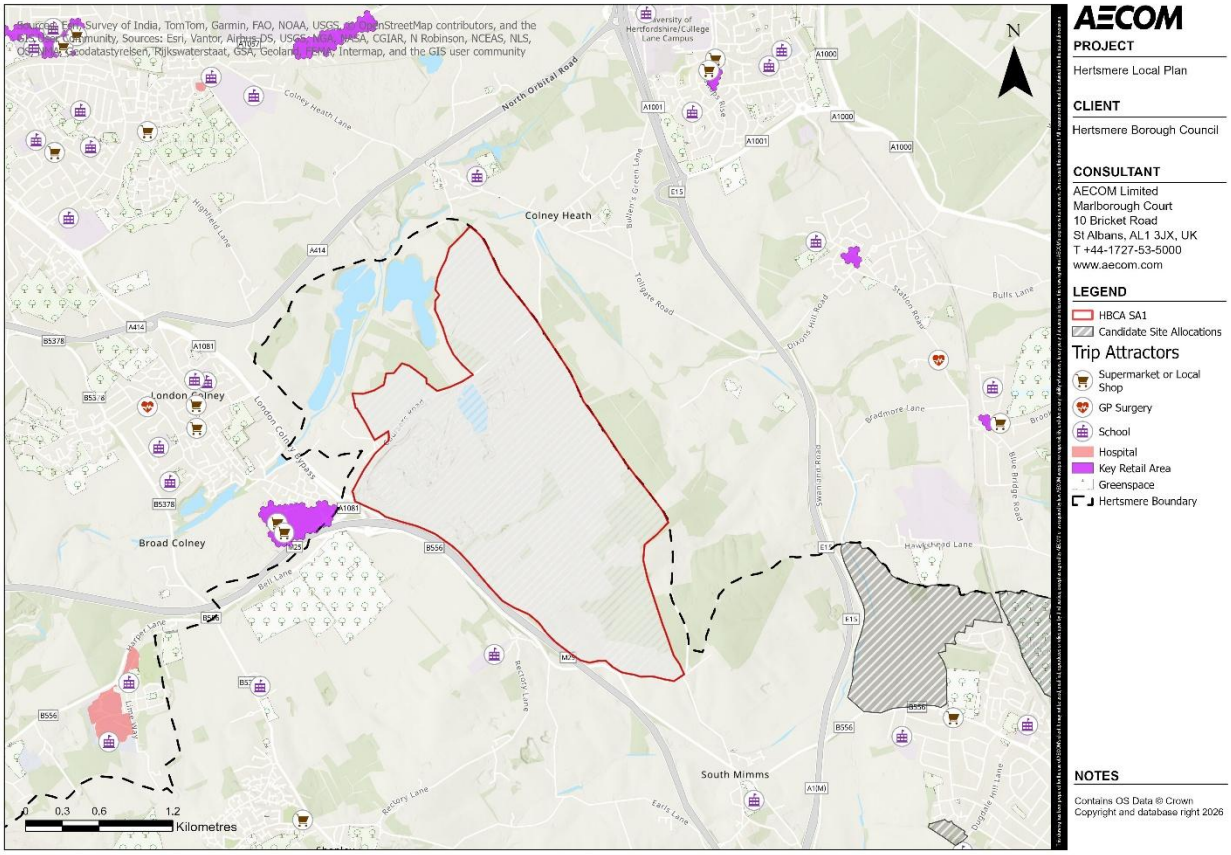


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	49 minutes	3.6 km	12 minutes	3.6 km
GP	Colney Medical Centre	43 minutes	3.2 km	10 minutes	3.2 km
Supermarket	M&S London Colney	25 minutes	1.8 km	6 minutes	1.9 km
Primary School	St Bernadette Primary School	38 minutes	2.8 km	9 minutes	2.9 km
Secondary School	Nicholas Breakspear Catholic School	89 minutes	6.6 km	25 minutes	6.6 km

- Many key services are not within walking distance of the site; hospitals, GP surgeries, supermarkets, and primary schools can all be reached within a 15-minute cycle, however.

- Some services, such as secondary schools, are difficult to access via active travel. The nearest secondary school is 25-minute's cycle away, for example.

Highway Network

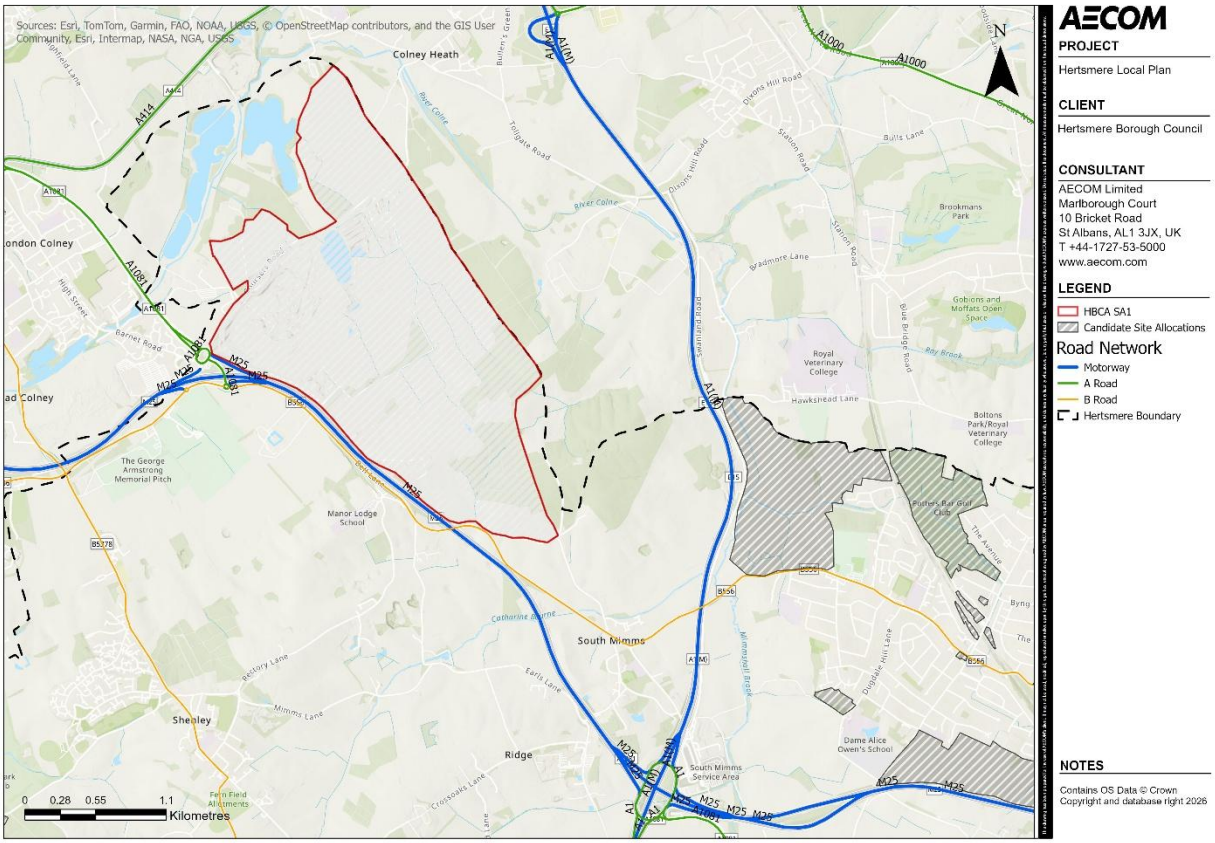


Figure 3: Map of the surrounding road network

- The road network immediately to the north and east of the site is limited, which reflects its rural nature.

- The southern boundary of the site adjoins the M25 Junction 22. The M25 forms part of the strategic road network (SRN), facilitating movements around the perimeter of London.

- The A1(M) is located approximately 1.8km east of the site boundary and similarly forms part of the SRN.

Public Transport Provision

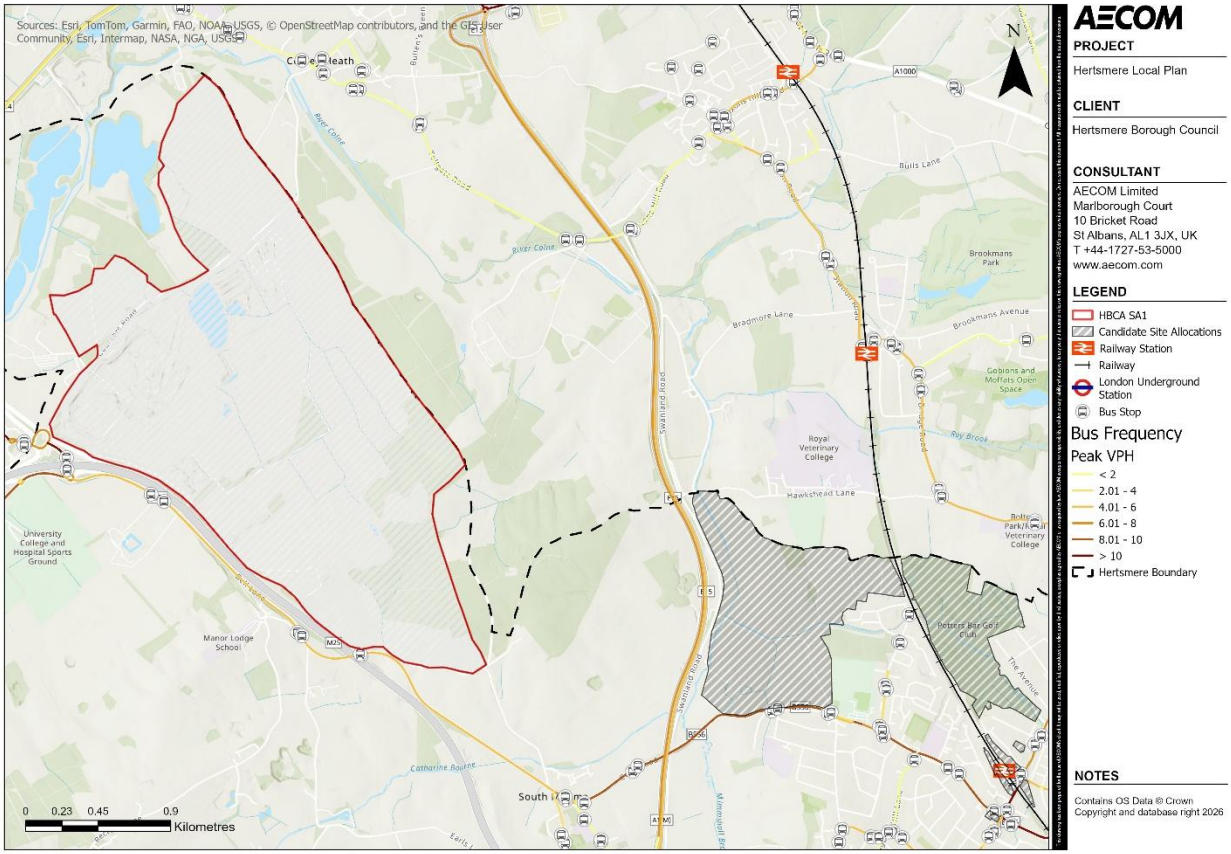


Figure 4: Map of nearby bus stops and railway stations

- There are 14 bus stops within 500m of the site. Services in the vicinity include the 84 (Potters Bar - St Albans), 357 (Harpenden - Borehamwood), and 602 (Hatfield - Watford).
- The 84, running along the B556 to the south, has ~2 vehicles per hour (VPH), per direction between 07:00 – 10:00 on an average weekday.
- The 357 and 602 services, running along the A1081 to the south, have a combined 3 VPH, per direction between 07:00 – 10:00 on an average weekday.
- Most of these services can be accessed on nearby Barnet Road, which has at least 8 VPH between 07:00–10:00 on an average weekday.
- Elstree and Borehamwood, Brookmans Park, and Welham Green Train Stations are located to the east of the site. The rail stations offer regular Thameslink services to London and Luton.

Walking & Cycling Provision

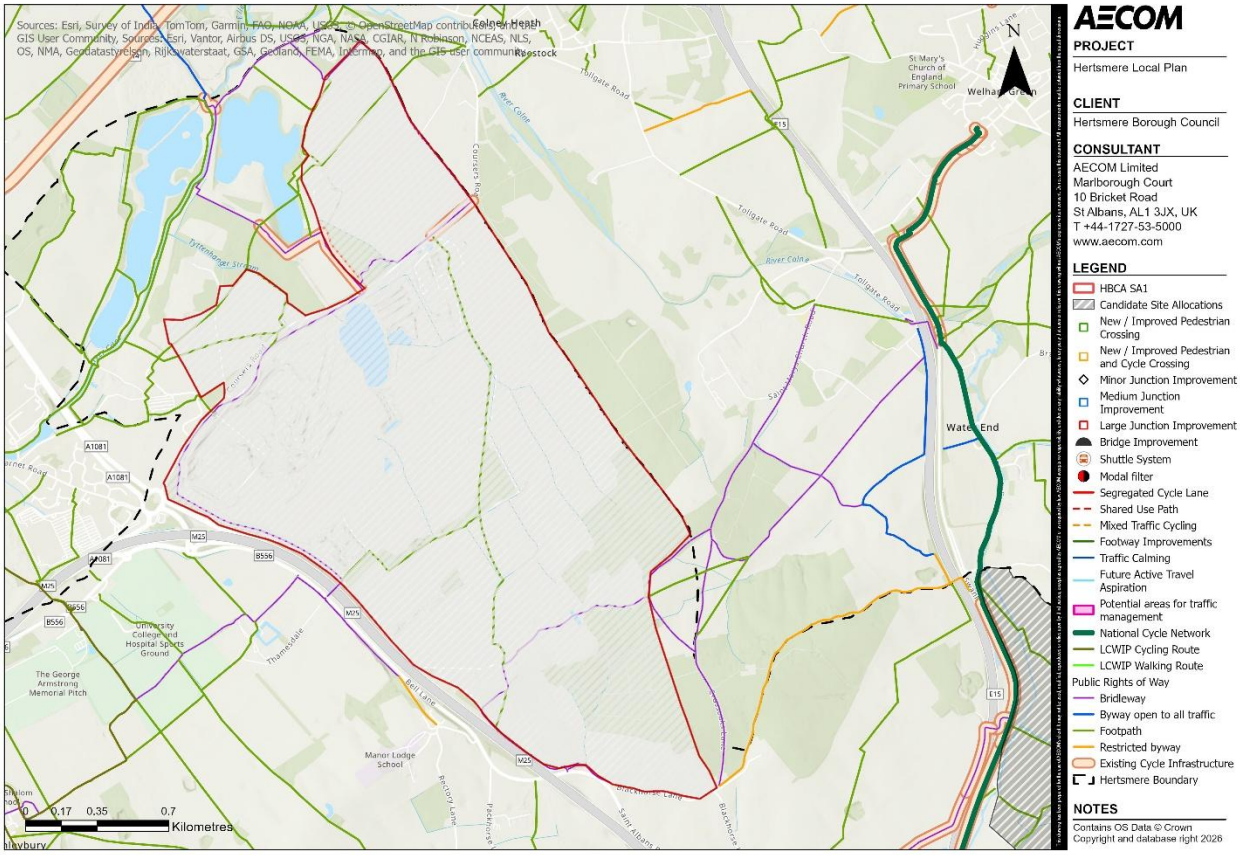


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are multiple existing Public Rights of Way through the site, running west-east and north-south. There are also various footpaths and bridleways in the immediate vicinity of the site, connecting to the surrounding villages.

- Pedestrian facilities in the vicinity of the site are limited. Most of the local roads have no pedestrian infrastructure for much of their lengths, including the B556 to the west, Coursers Road to the north, and Tollgate Road to the east.

- NCN Route 12 runs parallel to the A1(M) to the east of the site, connecting to Stevenage to the north and Enfield to the southeast.

- The Hertsmere LCWIP Cycling Network runs to the west of the site, connecting to London Colney.

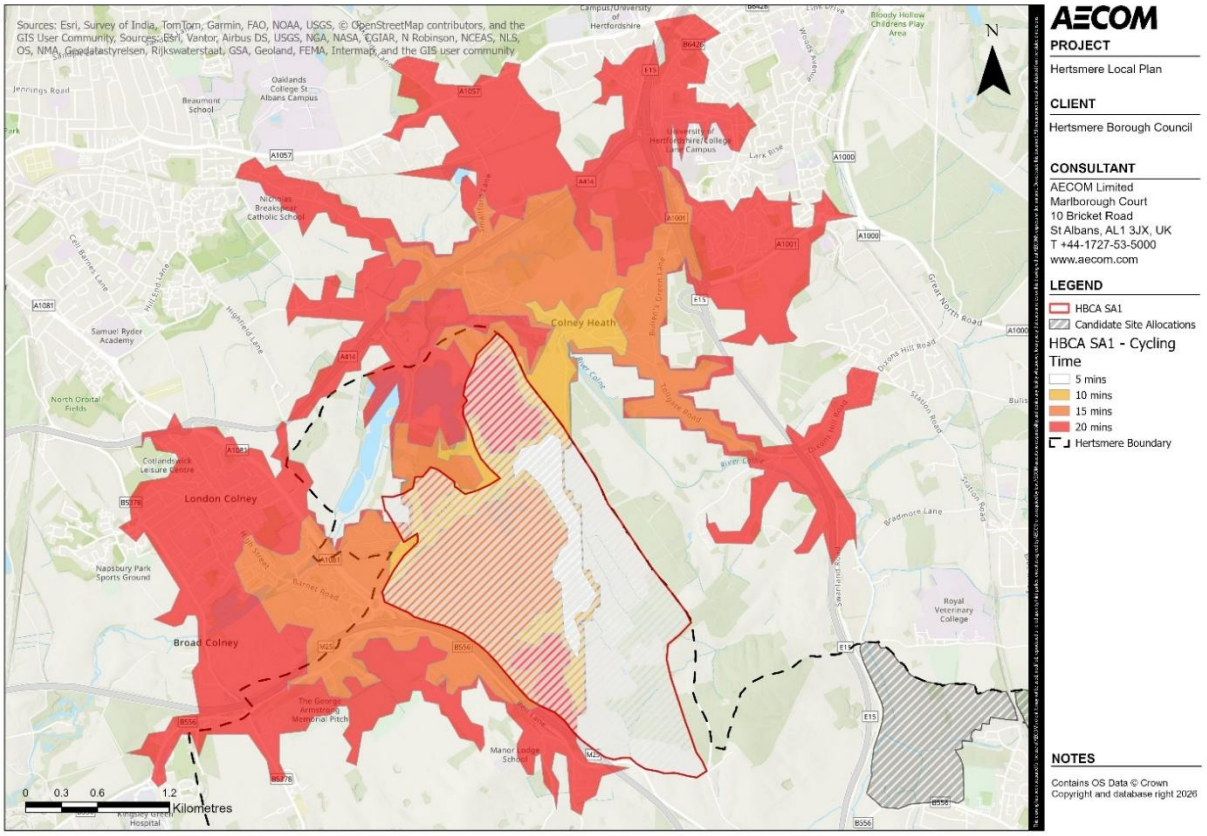


Figure 6: Cycling time from centre point of HBCA SA1

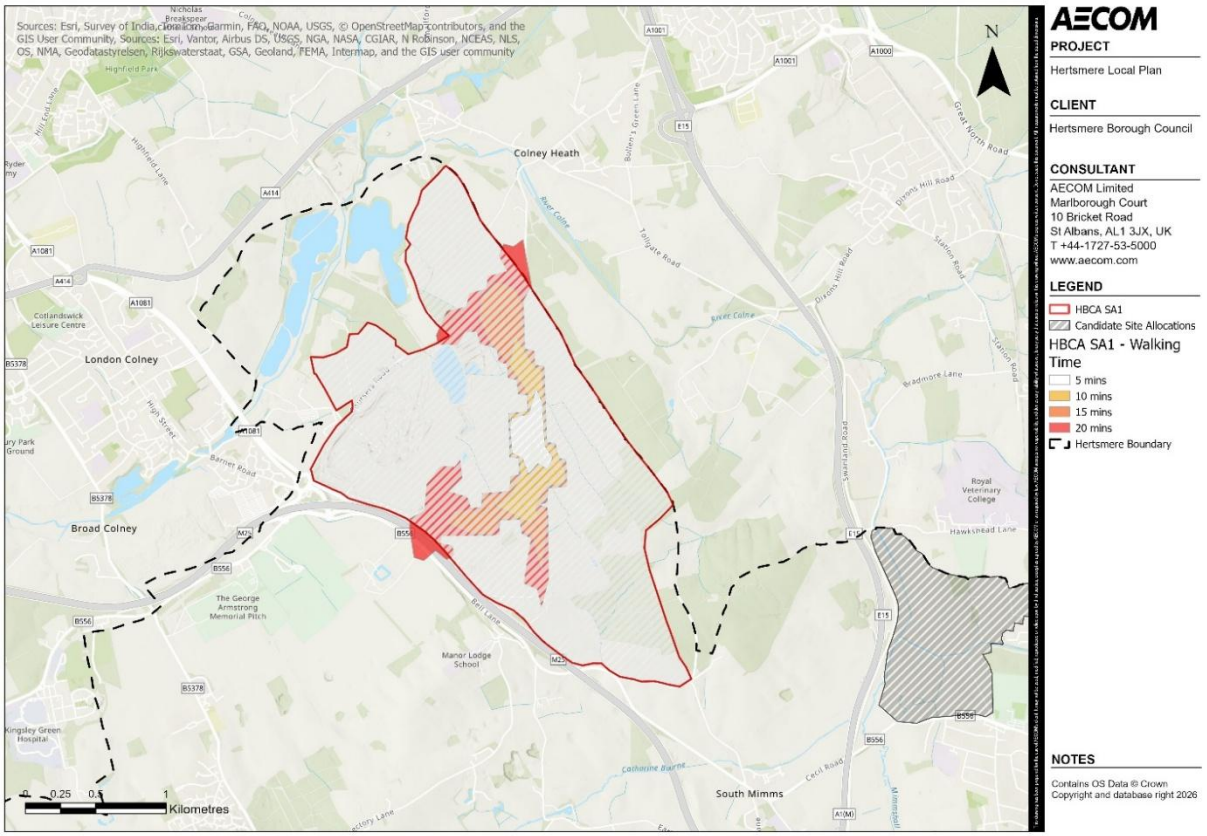


Figure 7: Walking time from centre point of HCBA SA1

- The village of Colney Heath can be accessed within a 10-minute cycle, and South Hatfield and London Colney can be accessed within a 20-minute cycle.

- Due to the large size of the site and the limited existing pedestrian infrastructure in its surrounds, only a small external area can be reached within a 20-minute walk of the site's centre.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	273	4.914	2457
Cyclists	0.026	13	0.179	90
Pedestrians	0.316	158	1.892	946
Public Transport Users	0.084	42	0.483	242

- Based on standard trip-rate assumptions for a C3 residential use and a total of 500 dwellings, the development is expected to generate approximately 273 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 2457 vehicle trips, 90 cycle trips, 946 pedestrian trips and 242 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

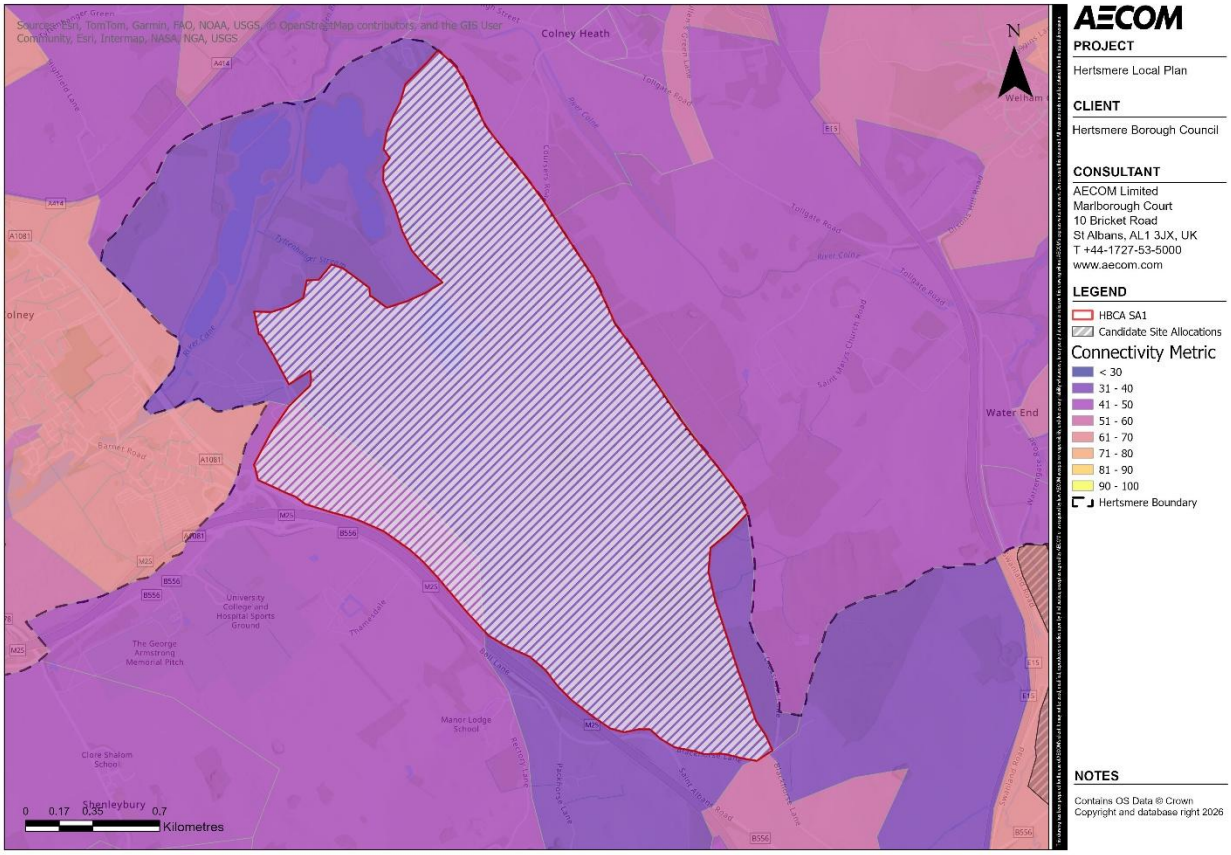


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies a significant walking distance from most existing key trip attractors, although some are within cycling distance; this may cause dependence on cars. There are bus services near to the site providing connections to neighbouring towns, but these could benefit from increased diversity and frequency. There are many existing Public Rights of Way in the vicinity of the site, but pedestrian facilities are otherwise limited, with most roads not accompanied by pavements.

- Overall, the site allocation area falls within the 31st–50th percentiles for connectivity across most modes, with connectivity improving towards the southeast.

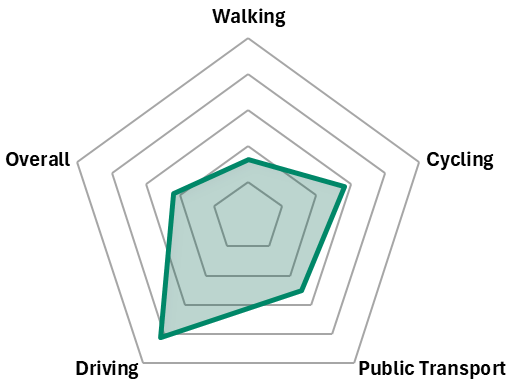




Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to all trip attractors by sustainable modes is consistently weak. Overall, the site scores poorly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBUSA SA4	**Site Address:** Land at Little Bushey Lane (west), Bushey
Typology: Urban Extension	**Proposed Number of Dwelling:** 280
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained hedgerows).	**Site Area (Hectares):** 22.83Ha

Site Location



Figure 1: Land at Little Bushey Lane (west), Bushey site location

- The site is in Bushey, north of Immanuel College.
- The eastern boundary of the site borders the M1, which forms part of the strategic road network (SRN).
- The site is located south of Regulation 18 site 'Land rear of Farm Way (north), Bushey (HBUSA SA5)' and north of 'Land at Elstree Road (south), Bushey', both of which are urban extensions.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	4.72
Potters Bar – high street	12.61
Bushey	1.56
Radlett	4.62
St Albans	11.83
Watford	3.88
Hemel Hempstead	14.67
Hatfield	15.28
Stanmore Underground Station	4.03
High Barnet Underground Station	10.21

- There are various key settlements within 5km of the site, including Bushey (1.56km), Watford (3.88km), and Radlett (4.62km).

- Stanmore Underground Station is located just over 4km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

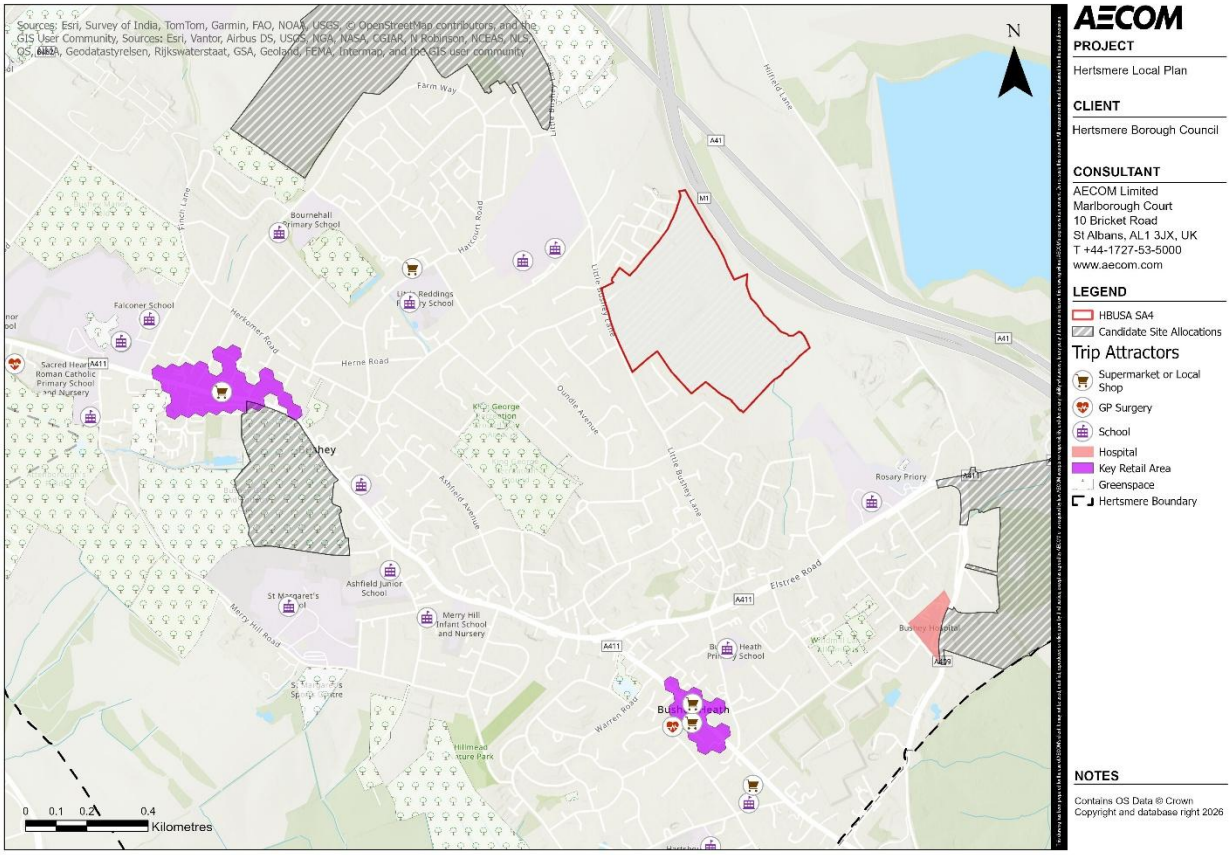


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Bushey Hospital	29 minutes	2 km	11 minutes	2 km
GP	Little Bushey Surgery	25 minutes	1.6 km	10 minutes	1.6 km
Supermarket	Tesco Bushey Harcourt Rd Express	14 minutes	1.1 km	3 minutes	1.1 km
Primary School	Little Reddings Primary School	14 minutes	1.1 km	3 minutes	1.1 km
Secondary School	Bushey Meads School	7 minutes	0.55 km	2 minutes	0.55 km

- Some key services are in Bushey, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 11 and 10 minutes, respectively.

Highway Network

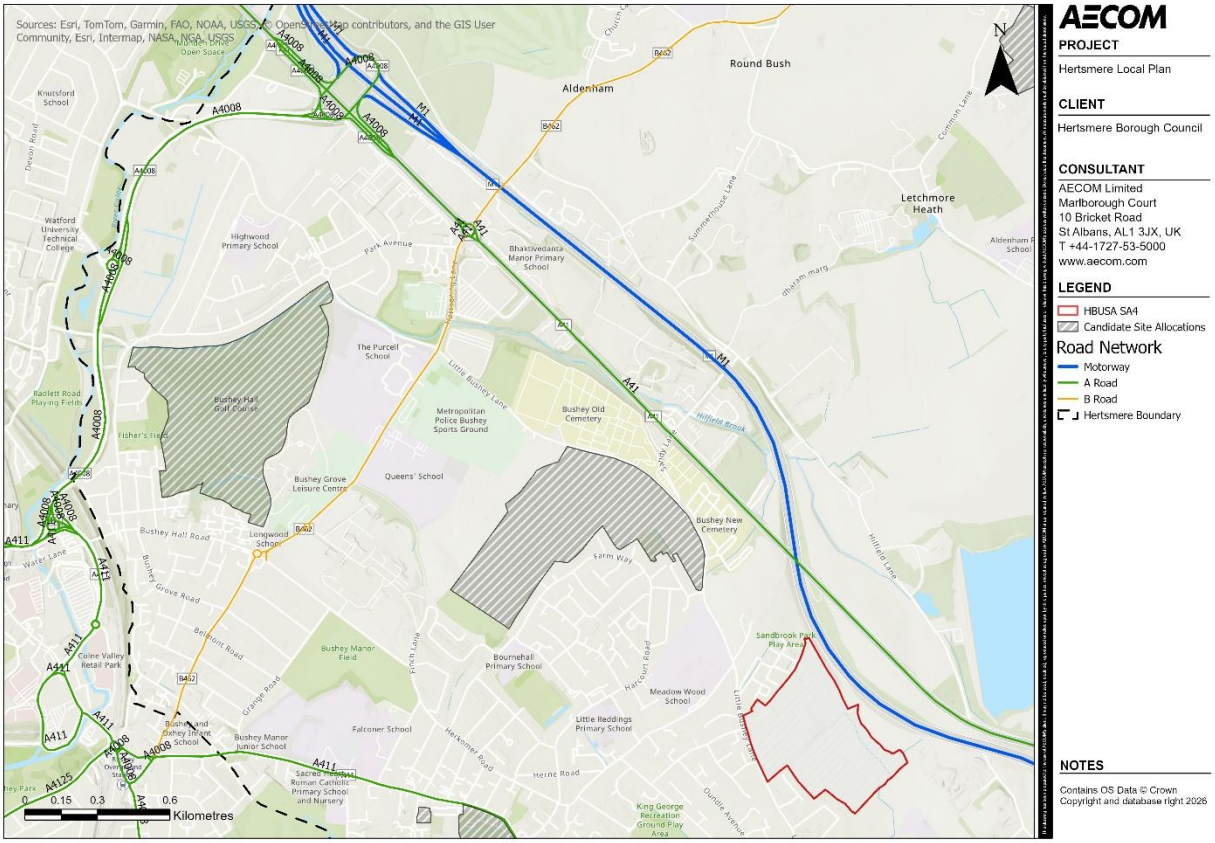


Figure 3: Map of the surrounding road network

- The eastern boundary of the site is close to the M1, to the southeast of Junction 5, which forms part of the SRN and provides north-south connectivity. Beyond the M1 lies the A41, which provides a northbound connection to the M25.

- The site is surrounded by the local road network to the south and west, with Little Bushey Road directly adjoining the site.

Public Transport Provision

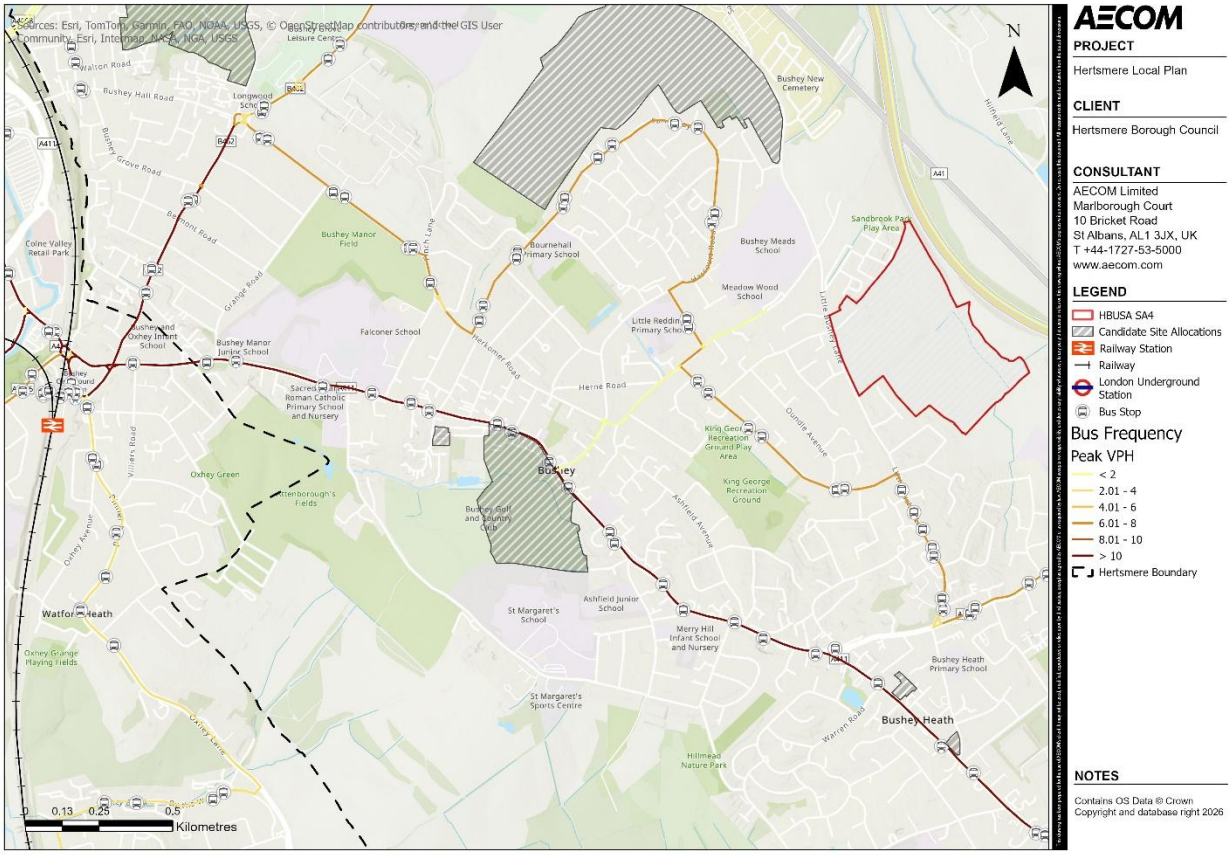


Figure 4: Map of nearby bus stops and railway stations

- There are eleven bus stops within 500m of the site, predominantly on Chiltern Avenue / Little Bushey Lane to the west.

- The primary service serving the site is the 306, which runs along Chiltern Avenue / Little Bushey Lane between Borehamwood and Watford. There is one vehicle per hour (VPH), per direction between 07:00 – 10:00 on an average weekday.

- Bushey Train Station is located to the west of the site. The rail station offers regular services to Milton Keynes and London.

Walking & Cycling Provision

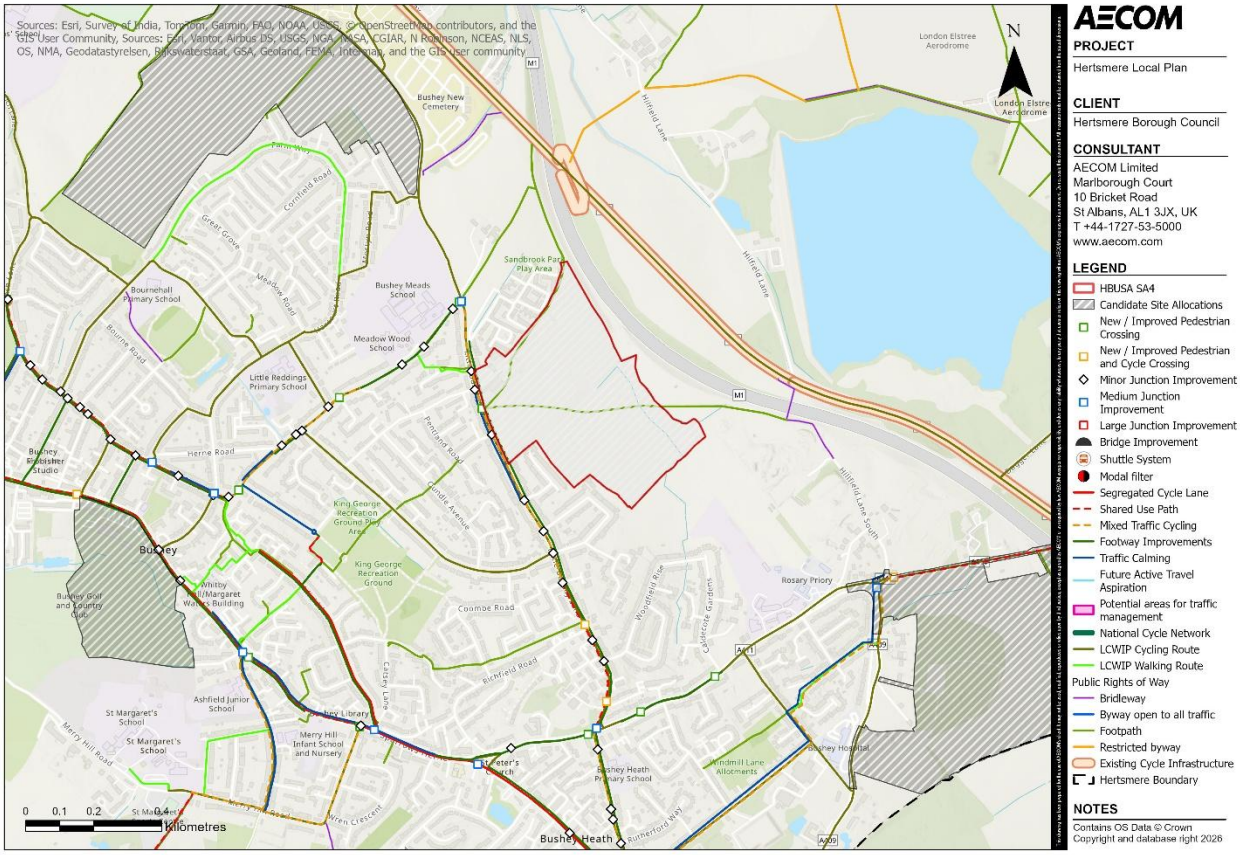


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are existing Public Rights of Way through the site, running west-east from Little Bushey Lane to the M1, and south-north from Little Bushey Lane to North Western Avenue.

- There are also various footpaths in residential areas of Bushey to the west, and a bridleway that crosses the M1.

- Pedestrian facilities in the vicinity of the site are generally good, where they exist. Residential areas to the south and west are well-served but there is a lack of pedestrian infrastructure to the east, where the site is bordered by the motorway.

- The Hertsmere LCWIP Cycling Network runs on Little Bushey Lane bordering the site, connecting it to other parts of Bushey and the surrounding areas.

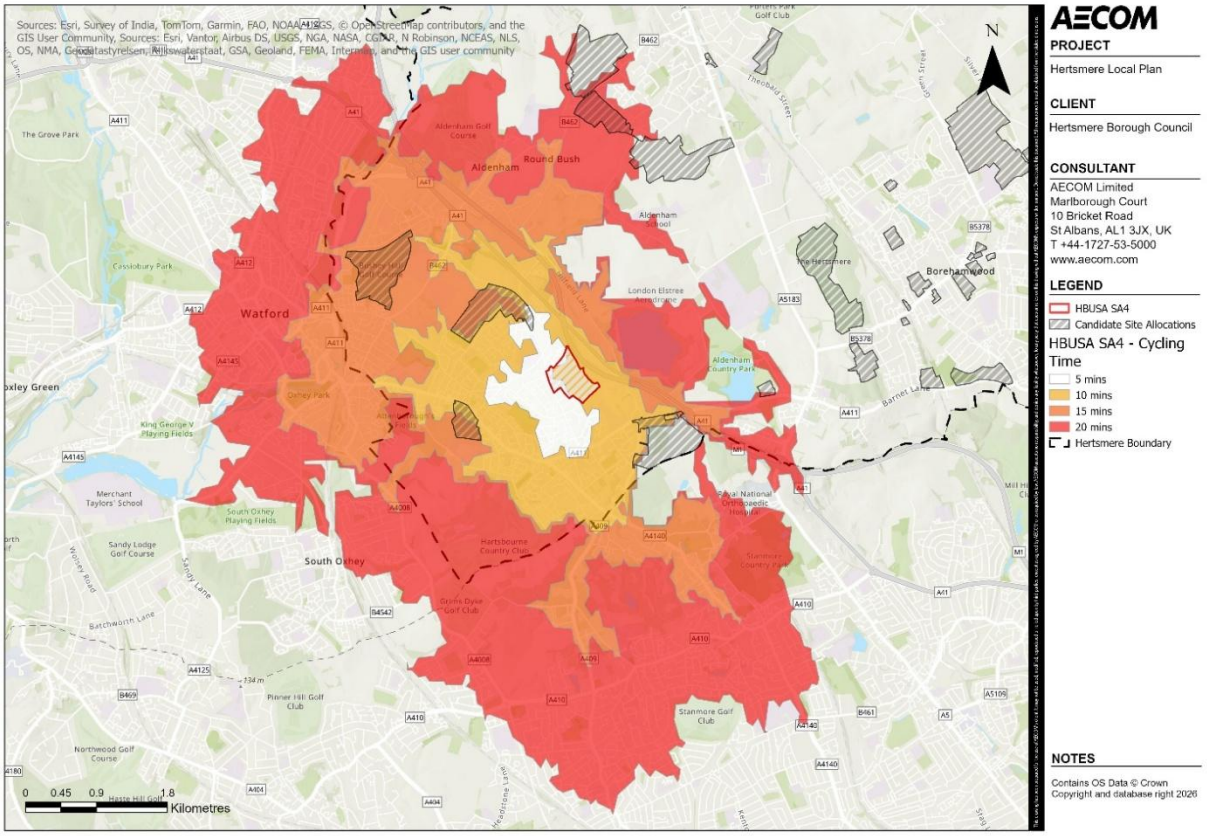


Figure 6: Cycling time from centre point of HBUSA SA4

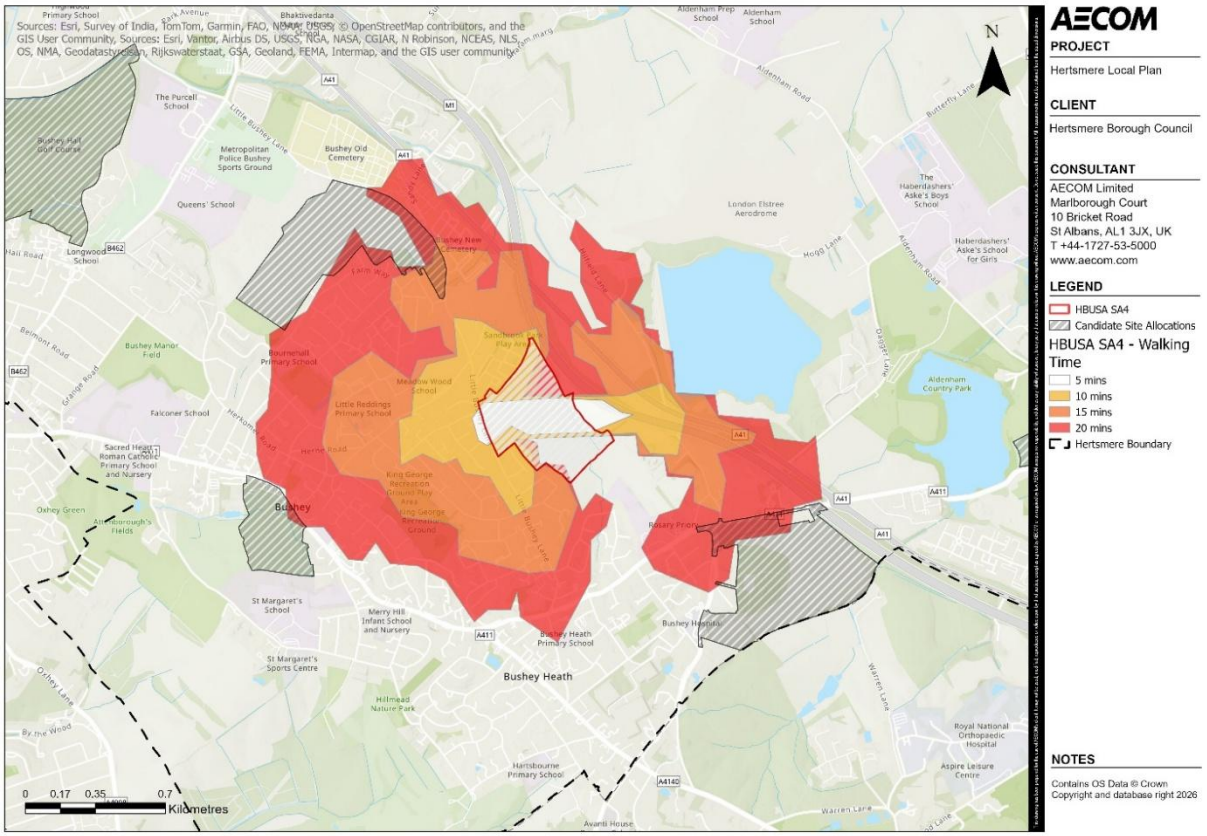


Figure 7: Walking time from centre point of HBUSA SA4

- Most areas of Watford and Stanmore can be accessed within a 20-minute cycle, and most areas of Bushey can be accessed within a 10-minute cycle.

- Northern areas of Bushey are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	153	4.914	1376
Cyclists	0.026	7	0.179	50
Pedestrians	0.316	88	1.892	530
Public Transport Users	0.084	24	0.483	135

- Based on standard trip-rate assumptions for a C3 residential use and a total of 280 dwellings, the development is expected to generate approximately 153 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1376 vehicle trips, 50 cycle trips, 530 pedestrian trips and 135 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

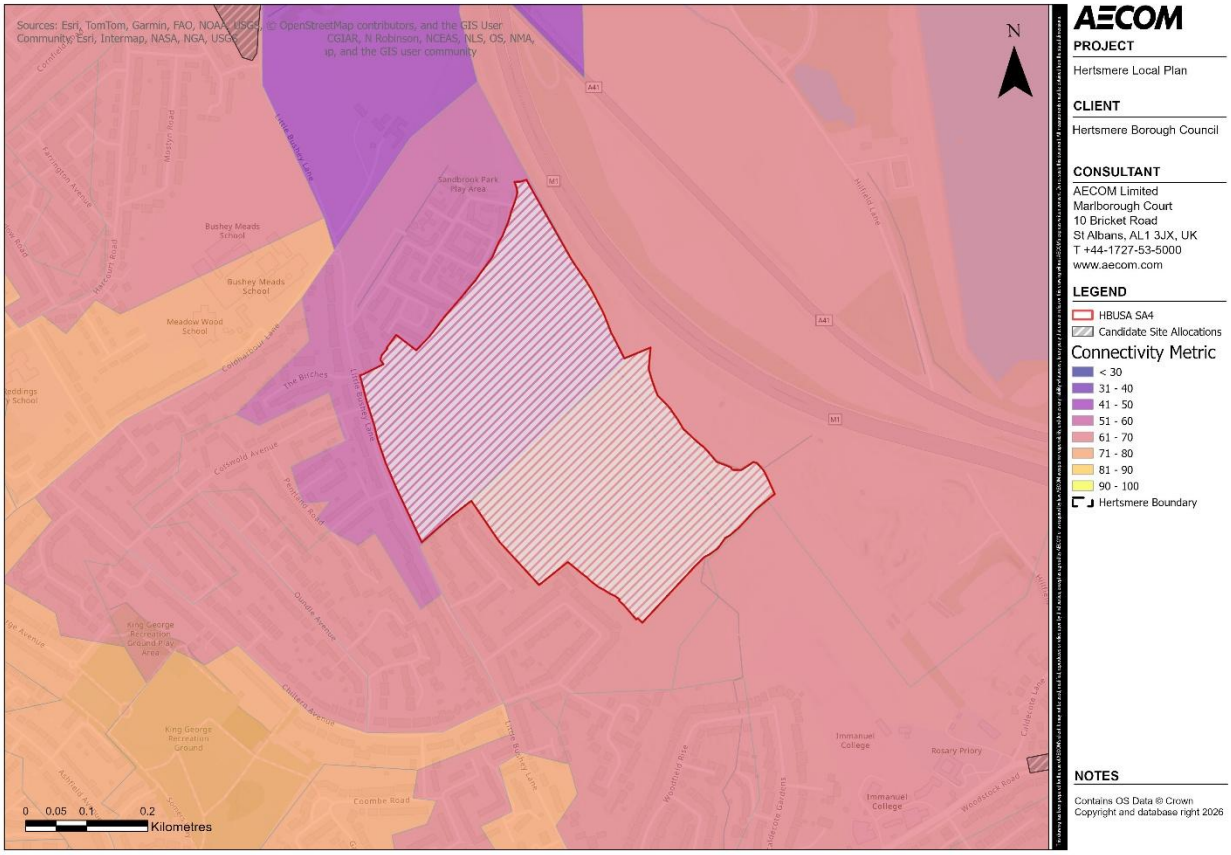


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as GP surgeries and hospitals, are further away; this may cause dependence on cars. There are bus services near to the site providing connections to neighbouring towns, although these could benefit from increased diversity and frequency. There are a few existing Public Rights of Way in the vicinity of the site and pedestrian facilities are generally adequate. It should be noted that the M1 (bordering the site to the east) may cause severance for pedestrians.

- Overall, the site allocation area falls within the 51st–70th percentiles for connectivity across most modes, with connectivity improving towards the southeast.

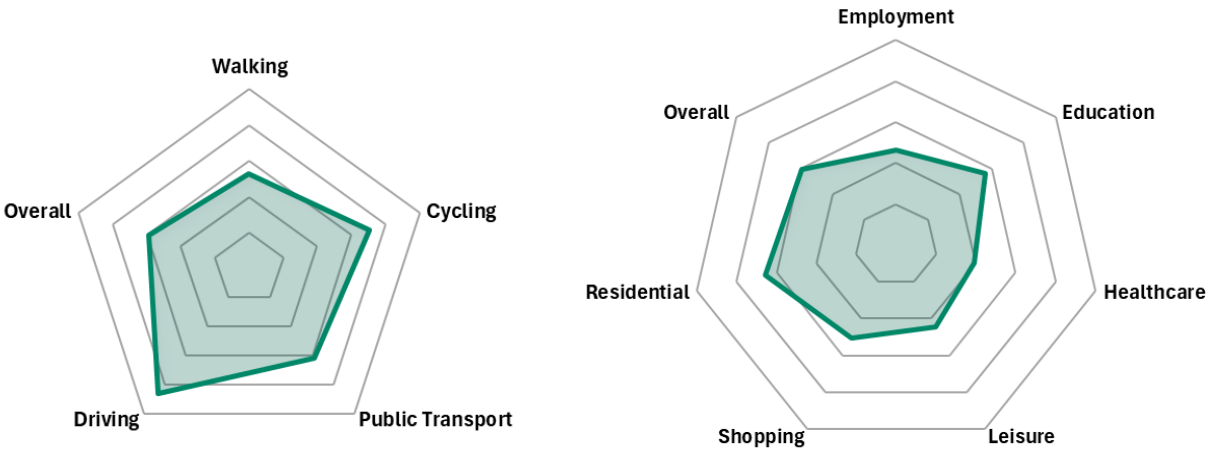


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBUSA SA5	**Site Address:** Land rear of Farm Way (north), Bushey
Typology: Urban Extension	**Proposed Number of Dwellings:** 802
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained hedgerows).	**Site Area (Hectares):** 34.86Ha

Site Location

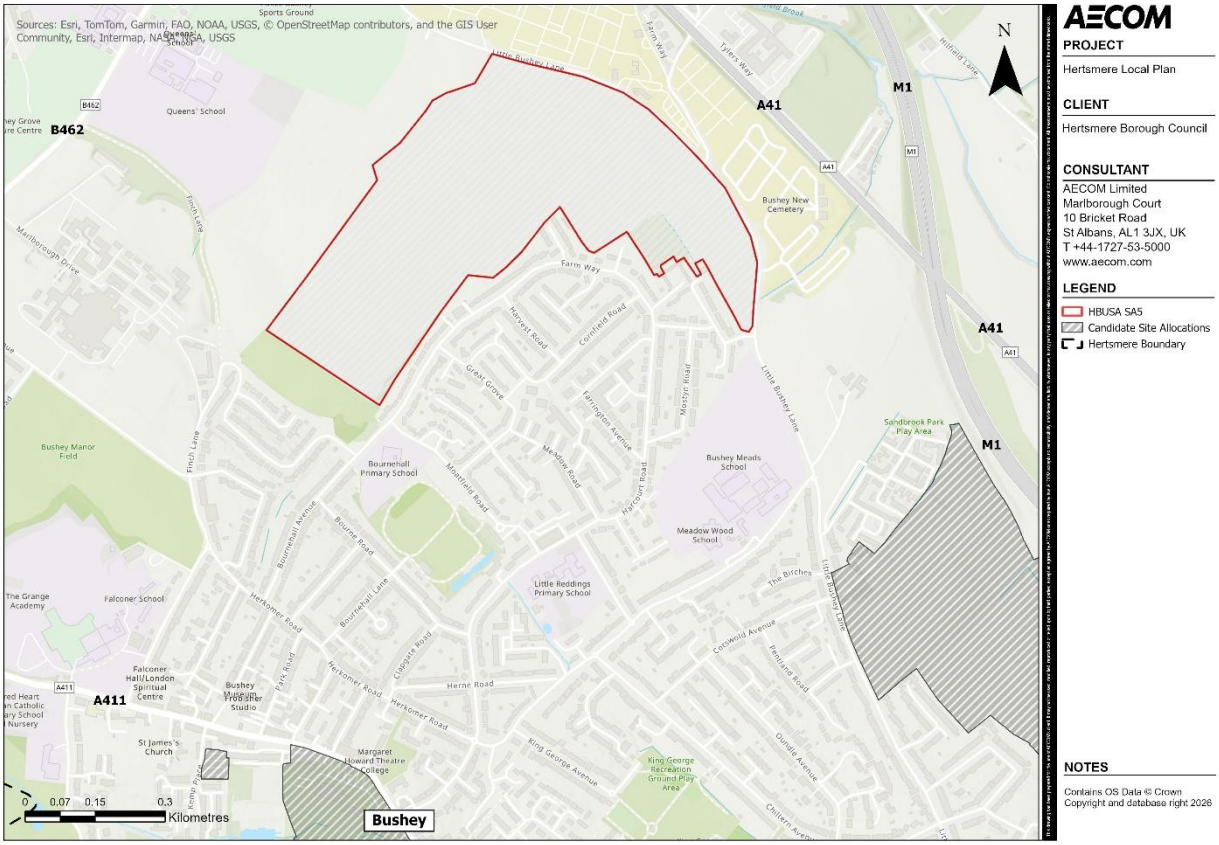


Figure 1: Land rear of Farm Way (north), Bushey site location

- The site is located to the north of Bushey, south of Bushey Old Jewish Cemetery.
- The eastern boundary of the site is located near to both the A41 North Western Avenue and M1.
- The site is located north of Regulation 18 site ‘Land at Little Bushey Lane (west)’ and south of ‘Bushey Hall Gold Course’, both of which are urban extensions.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	5.91
Potters Bar – high street	13.10
Bushey	1.32
Radlett	4.16
St Albans	10.93
Watford	2.87
Hemel Hempstead	13.6
Hatfield	15.09
Stanmore Underground Station	5.34
High Barnet Underground Station	11.27

- There are various key settlements within 5km of the site, including Bushey (1.32km), Watford (2.87km), and Radlett (4.16km).

- Stanmore Underground Station is located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Stanmore is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

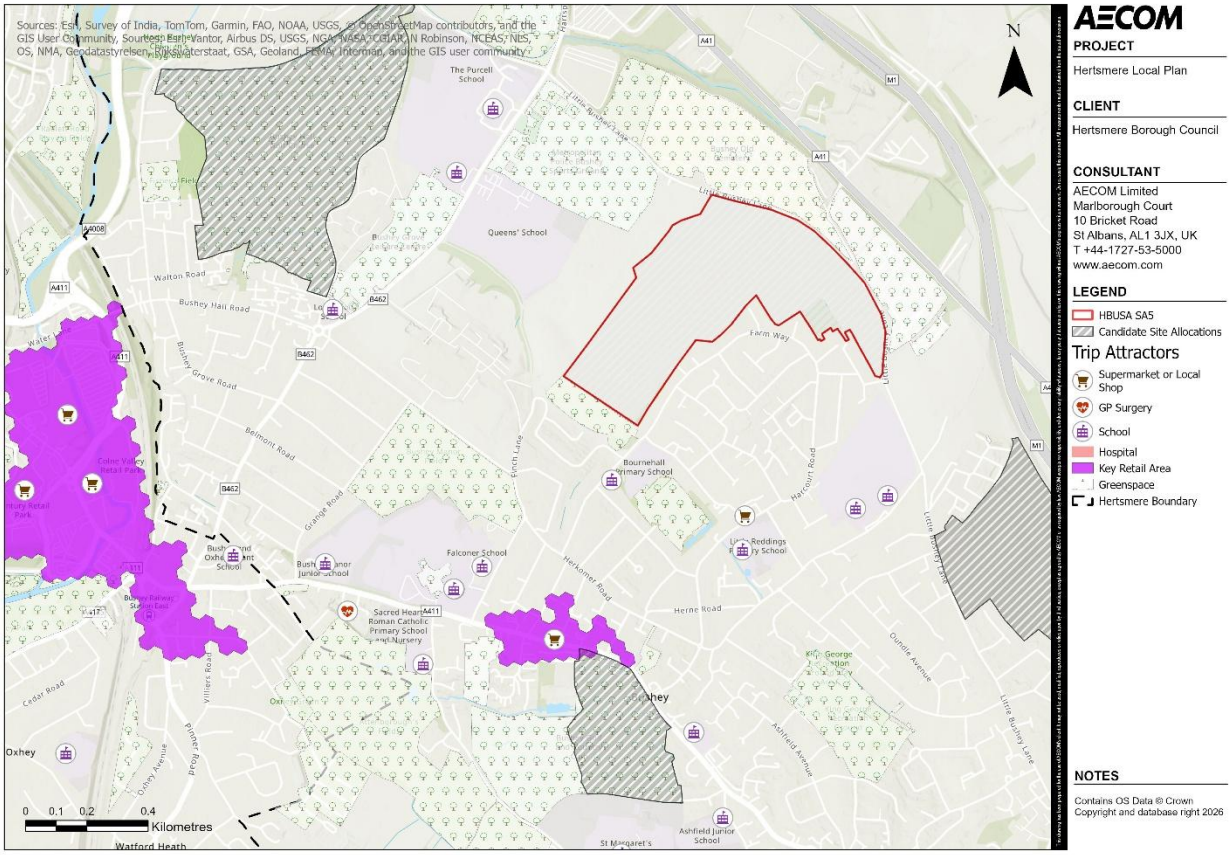


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Bushey Hospital	49 minutes	3.4 km	16 minutes	3.4 km
GP	Attenborough Surgery	27 minutes	2 km	8 minutes	2 km
Supermarket	Tesco Bushey Harcourt Rd Express	12 minutes	0.9 km	2 minutes	0.9 km
Primary School	Bournehall Primary School	8 minutes	0.6 km	2 minutes	0.6 km
Secondary School	Bushey Meads School	15 minutes	1.1 km	5 minutes	1.1 km

- Some key services are in Bushey, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 16 and 8 minutes, respectively.

Highway Network

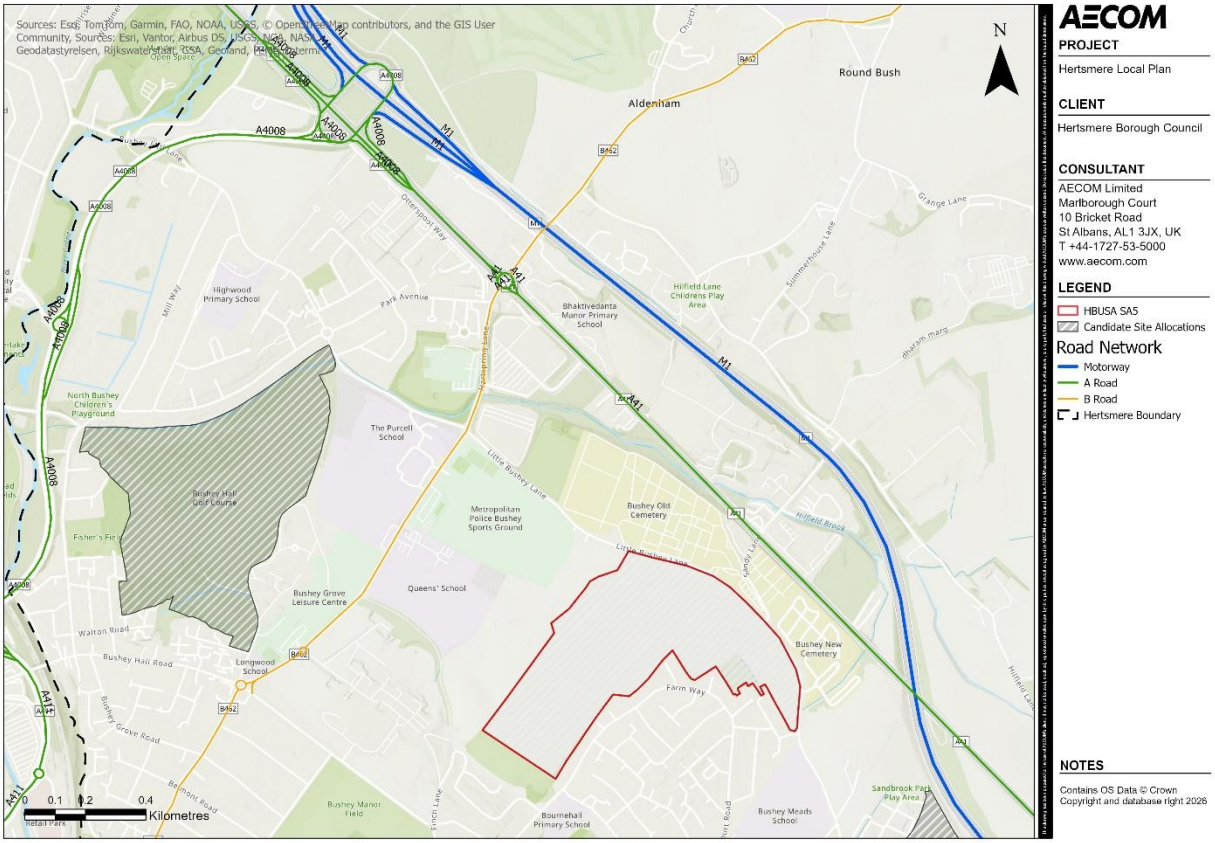


Figure 3: Map of the surrounding road network

- The northern boundary of the site borders Little Bushey Lane. Beyond this lies the A41 and the M1, the latter of which forms part of the strategic road network. The M1 can be joined at Junction 5, 1.7km to the north of the site, facilitating north-south movements.

- The site is bordered to the south by the northern suburbs of Bushey, containing various local roads.

Public Transport Provision



Figure 4: Map of nearby bus stops and railway stations

- There are seventeen bus stops within 500m of the site, predominantly on Bournehall Avenue / Farm Way to the south.

- The primary service serving the site is the 306, which runs along Bournehall Avenue / Farm Way between Borehamwood and Watford. There is one vehicle per hour (VPH), per direction between 07:00 – 10:00 on an average weekday.

- Bushey Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Milton Keynes.

Walking & Cycling Provision

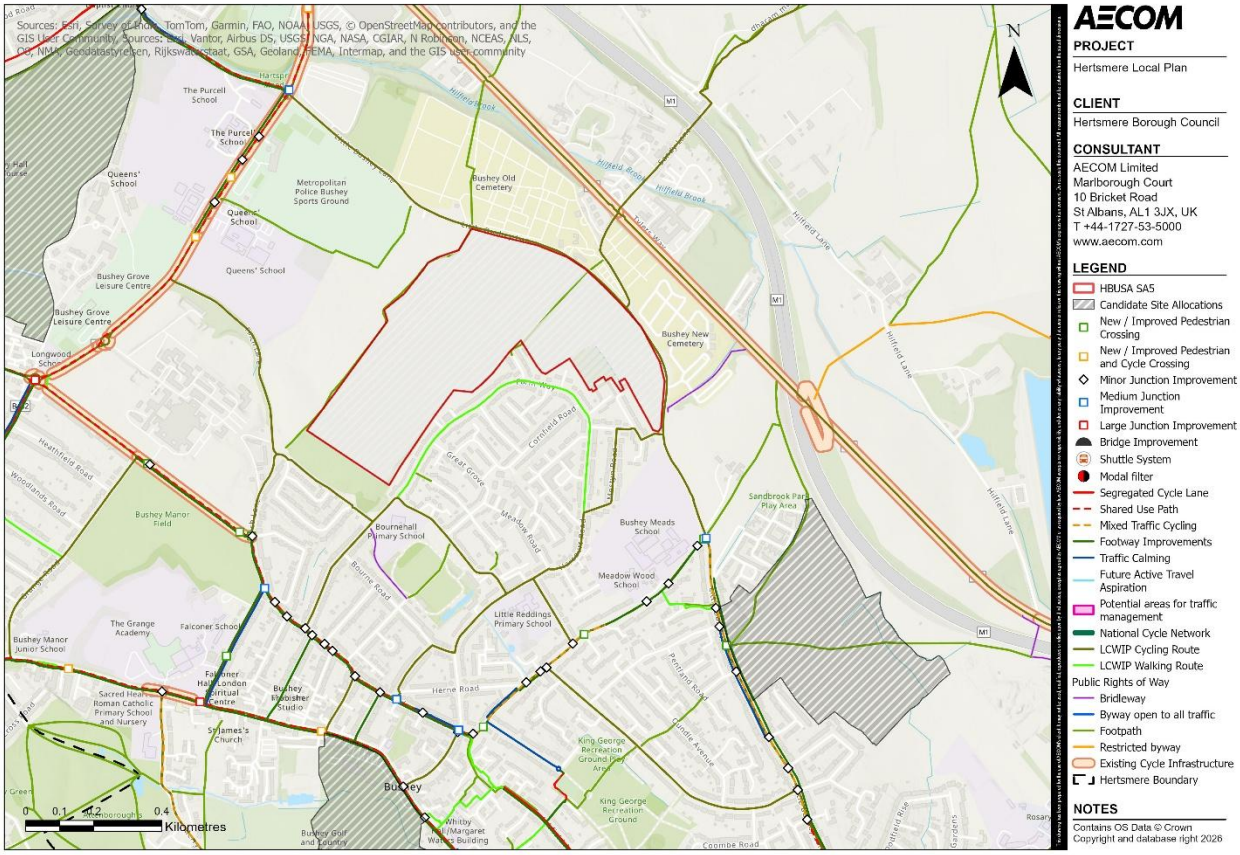


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There is an existing Public Right of Way through the eastern area of the site, from Hayfield Close leading northeast to Sandy Lane.

- There is also a footpath leading from the north of the site through Bushey Old Jewish Cemetery towards Patchetts Green, as well as short bridleways to the east and west of the site.

- Pedestrian facilities in the vicinity of the site are generally good. Residential areas to the south and Little Bushey Lane to the north are well-served, although the latter could benefit from more crossing points.

- The Hertsmere LCWIP Cycling Network runs on Little Bushey Lane bordering the site, connecting it to other parts of Bushey and the surrounding areas.

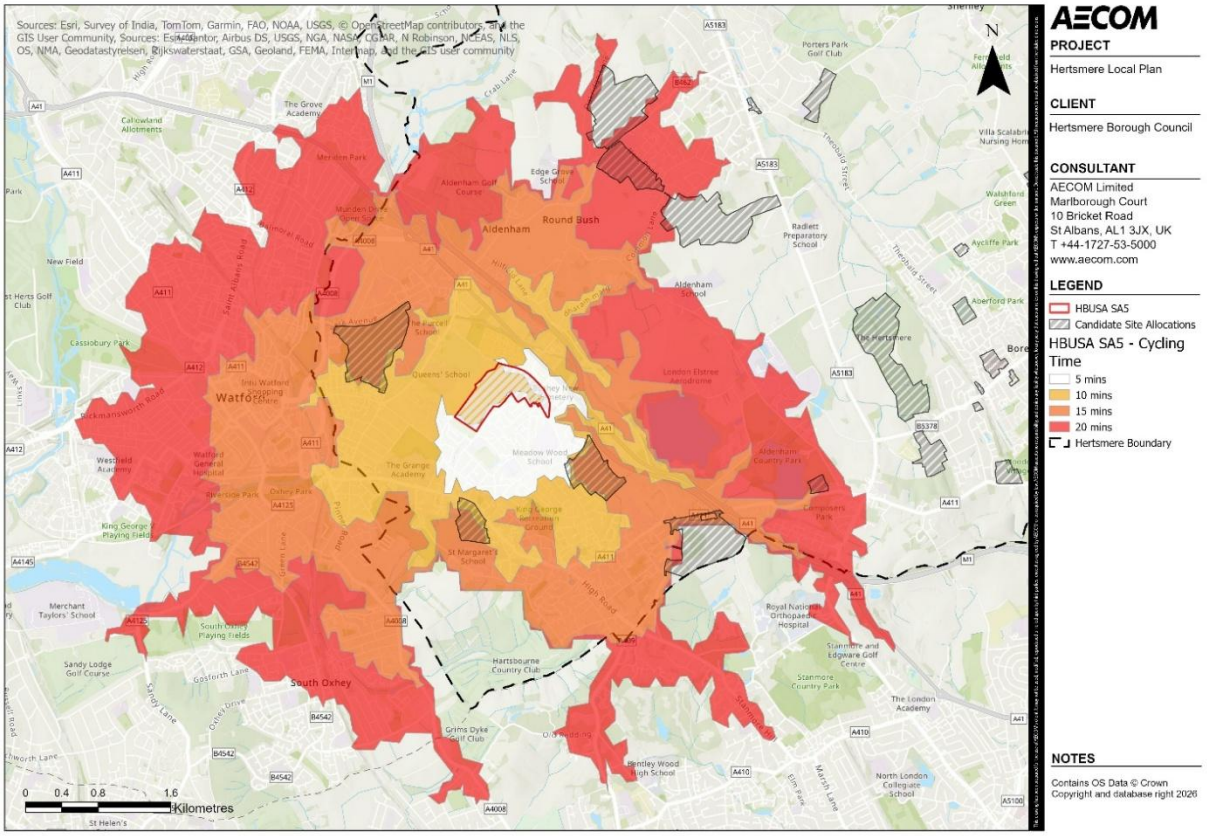


Figure 6: Cycling time from centre point of HBUSA SA5

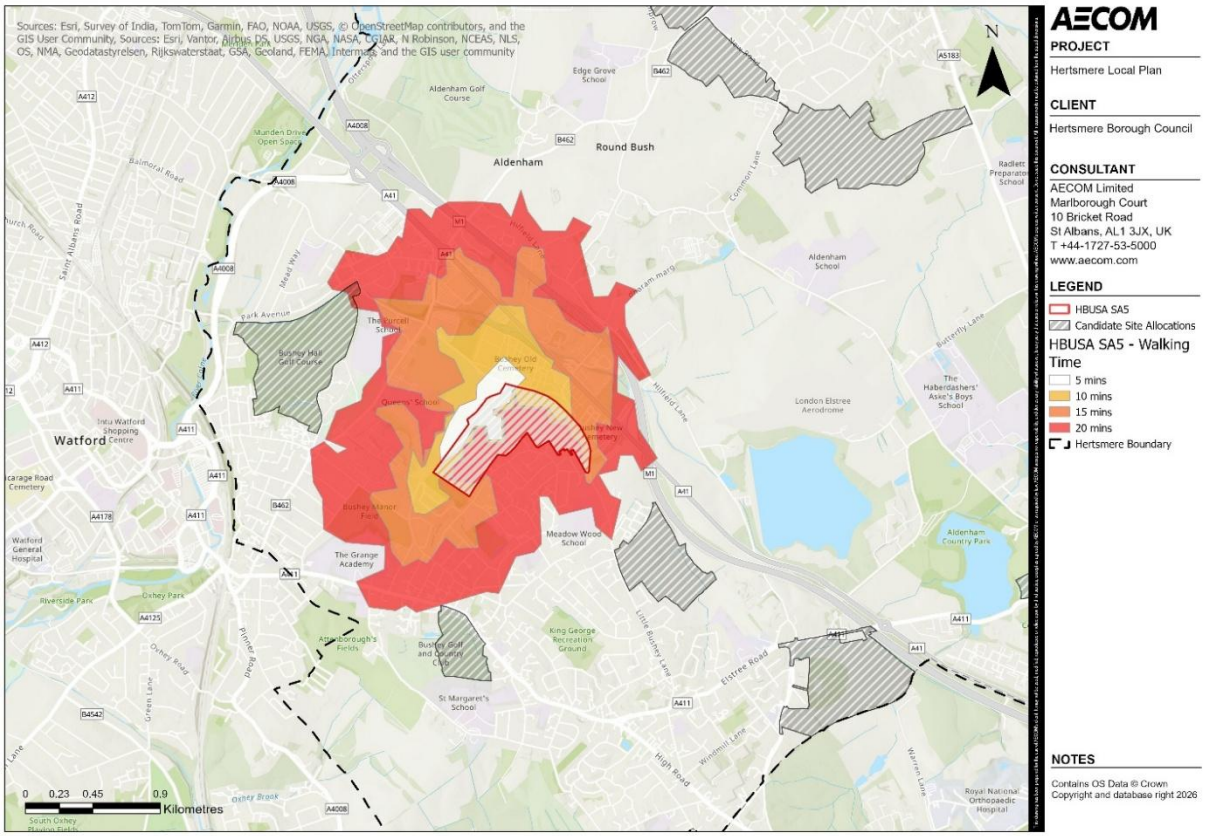


Figure 7: Walking time from centre point of HBUSA SA5

- Most areas of Watford can be accessed within a 20-minute cycle, and most areas of Bushey can be accessed within a 10-minute cycle.

- The village of Patchetts Green and northern areas of Bushey are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	437	4.914	3941
Cyclists	0.026	21	0.179	144
Pedestrians	0.316	253	1.892	1517
Public Transport Users	0.084	67	0.483	387

- Based on standard trip-rate assumptions for a C3 residential use and a total of 802 dwellings, the development is expected to generate approximately 437 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 3941 vehicle trips, 144 cycle trips, 1517 pedestrian trips and 387 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

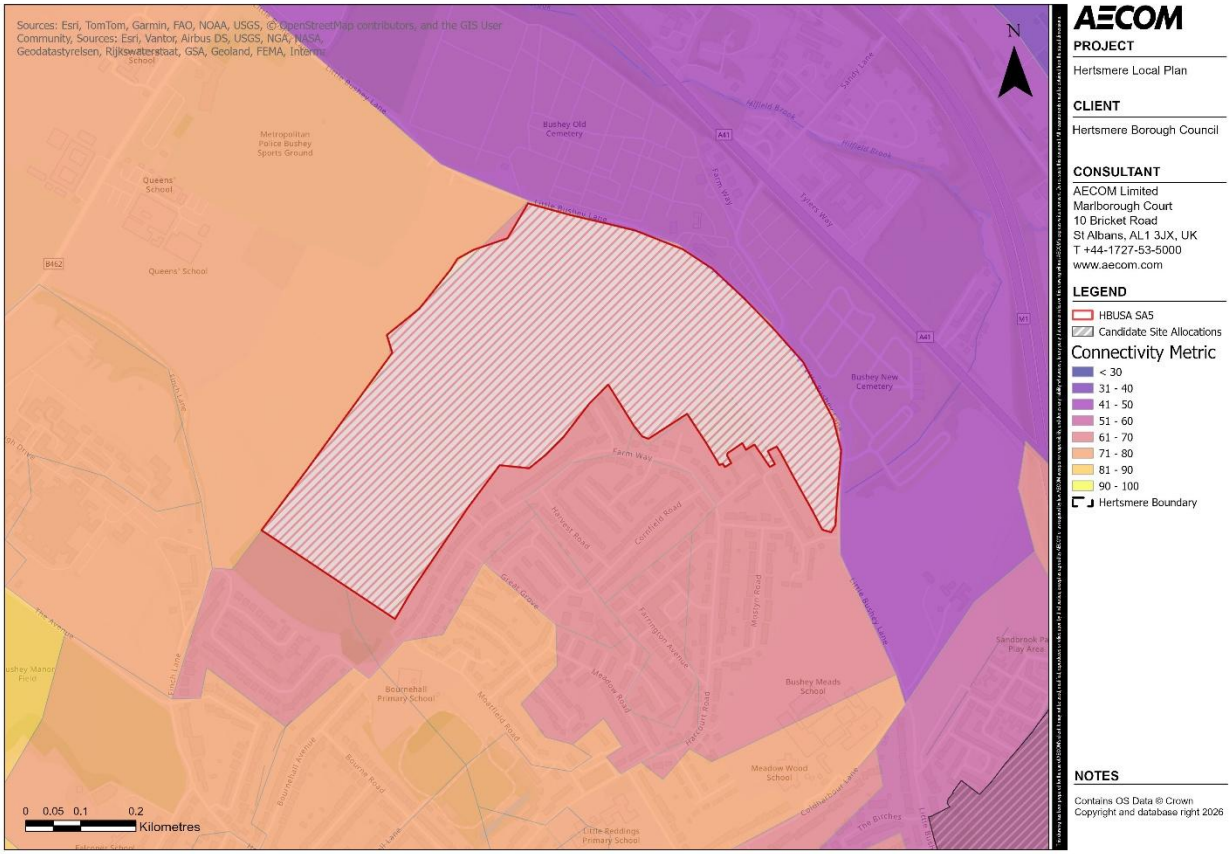


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as GP surgeries and hospitals, are further away; this may cause dependence on cars. There are bus services near to the site providing connections to neighbouring towns, although these could benefit from increased diversity and frequency. There are a few existing Public Rights of Way in the vicinity of the site and pedestrian facilities are generally adequate.

- Overall, the site allocation area falls within the 61st–80th percentiles for connectivity across most modes, with connectivity improving towards the northwest.

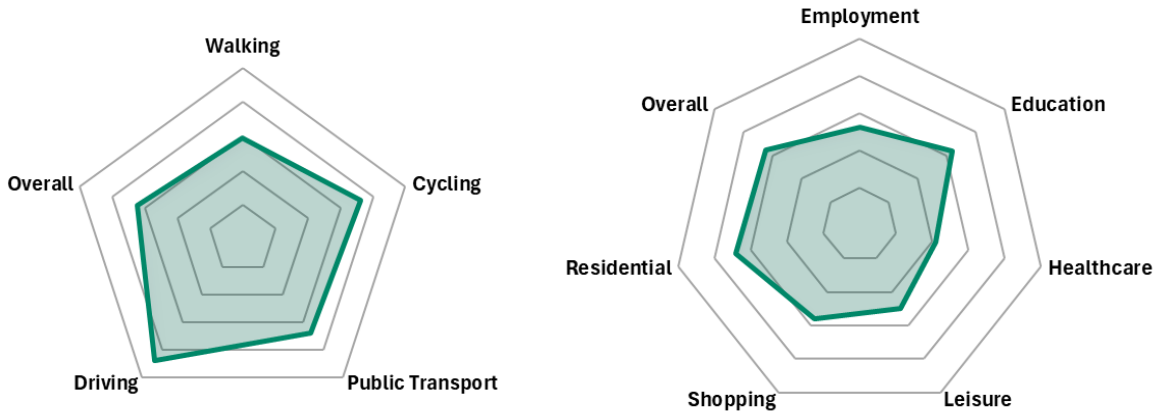


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBUSA SA6	**Site Address:** Land at Elstree Road (south), Bushey
Typology: Urban Extension	**Proposed Number of Dwellings:** 1300
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained hedgerows and woodland).	**Site Area (Hectares):** 27.29Ha

Site Location



Figure 1: Land at Elstree Road (south), Bushey site location

- The site is located in Bushey, north of the Royal National Orthopaedic Hospital.
- The southern boundary of the site borders the Hertsmere local authority district boundary.
- The site is located south of Regulation 18 site ‘Land at Little Bushey Lane (west)’, an urban extension.
- There are two smaller Regulation 18 allocations located to the west of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	4.36
Potters Bar – high street	11.83
Bushey	2.49
Radlett	4.84
St Albans	12.58
Watford	14.93
Hemel Hempstead	19.64
Hatfield	5.35
Stanmore Underground Station	2.64
High Barnet Underground Station	9.14

- There are various key settlements within 5km of the site, including Bushey (2.49km), Borehamwood – High Street (4.36km) and Radlett (4.84km).

- Stanmore Underground Station is located less than 3km away from the site, presenting opportunity to access frequent rail services into central London. Stanmore is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

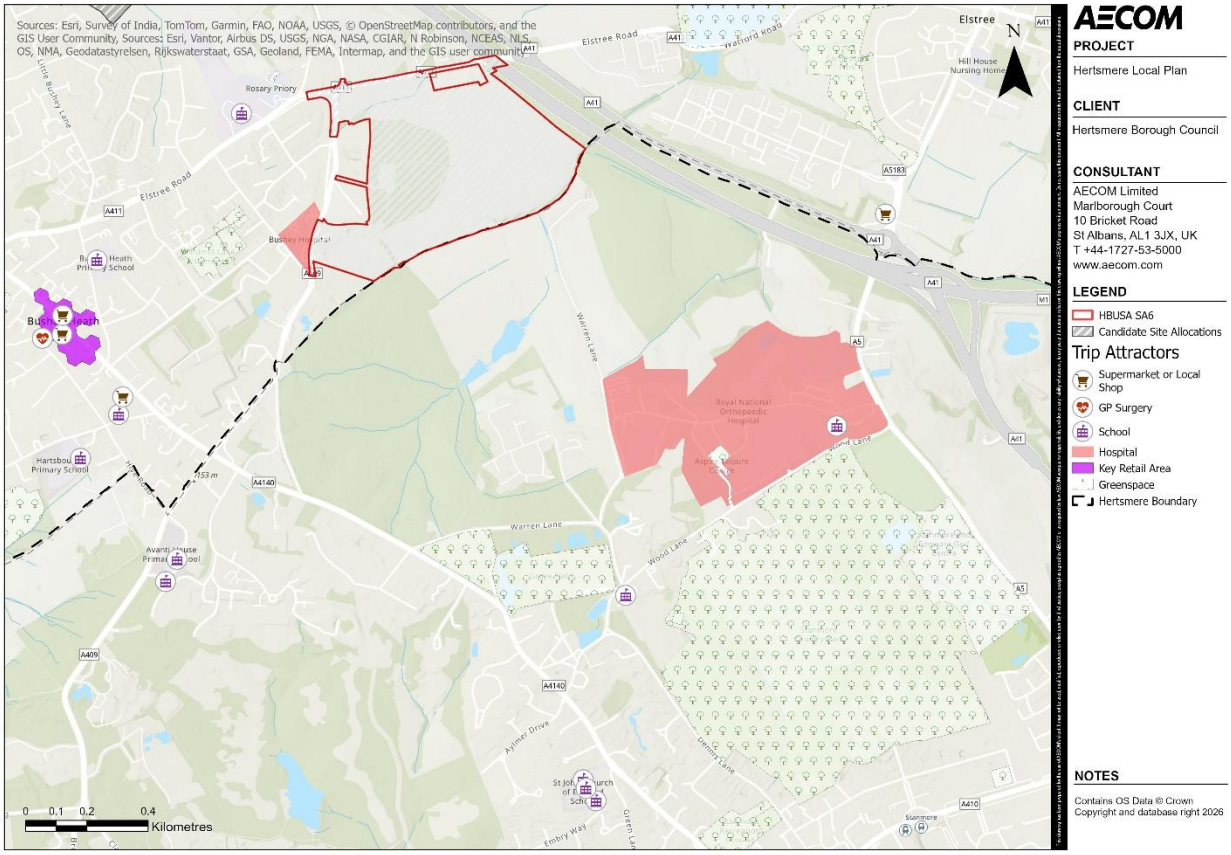


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Bushey Hospital	7 minutes	0.4 km	4 minutes	0.5 km
GP	Little Bushey Surgery	22 minutes	1.5 km	8 minutes	1.5 km
Supermarket	Budgens Bushey	20 minutes	1.4 km	8 minutes	1.4 km
Primary School	Bushey Heath Primary School	18 minutes	1.2 km	6 minutes	1.2 km
Secondary School	Bushey Meads School	33 minutes	2.4 km	9 minutes	2.5 km

- Some key services are in Bushey, within walking and cycling distance of the site; hospitals, supermarkets, and primary schools can both be reached within a 20-minute walk.

- Some services, such as GP surgeries and secondary schools, are not within walking distance. Accessing these services by cycle takes 8 and 9 minutes, respectively.

Highway Network

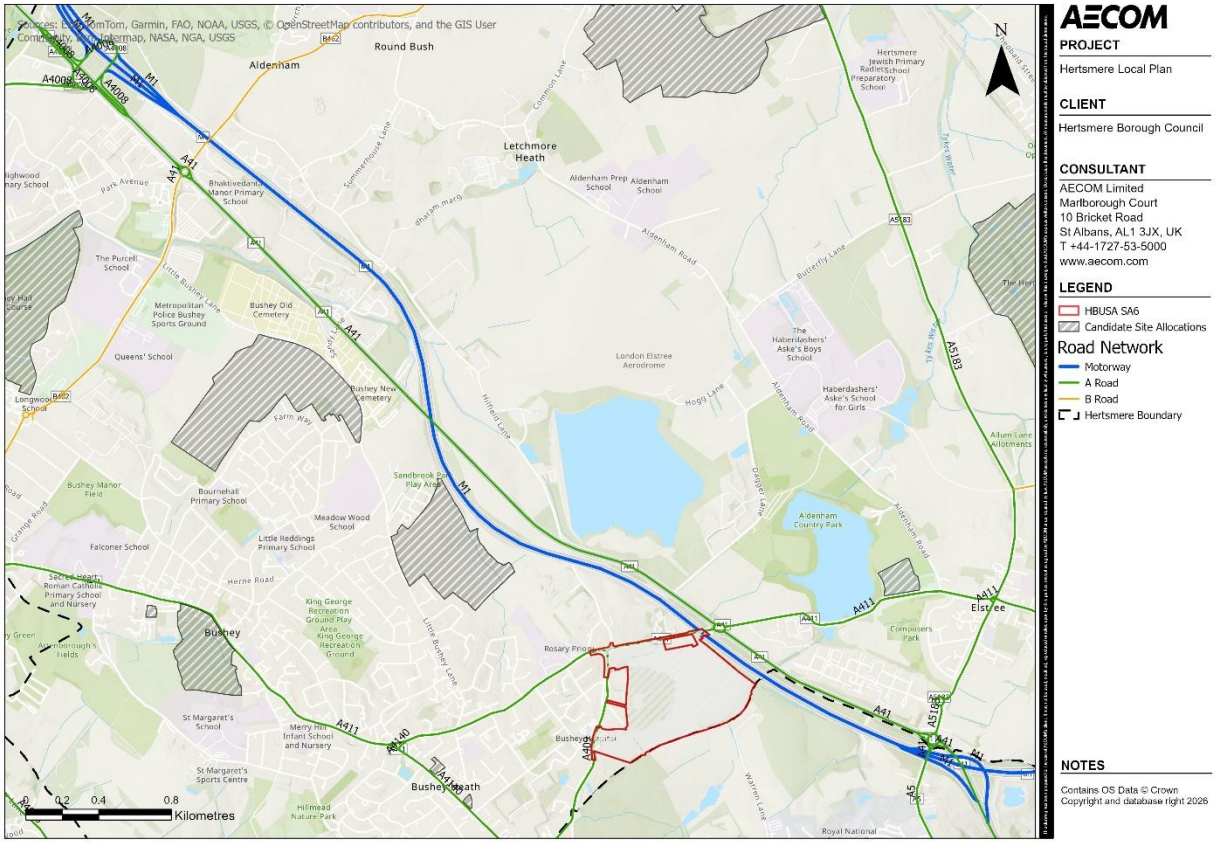


Figure 3: Map of the surrounding road network

- The site is bordered to the north by the A411 Elstree Road, to the east by the M1 and to the west by the A409 Heathbourne Road.

- The M1 can be joined at Junction 5, 4.4km to the north of the site. The M1 forms part of the strategic road network, facilitating north-south movements.

- The road network directly south of the site is minimal, as it is predominantly open green space.

Public Transport Provision

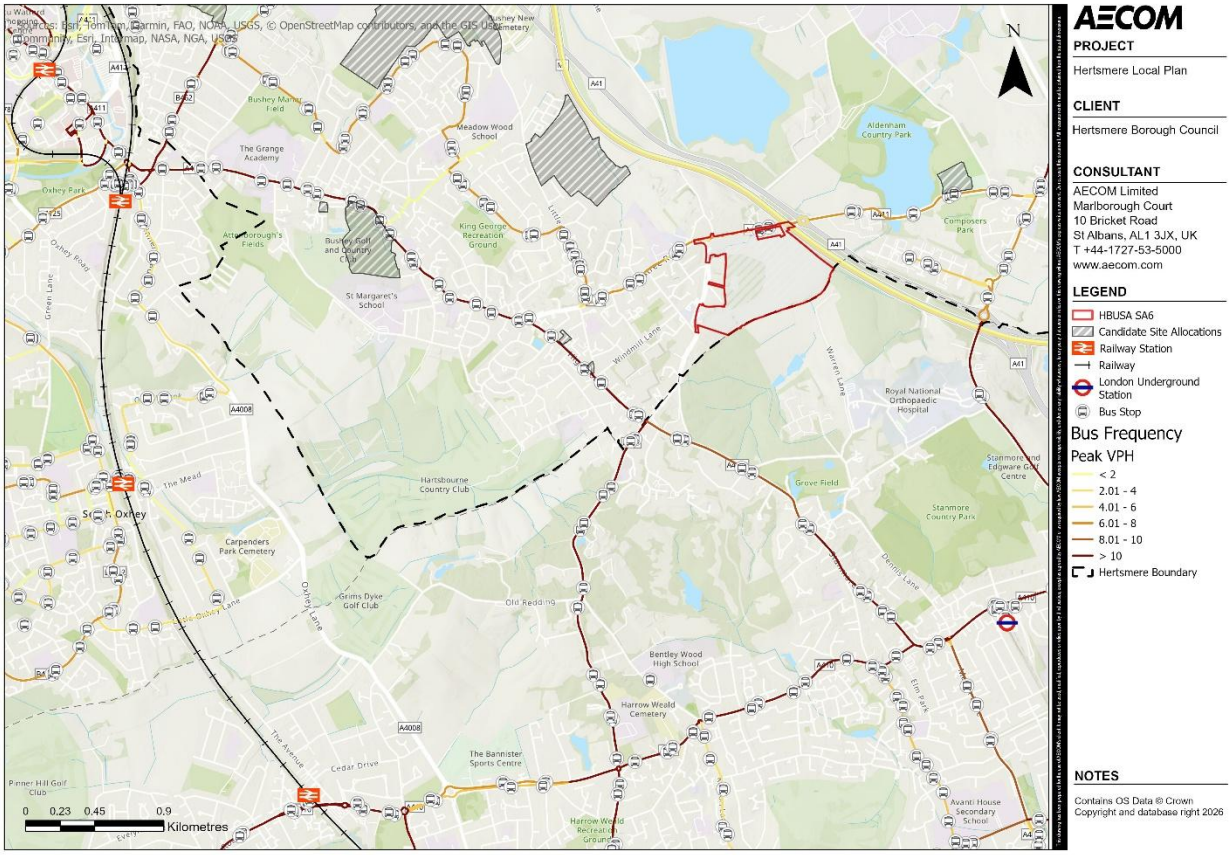


Figure 4: Map of nearby bus stops and railway stations

- There are eight bus stops within 500m of the site, predominantly on Elstree Road to the north. However, some of these sites lie to the east of North Western Avenue and may be inaccessible to pedestrians travelling to/from the site.

- The primary service serving the site is the 306, which runs along Elstree Road between Borehamwood and Watford. This service has one vehicle per hour (VPH), per direction between 07:00 – 10:00 on an average weekday.

- Bushey Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Milton Keynes.

Walking & Cycling Provision

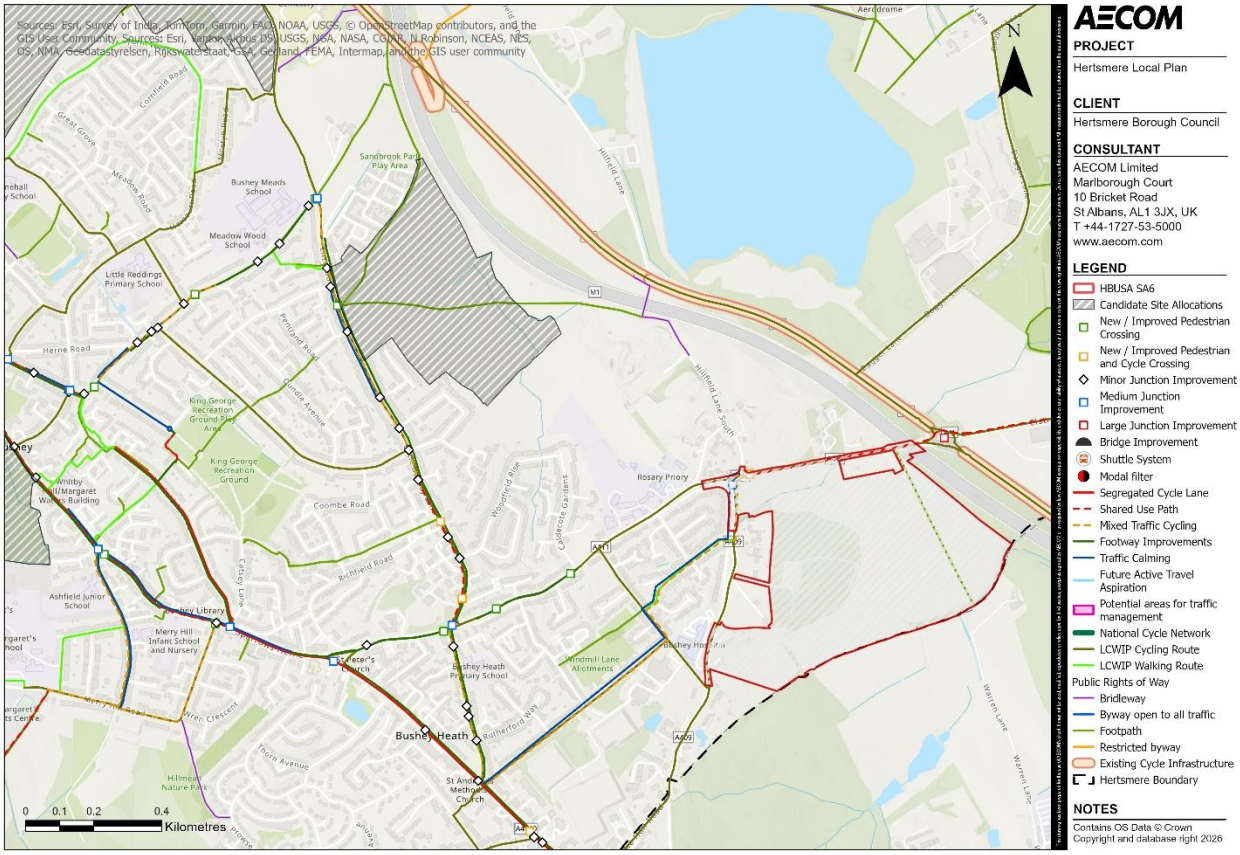


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There is an existing Public Right of Way through the eastern area of the site, from Elstree Road (in the north) leading south to Warren Road.
- Pedestrian facilities in the vicinity of the site are limited. While there are pavements on Elstree Road and Heathbourne Road connecting to nearby Bushey Heath, they are narrow and there are few crossing points.
- There are very few pedestrian facilities to the south and east of the site.
- The Hertsmere LCWIP Cycling Network runs on Elstree Road bordering the site, connecting it to other parts of Bushey and the surrounding areas.

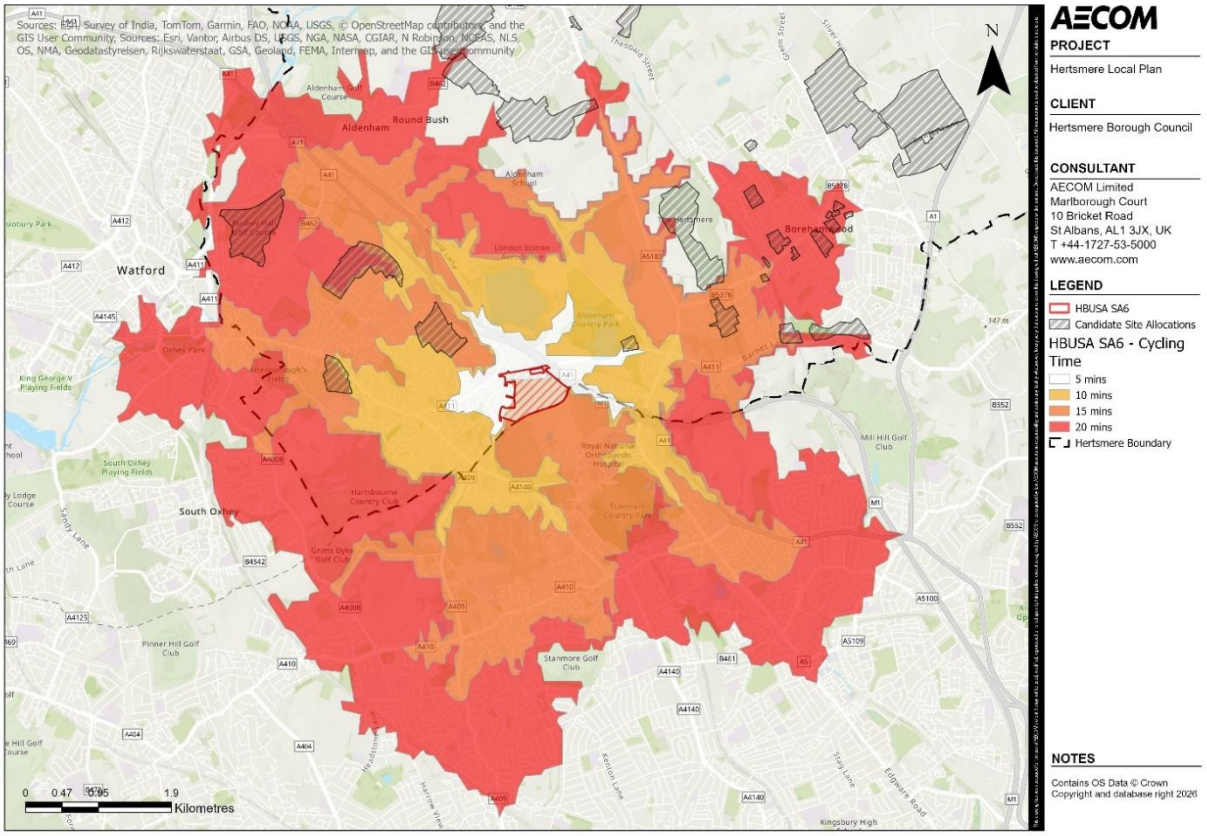


Figure 6: Cycling time from centre point of HBUSA SA6

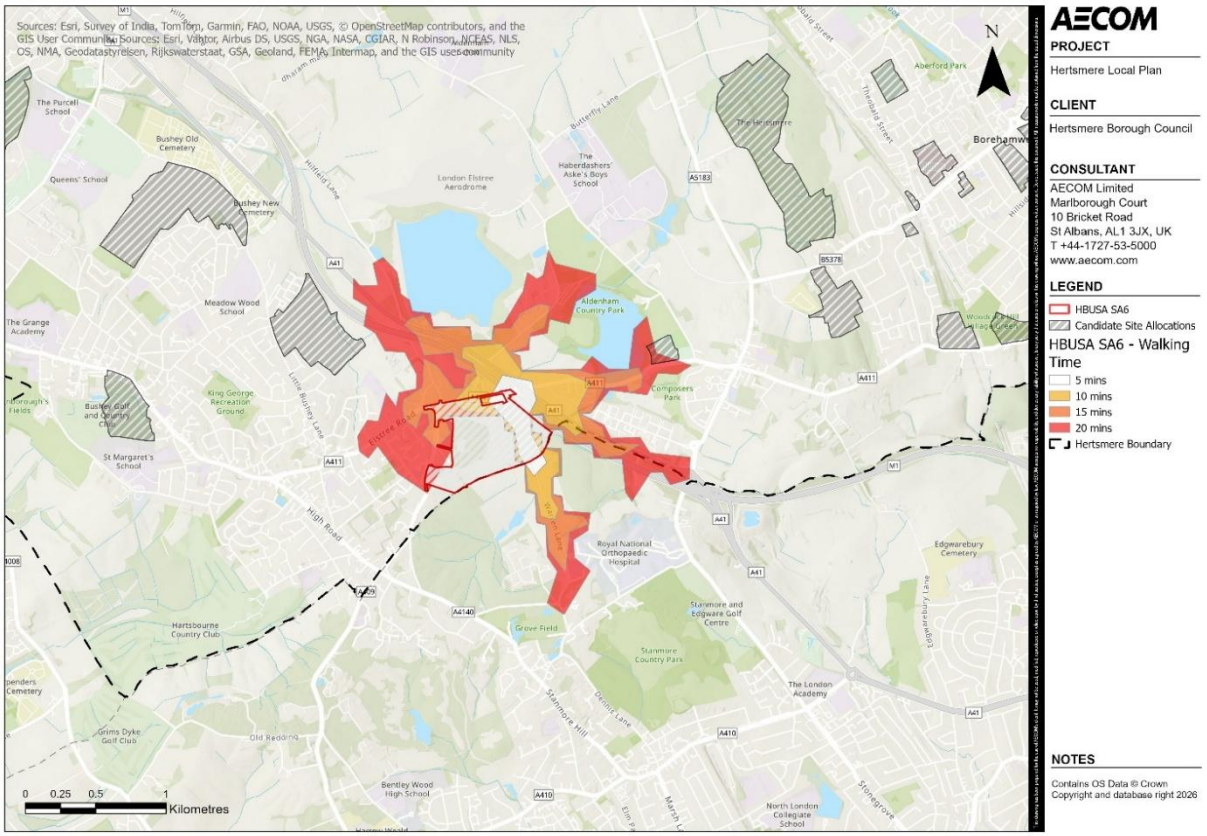


Figure 7: Walking time from centre point of HBUSA SA6

- Most central areas of Stanmore and Borehamwood can be accessed within a 20-minute cycle, and Bushey can be accessed within a 15-minute cycle.

- Aldenham Country Park and eastern areas of Bushey Heath are within a 20-minute walk of the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	709	4.914	6388
Cyclists	0.026	34	0.179	233
Pedestrians	0.316	411	1.892	2460
Public Transport Users	0.084	109	0.483	628

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1300 dwellings, the development is expected to generate approximately 709 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 6388 vehicle trips, 233 cycle trips, 2460 pedestrian trips and 628 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

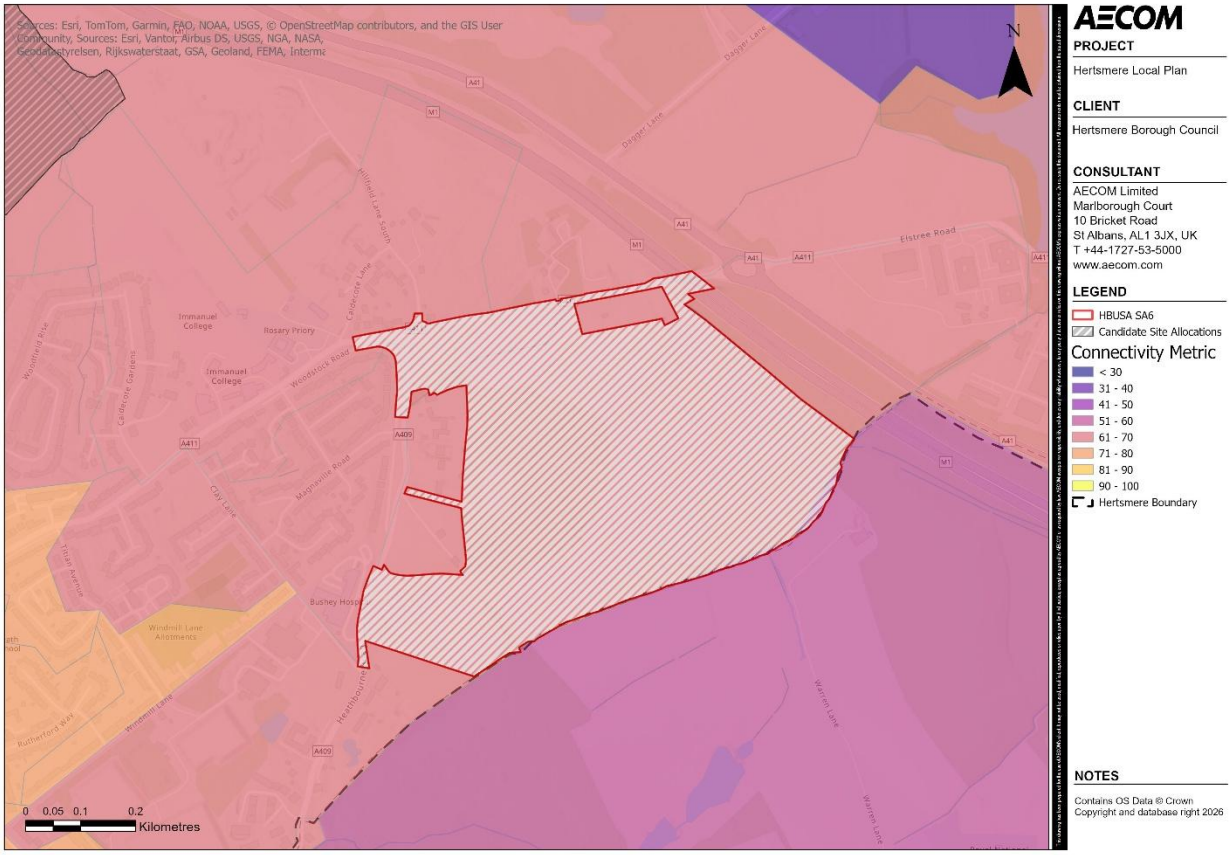
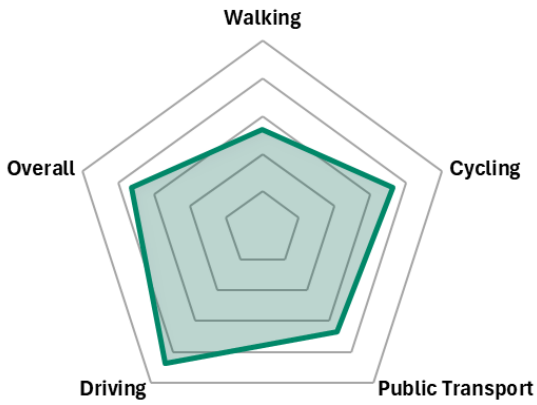


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as GP surgeries and secondary schools, are further away; this may cause dependence on cars. There are bus services near to the site providing connections to neighbouring towns, although these could benefit from increased diversity and frequency. While there are a few existing Public Rights of Way in the vicinity of the site, pedestrian facilities are generally limited, with infrastructure improvements necessary to ensure safe connections with neighbouring Bushey.

- Overall, the site allocation area falls within the 61st–70th percentiles for connectivity across most modes.



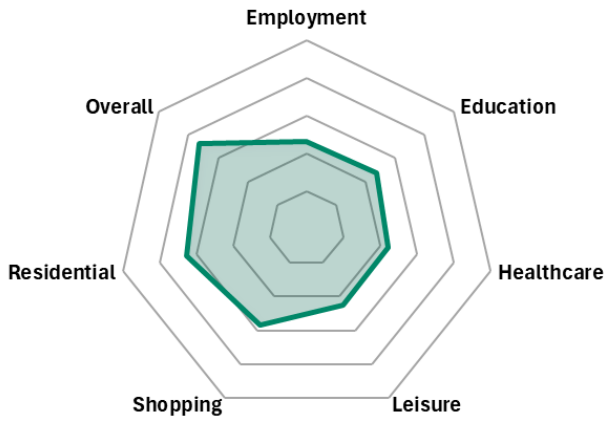


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to healthcare and leisure by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HBUSA SA7	**Site Address:** Former Bushey Golf Course (Bushey Country Club)
Typology: Urban Extension	**Proposed Number of Dwelling:** 286
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained hedgerows and woodland).	**Site Area (Hectares):** 12.42Ha

Site Location

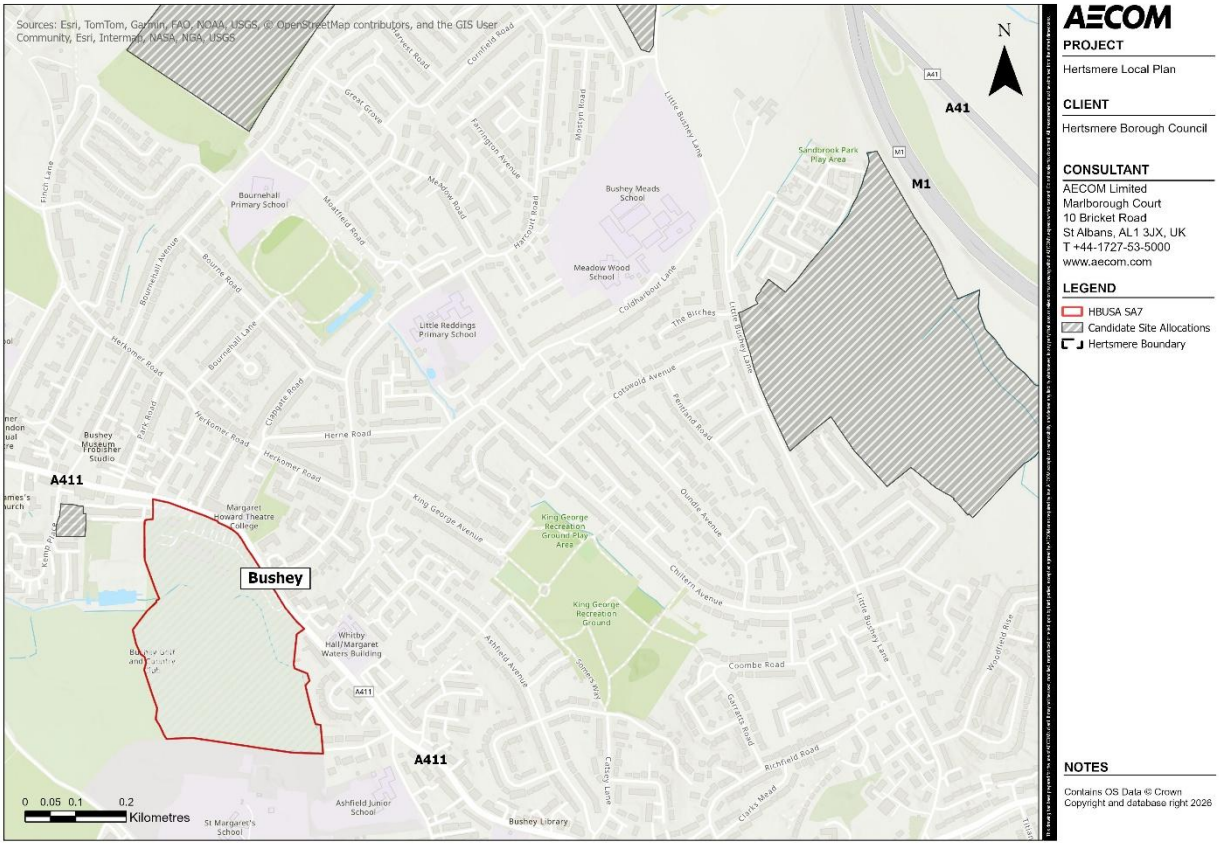


Figure 1: Former Bushey Golf Course, Bushey site location

- The site is located in Bushey, north of St Margaret's School and east of Attenborough Fields.
- The site lies 115m east of the Regulation 18 site 'Car Park, Kemp Place (HBUSA SA1)'.
- There are no additional Regulation 18 sites in the immediate vicinity.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	6.62
Potters Bar – high street	13.97
Bushey	0.16
Radlett	5.55
St Albans	12.38
Watford	2.87
Hemel Hempstead	14.58
Hatfield	16.45
Stanmore Underground Station	4.74
High Barnet Underground Station	11.66

- There are various key settlements within 10km of the site including Bushey (0.16km), Watford (2.87km), and Radlett (5.55km).

- Stanmore Underground Station is located less than 5km away from the site, presenting opportunity to access frequent rail services into central London. Stanmore is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

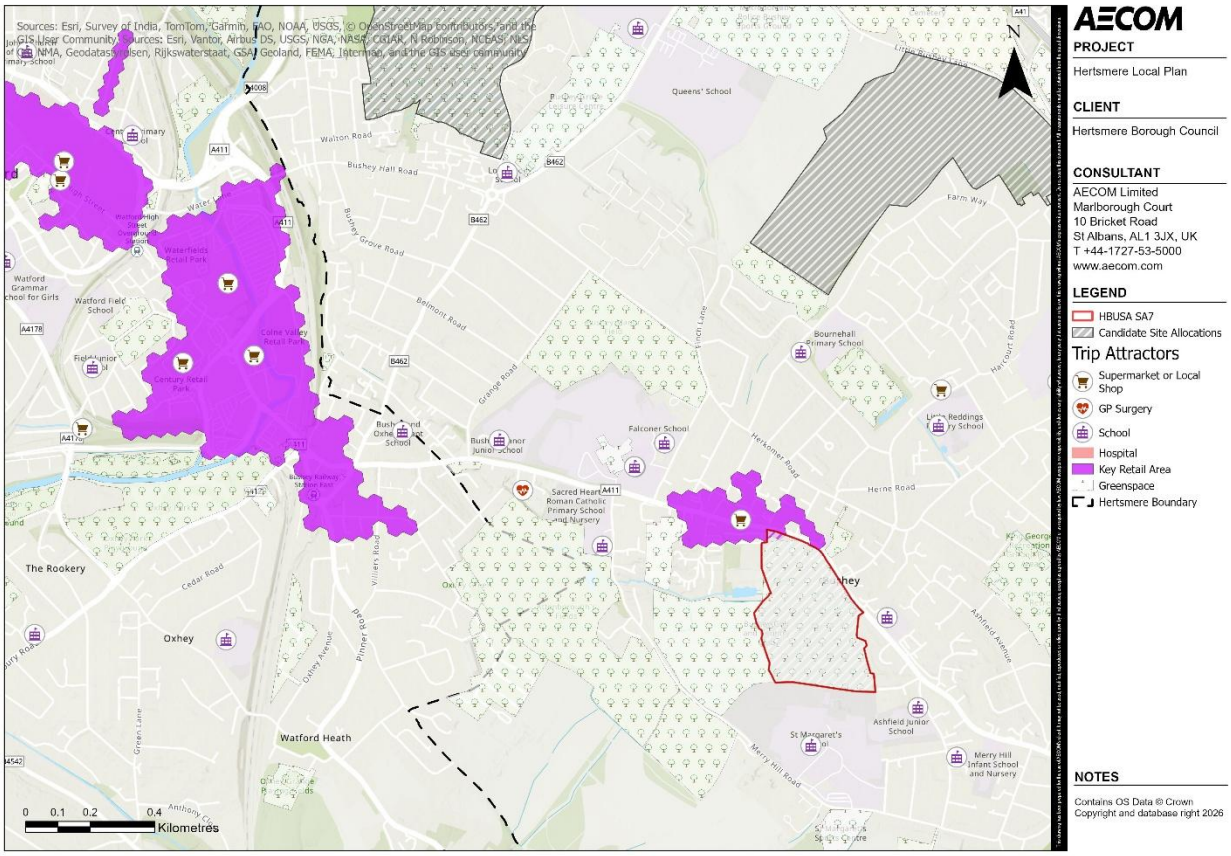


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Bushey Hospital	39 minutes	2.7 km	13 minutes	2.7 km
GP	Attenborough Surgery	14 minutes	1.1 km	3 minutes	1.1 km
Supermarket	Spar - Bushey	5 minutes	0.4 km	1 minute	0.4 km
Primary School	Ashfield Junior School	7 minutes	0.45 km	3 minutes	0.45 km
Secondary School	Bushey Meads School	14 minutes	1 km	4 minutes	1.1 km

- Some key services are in Bushey, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals, are not within walking distance. Accessing these services by cycle takes 13 minutes.

Highway Network

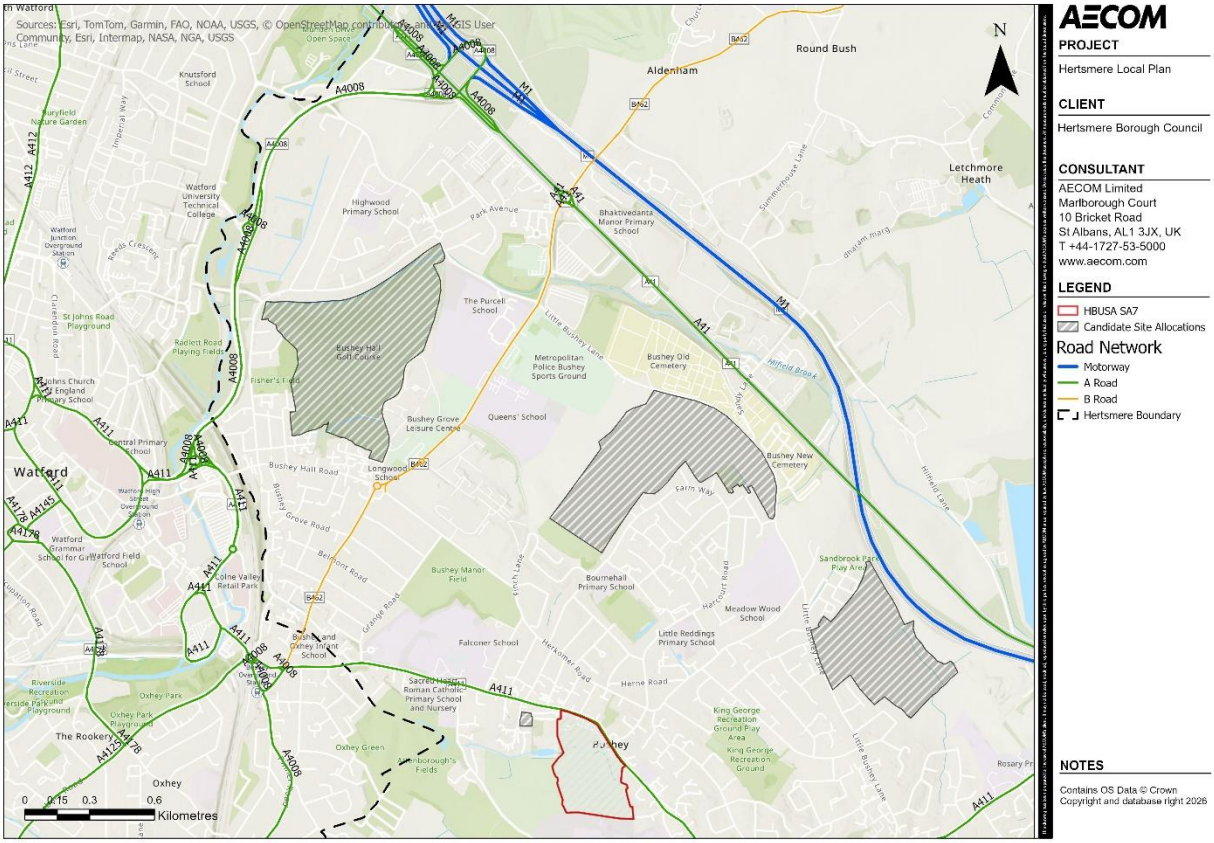


Figure 3: Map of the surrounding road network

- The northern boundary of the site is defined by the A411 High Street, which provides a key westward route into Watford and an eastward route towards Bushey Heath.

- The road network immediately south of the site is limited due to the presence of St Margaret's School and Sports Centre.

- M1 Junction 5 is located approximately 3km north of the site boundary, facilitating strategic north-south movements as part of the strategic road network.

Public Transport Provision

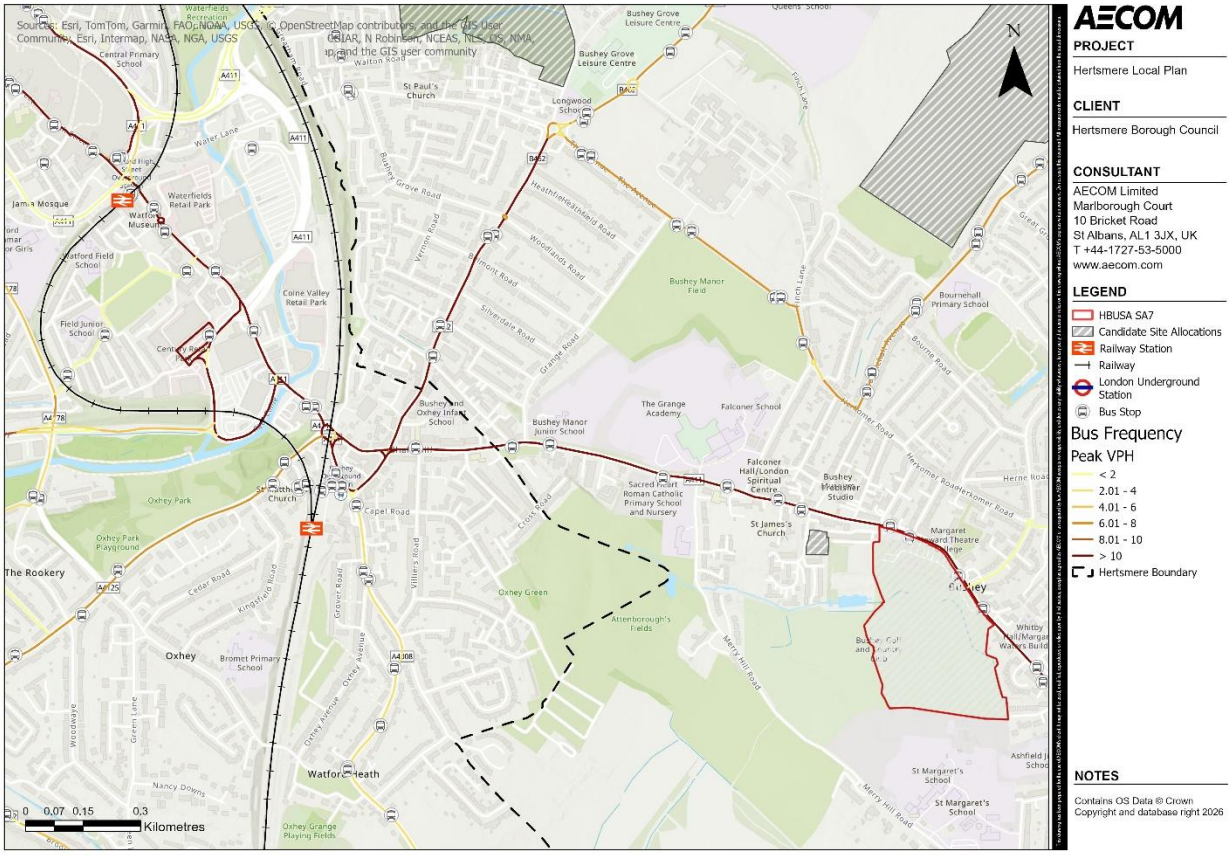


Figure 4: Map of nearby bus stops and railway stations

- There are twelve bus stops within 500m of the site, serving a range of local destinations.
- The 306 service runs between Watford and Borehamwood and can be accessed on Bournehall Avenue to the north of the site. The service runs at just over one vehicle per hour (VPH) in each direction between 07:00–10:00 on an average weekday.
- The 142 service runs between Watford Junction and Brent Cross and can be accessed on the A411 High Street to the east of the site. The service runs at five VPH in each direction between 07:00–10:00 on an average weekday.
- The 258 service runs between Watford Junction and South Harrow and can be accessed on the A411 High Street to the east of the site. The service runs at four VPH in each direction between 07:00–10:00 on an average weekday.
- There are fewer stops accessible to the southwest of the site boundaries.
- Bushey Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Milton Keynes.

Walking & Cycling Provision

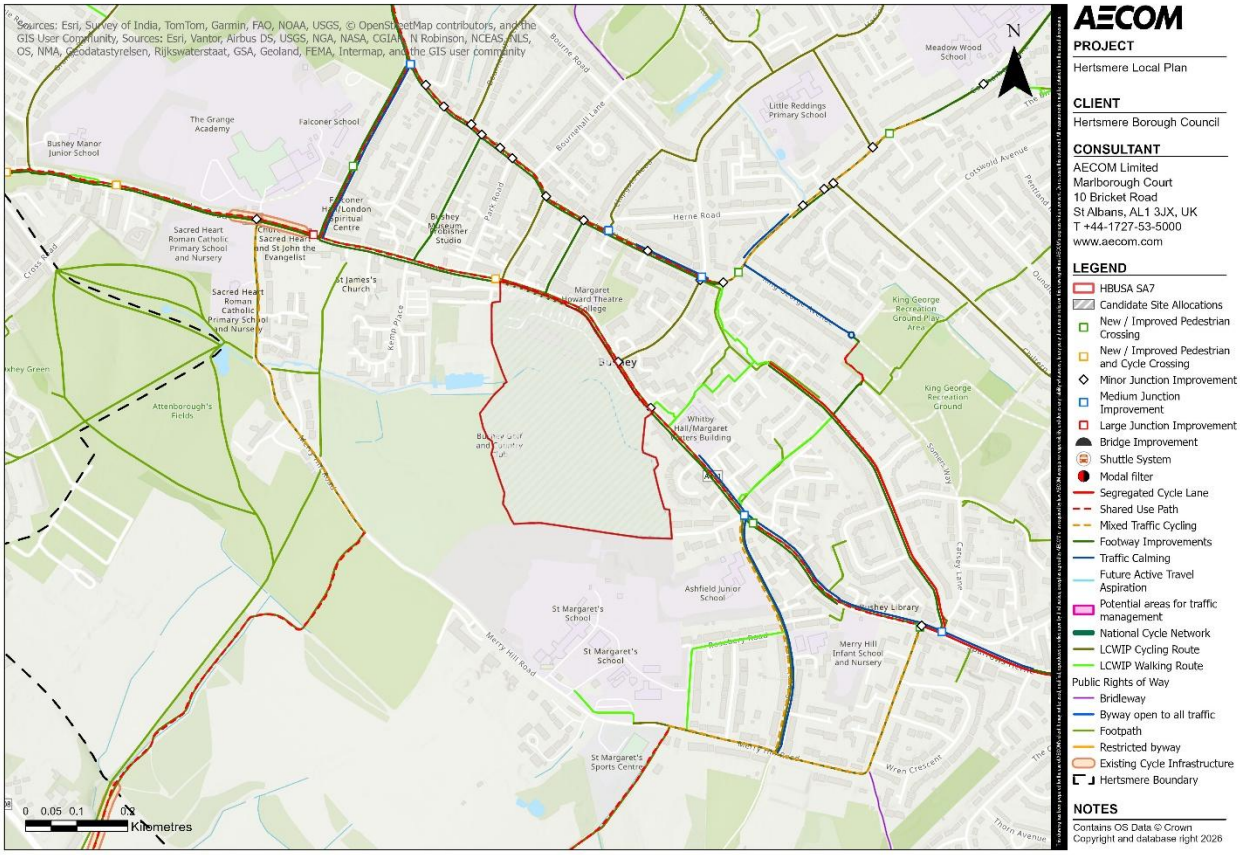


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way running through the site. There are numerous footpaths running through the Merry Hill residential area to the east of the site, connecting to the King George Recreation Ground.

- While pedestrian infrastructure in neighbouring Bushey is generally good, there are limited pedestrian facilities to the southwest of the site. Merry Hill Road, for example, has no pavement for much of its length.

- The Hertsmere LCWIP Cycling Network runs on High Street bordering the site, connecting it to other parts of Bushey and the surrounding areas.

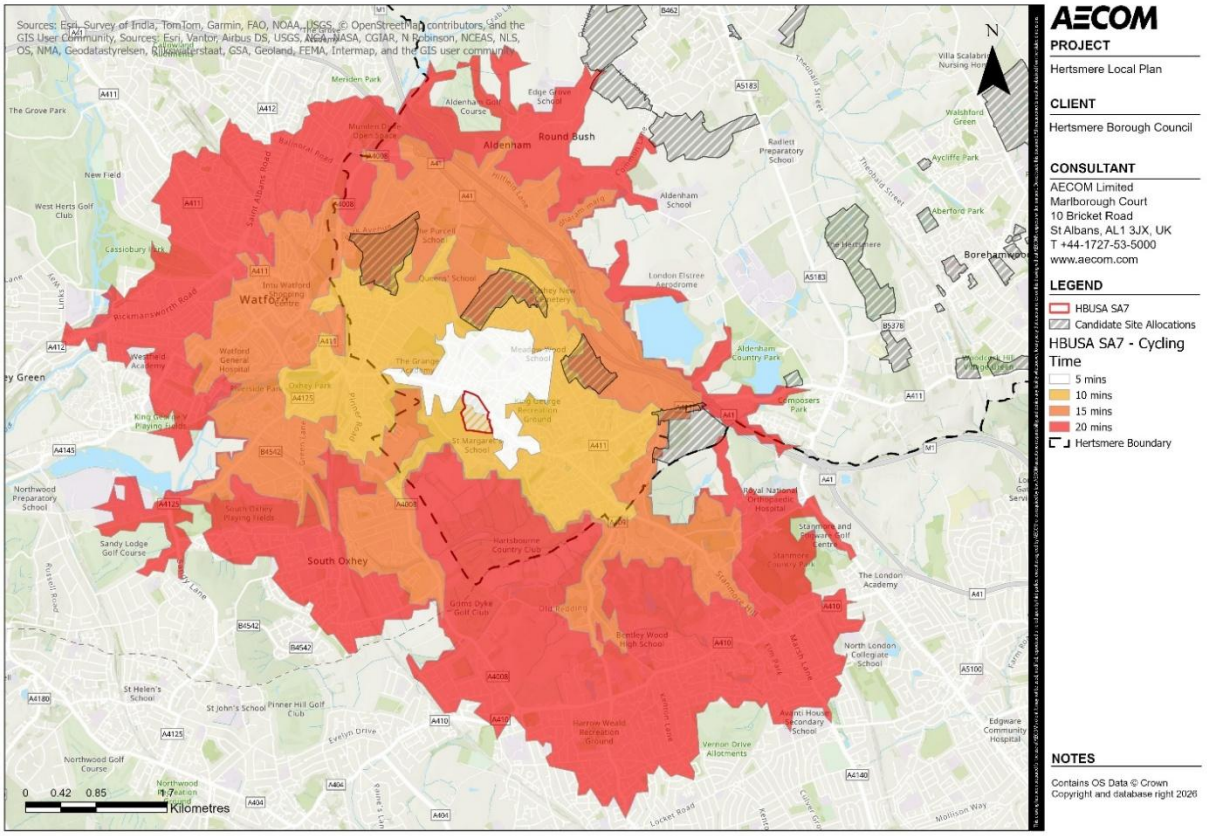


Figure 6: Cycling time from centre point of HBUSA SA7

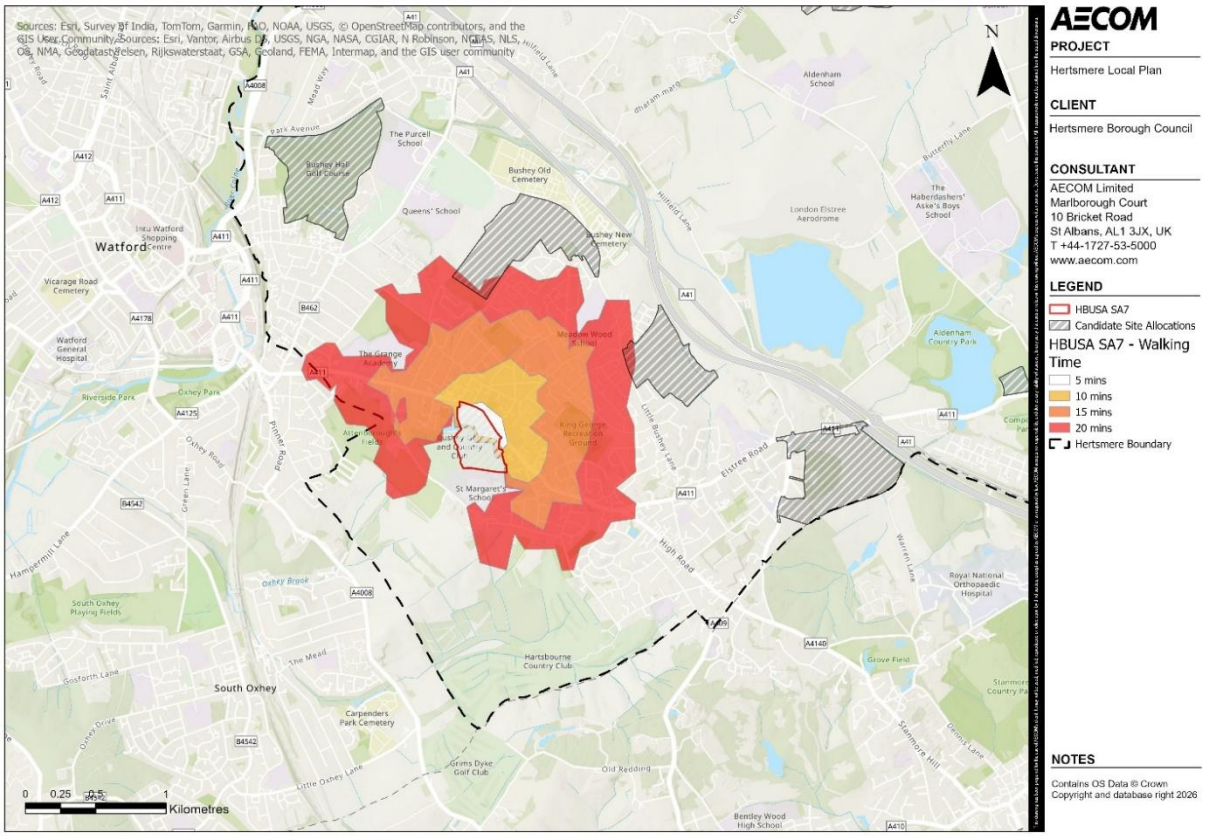


Figure 7: Walking time from centre point of HBUSA SA7

- Most central areas of Watford can be accessed within a 15-minute cycle.
- Most areas of Bushey can be accessed within a 20-minute walk or a 10-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	156	4.914	1405
Cyclists	0.026	7	0.179	51
Pedestrians	0.316	90	1.892	541
Public Transport Users	0.084	24	0.483	138

- Based on standard trip-rate assumptions for a C3 residential use and a total of 286 dwellings, the development is expected to generate approximately 156 vehicle trips during a typical AM peak hour (08:00–09:00).
- Across an entire day, the development is expected to generate approximately 1405 vehicle trips, 51 cycle trips, 541 pedestrian trips and 138 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

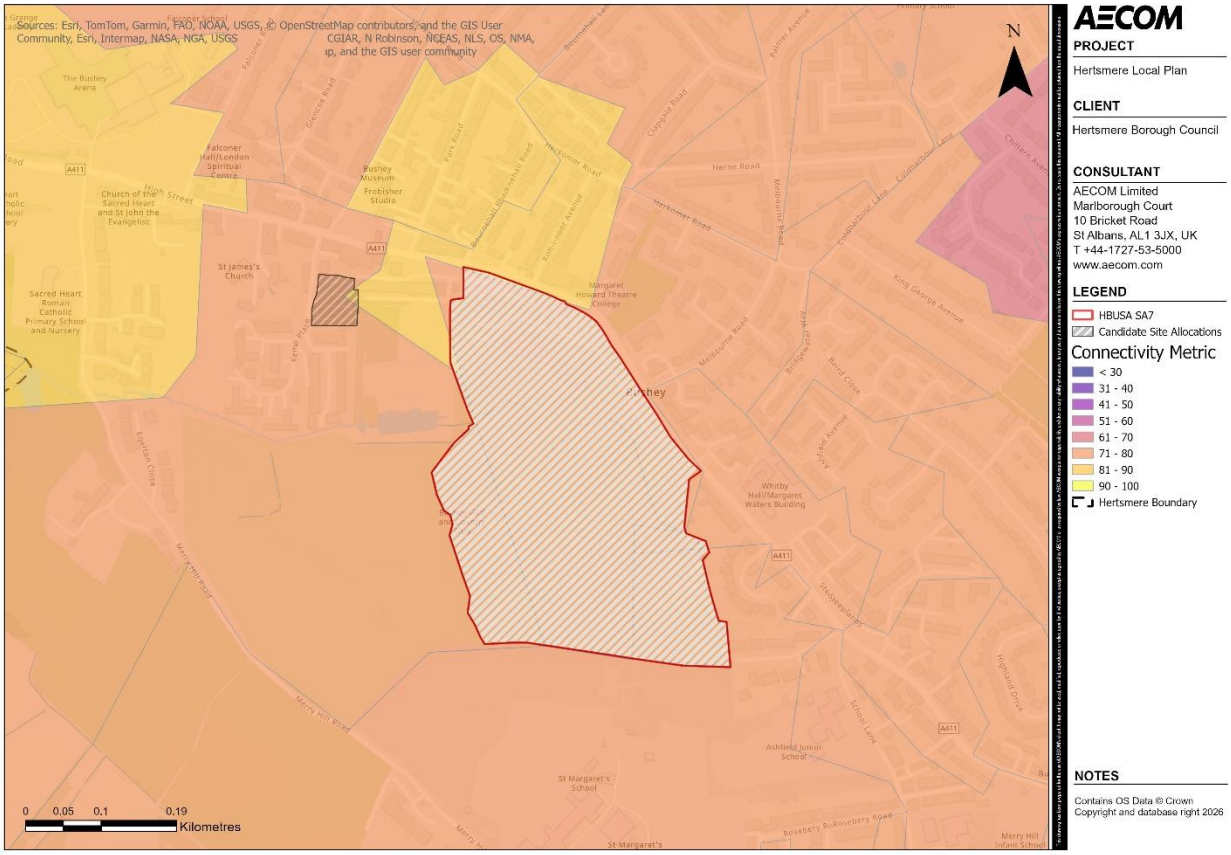


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals, are further away; this may cause dependence on cars. There are frequent bus services near to the site providing connections to neighbouring towns. There are a few existing Public Rights of Way in the vicinity of the site, and pedestrian facilities are generally adequate, although areas to the southwest of the site could benefit from infrastructure improvements.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

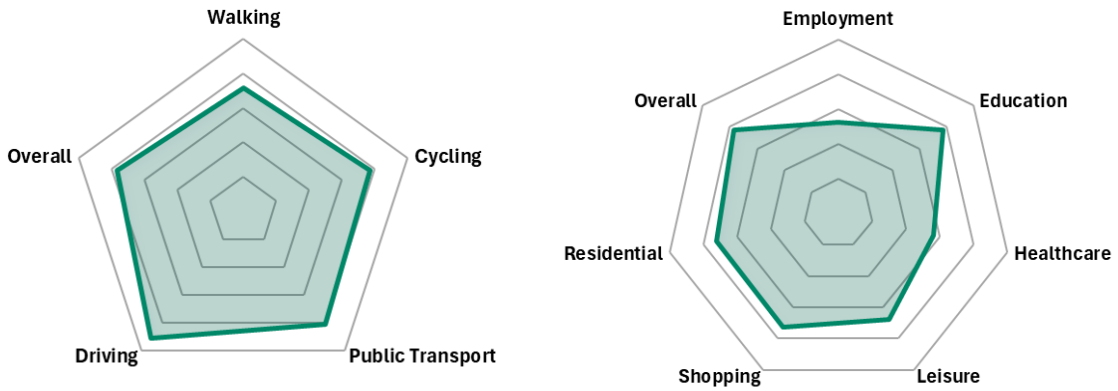


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to education by sustainable modes is higher than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HBUSA SA8	**Site Address:** Bushey Hall Golf Course, Bushey
Typology: Urban Extension	**Proposed Number of Dwellings:** 350
Land Use Type: TBC	**Site Area (Hectares):** 41.71Ha

Site Location

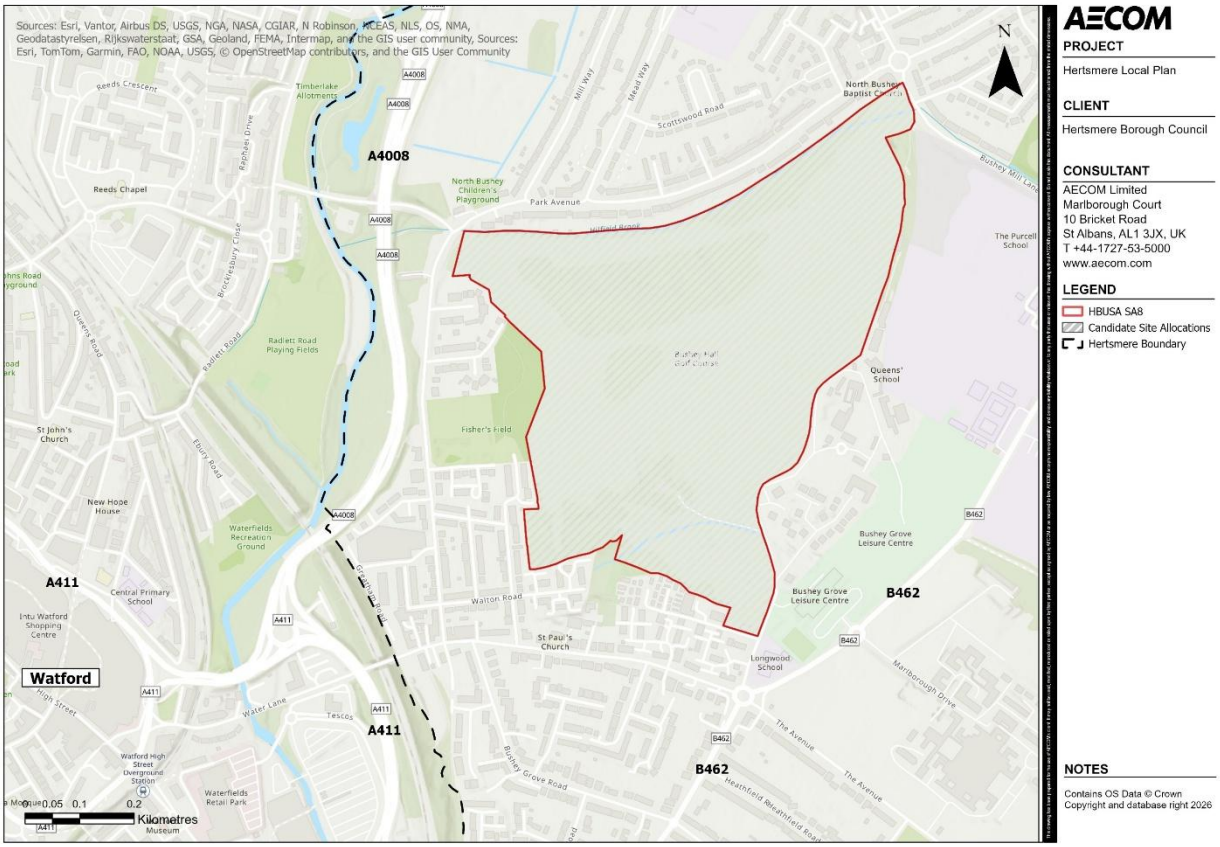


Figure 1: Bushey Hall Golf Course, Bushey site location

- The site is located in Bushey, southwest of Aldenham and east of Watford.
- The western boundary of the site lies 150m away from the Hertsmere local authority district boundary.
- The site lies to the west of the Regulation 18 site 'Land rear of Farm Way (north) (HBUSA SA5)', an urban extension. There are no other sites within the immediate vicinity of the site to the north, south or west.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.4
Potters Bar – high street	14.26
Bushey	2.16
Radlett	4.82
St Albans	10.48
Watford	1.45
Hemel Hempstead	11.92
Hatfield	15.58
Stanmore Underground Station	6.75
High Barnet Underground Station	12.70

- There are various key settlements within 10km of the site including Watford (1.45km), Bushey (2.16km) and Radlett (4.82km).

- Stanmore Underground Station is located less than 10km away from the site, presenting opportunity to access frequent rail services into central London. Stanmore is located to the southeast and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors

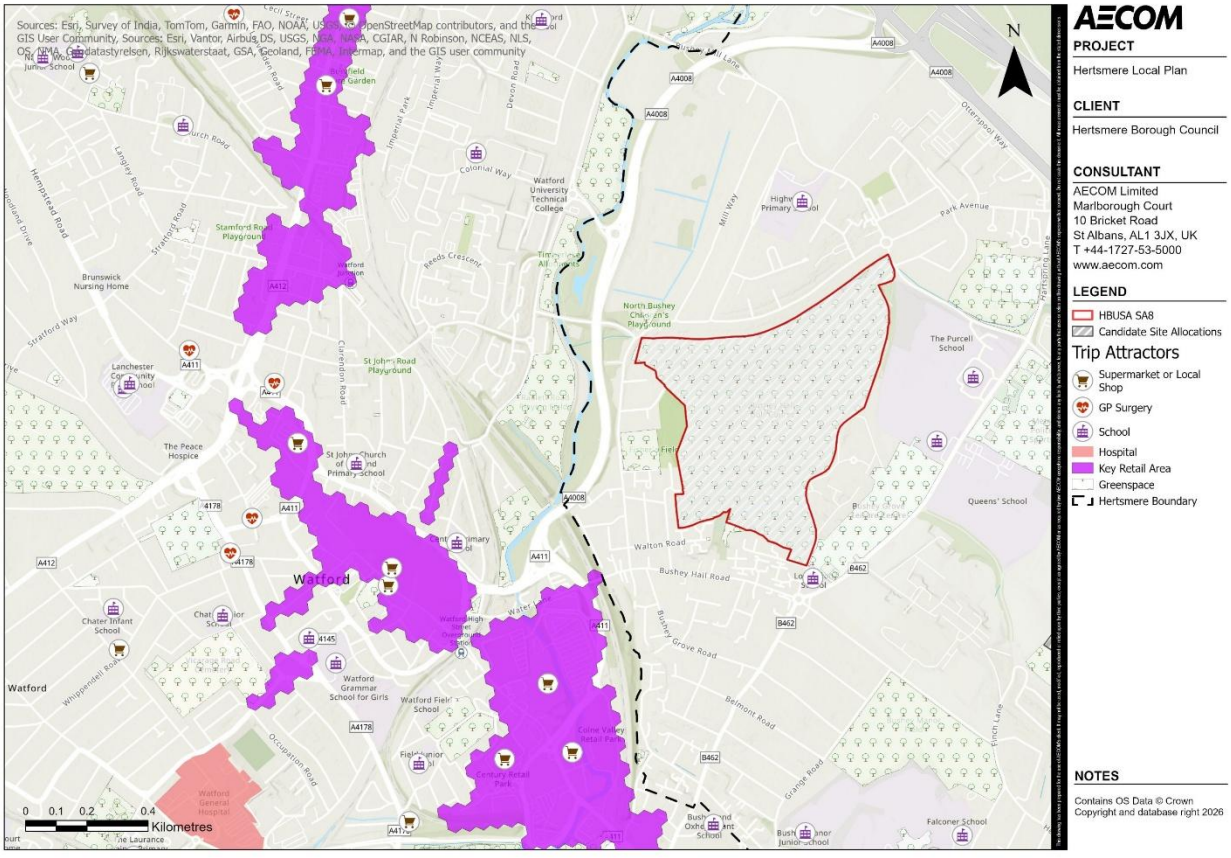


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Watford General Hospital	34 minutes	2.3 km	11 minutes	2.5 km
GP	Cassio Surgery	27 minutes	1.8 km	9 minutes	2.1 km
Supermarket	Tesco Extra	14 minutes	1 km	4 minutes	1 km
Primary School	Highwood Primary School	15 minutes	1.1 km	10 minutes	1.1 km
Secondary School	Queens' School	14 minutes	1 km	4 minutes	1 km

- Some key services are in Bushey, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 11 and 9 minutes, respectively.

Highway Network

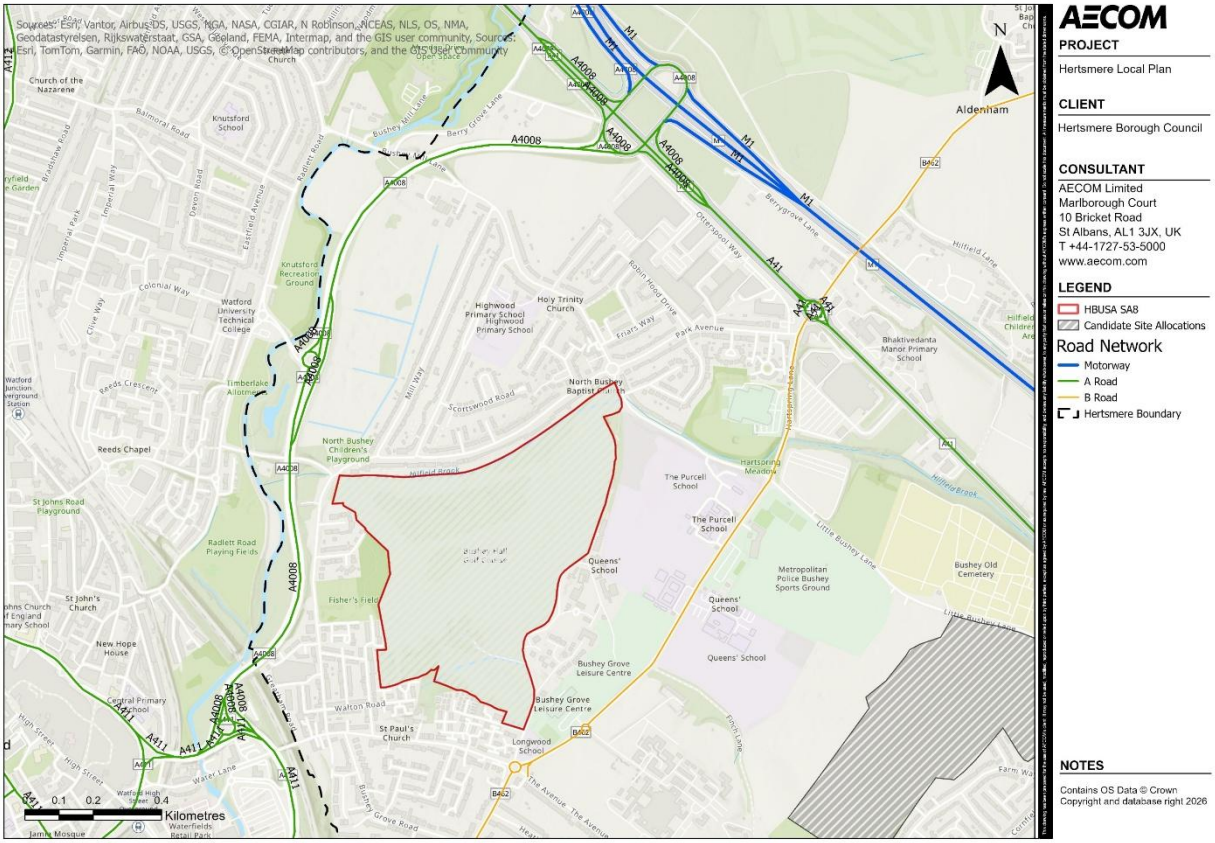


Figure 3: Map of the surrounding road network

- The site is located adjacent to Park Avenue to the north, which provides an eastward connection to the A41 and M1 Junction 5, and a westward connection towards Watford town centre. Similarly, the south of the site is in proximity to the B462 Aldenham Road, which connects south towards Oxhey.

- The M1 provides connection to the M25, the wider Southeast and East Midlands to the north, and the wider strategic road network.

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the South East, the South Coast and East Anglia.

Public Transport Provision

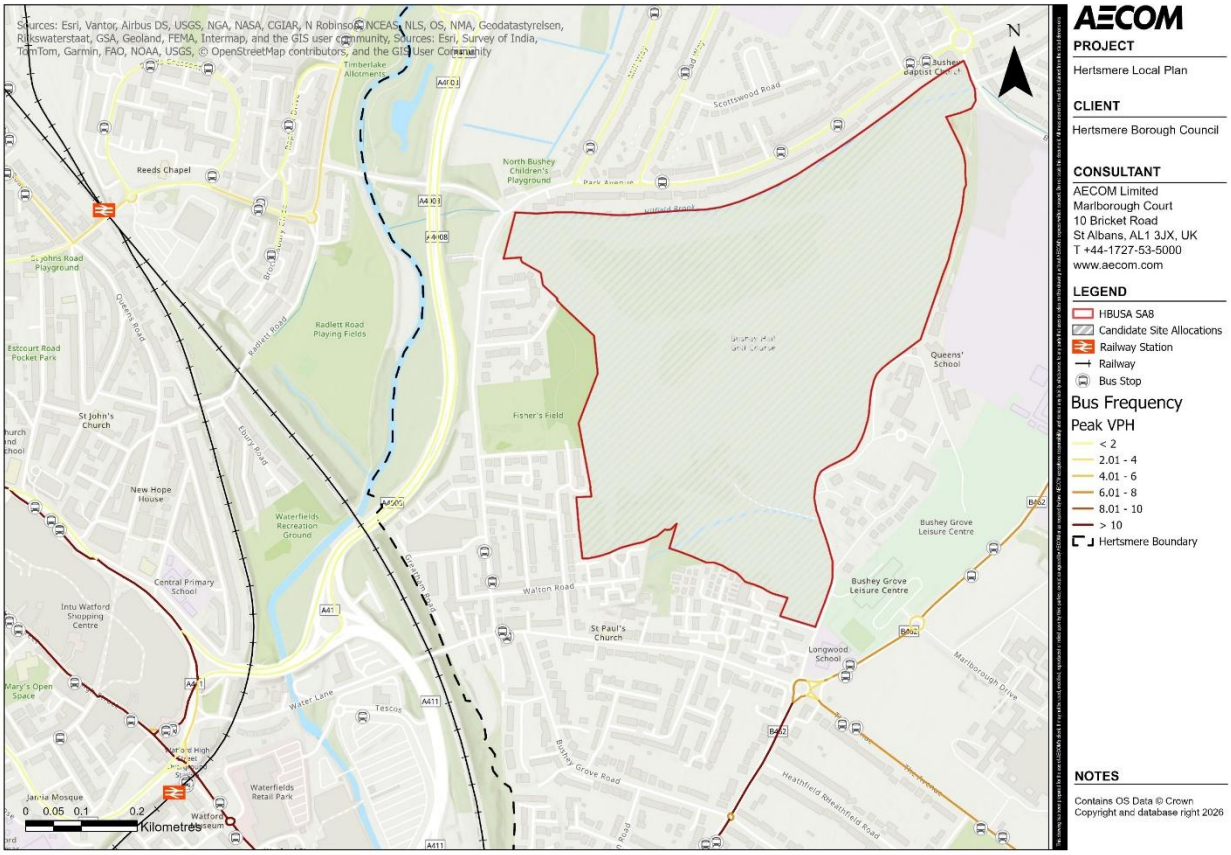


Figure 4: Map of nearby bus stops and railway stations

- There are 24 bus stops within 500m of the site.
- The 306 service runs between Watford and Borehamwood and can be accessed on The Avenue to the south of the site. The service runs at just over one vehicle per hour (VPH) in each direction between 07:00–10:00 on an average weekday.
- The 602 service runs between Watford and Hatfield and can be accessed on Aldenham Road to the east of the site. The service runs at two VPH in each direction between 07:00–10:00 on an average weekday.
- These are also less frequent services to destinations such as Chorleywood, Mount Vernon Hospital, and Meriden.
- Watford Junction Train Station is located to the west of the site. The rail station offers regular Thameslink services to London and Milton Keynes.

Walking & Cycling Provision

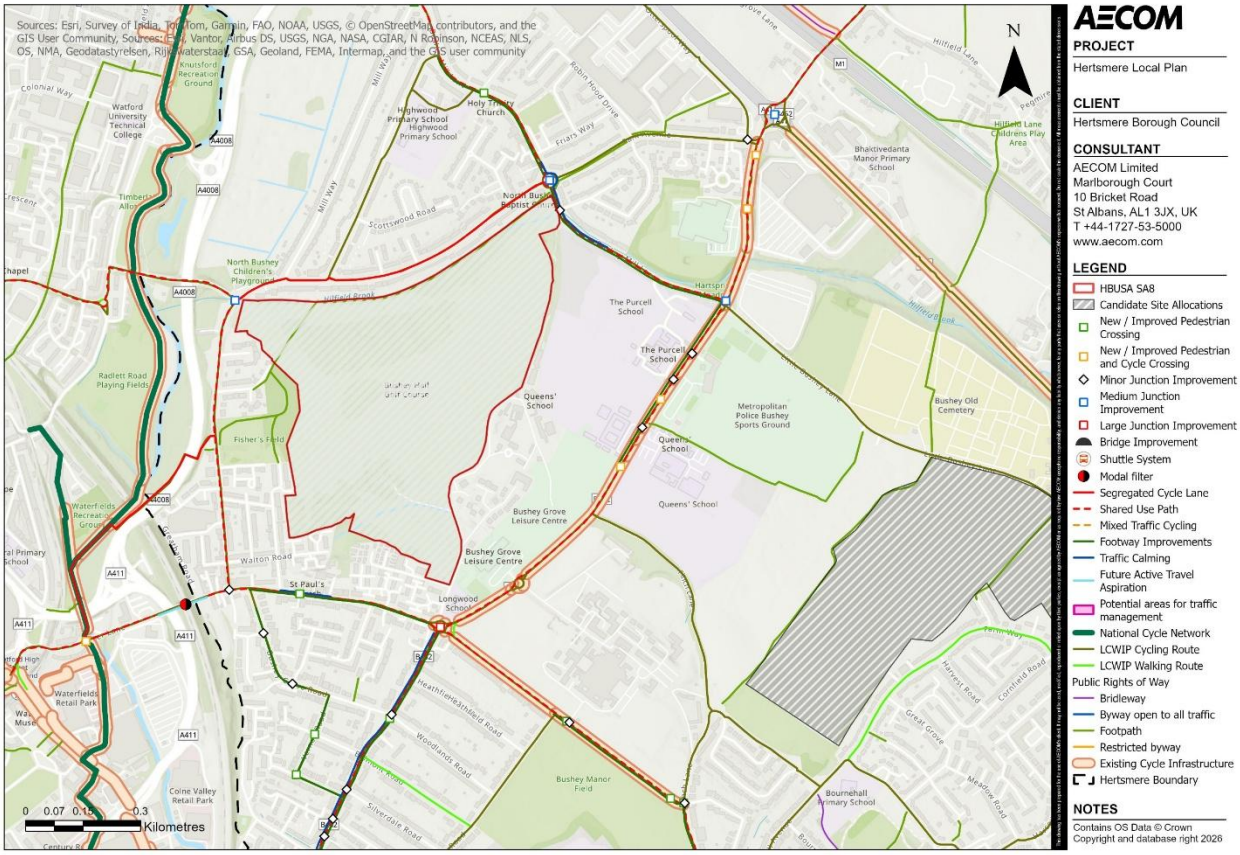


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs through the northern area of the site, from Park Avenue to The Copse. This footpath leads towards Watford to the west.

- There is generally adequate pedestrian infrastructure on the roads surrounding the site, providing connections to Bushey and Watford. Pedestrian facilities on Clouston Avenue could be improved, however.

- The Hertsmere LCWIP Cycling Network runs on Park Avenue bordering the site, connecting it to other parts of Bushey and the surrounding areas.

- NCN Route 6 runs north-south to the east of the site, connecting to Luton to the north and Uxbridge to the south.

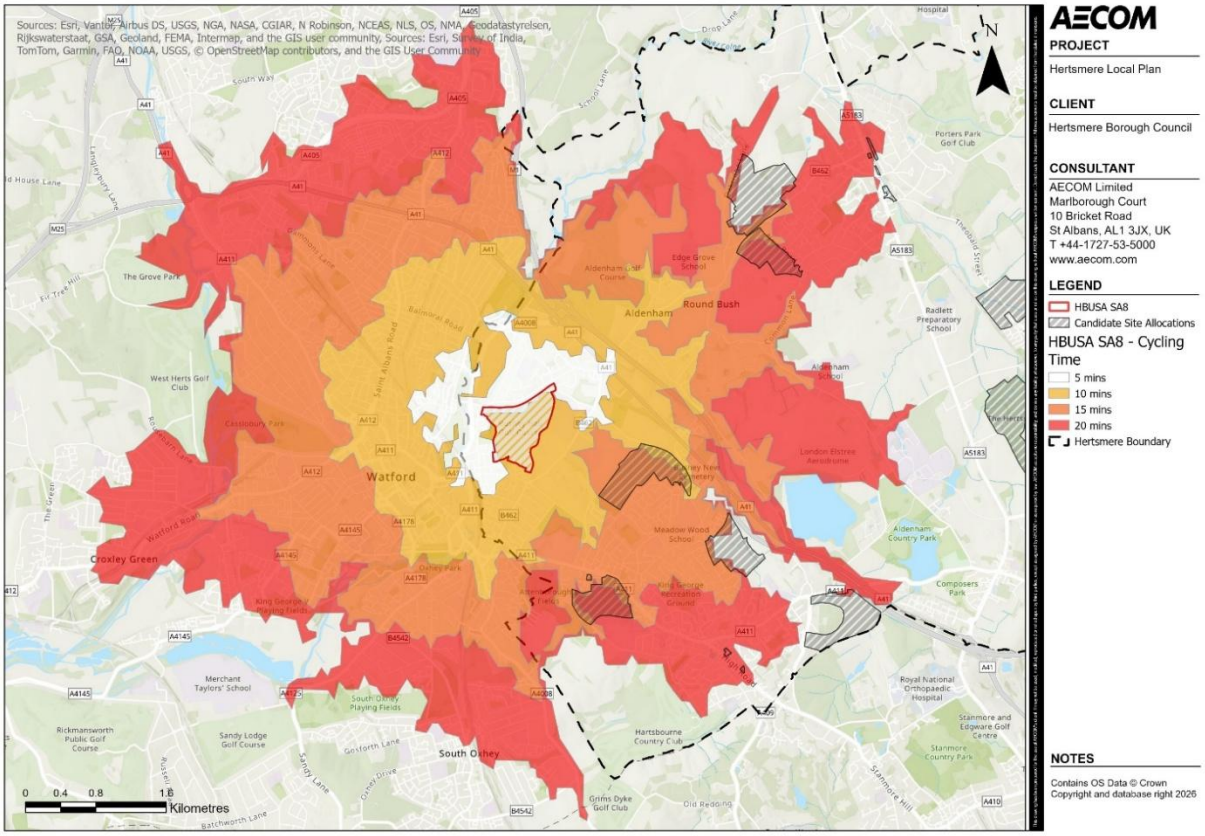


Figure 6: Cycling time from centre point of HBUSA SA8

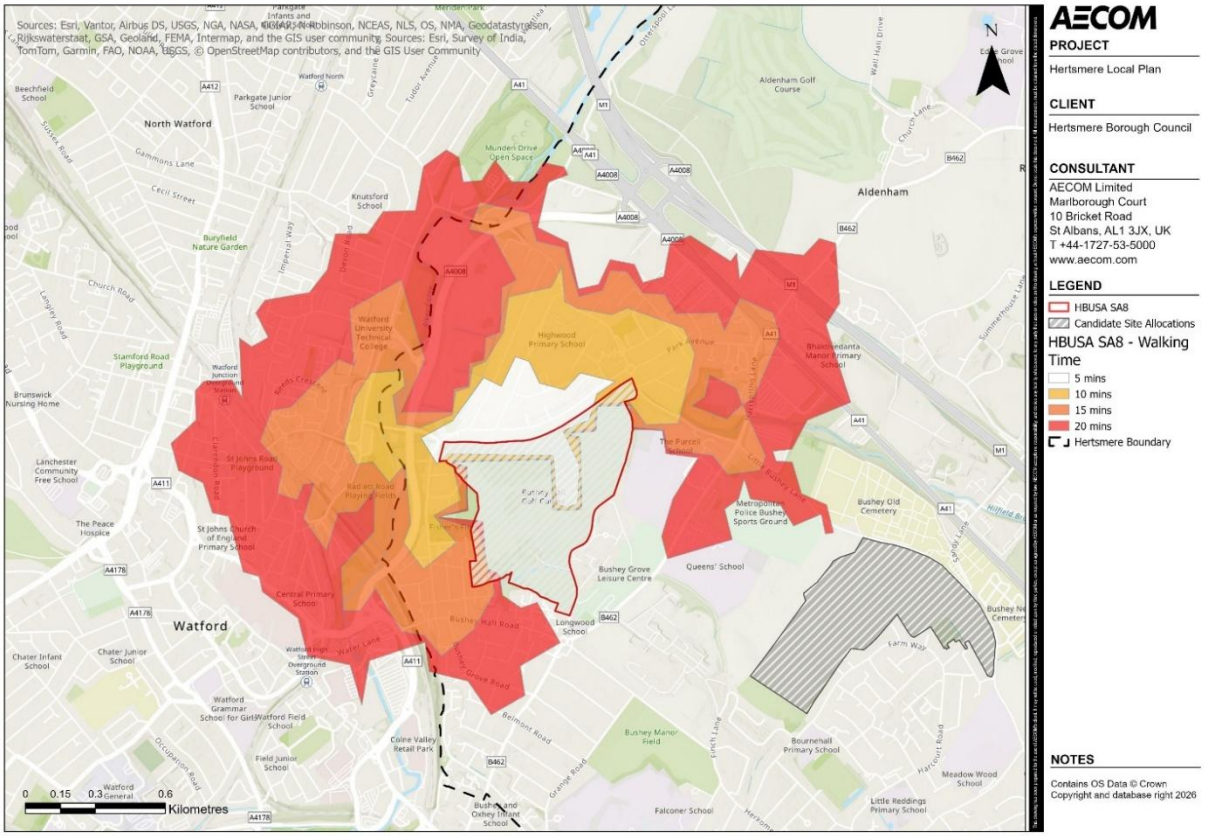


Figure 7: Walking time from centre point of HBUSA SA8

- Most areas of Watford and Bushey can be accessed within a 15-minute cycle.
- Knutsford is accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	191	4.914	1720
Cyclists	0.026	9	0.179	63
Pedestrians	0.316	111	1.892	662
Public Transport Users	0.084	29	0.483	169

- Based on standard trip-rate assumptions for a C3 residential use and a total of 350 dwellings, the development is expected to generate approximately 191 vehicle trips during a typical AM peak hour (08:00–09:00).
- Across an entire day, the development is expected to generate approximately 1720 vehicle trips, 63 cycle trips, 662 pedestrian trips and 169 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

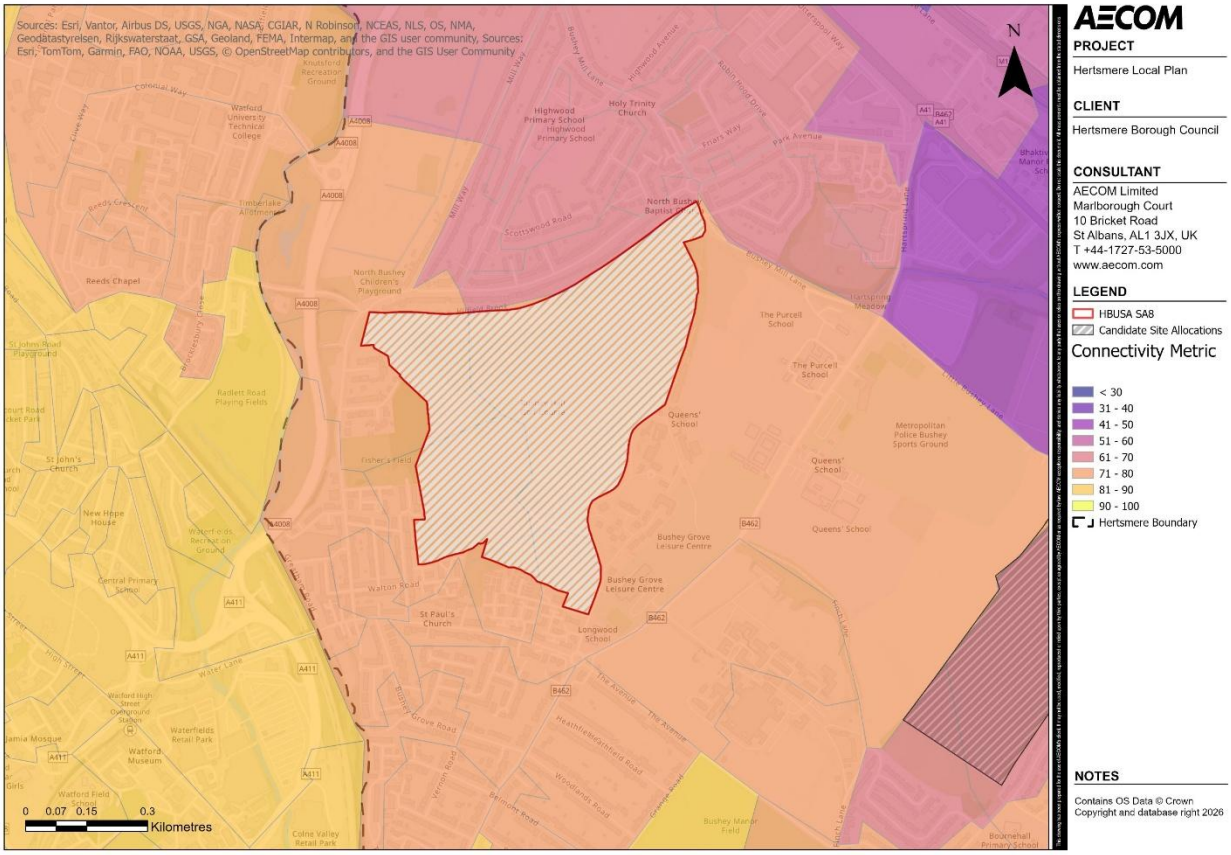


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals and GP surgeries, are further away; this may cause dependence on cars. There are bus services near to the site providing connections to neighbouring towns, although these could benefit from

increased frequency. There are numerous existing Public Rights of Way in the immediate vicinity of the site, and pedestrian facilities are generally adequate.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

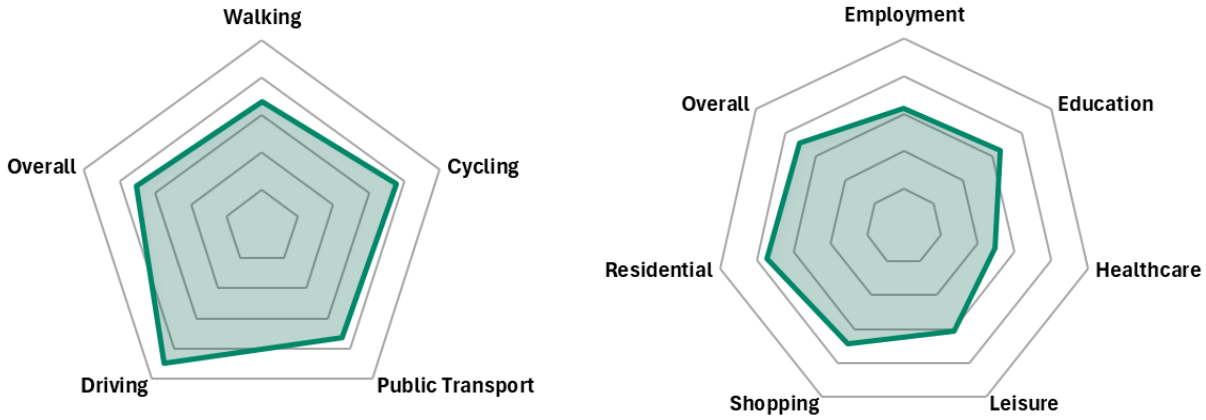


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to residential by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HOS SA1	**Site Address:** Other Sports Facility, Watford Road / Aldenham Road, Elstree
Typology: Urban Extension	**Proposed Number of Dwellings:** 69
Land Use Type: TBC	**Site Area (Hectares):** 3.01Ha

Site Location

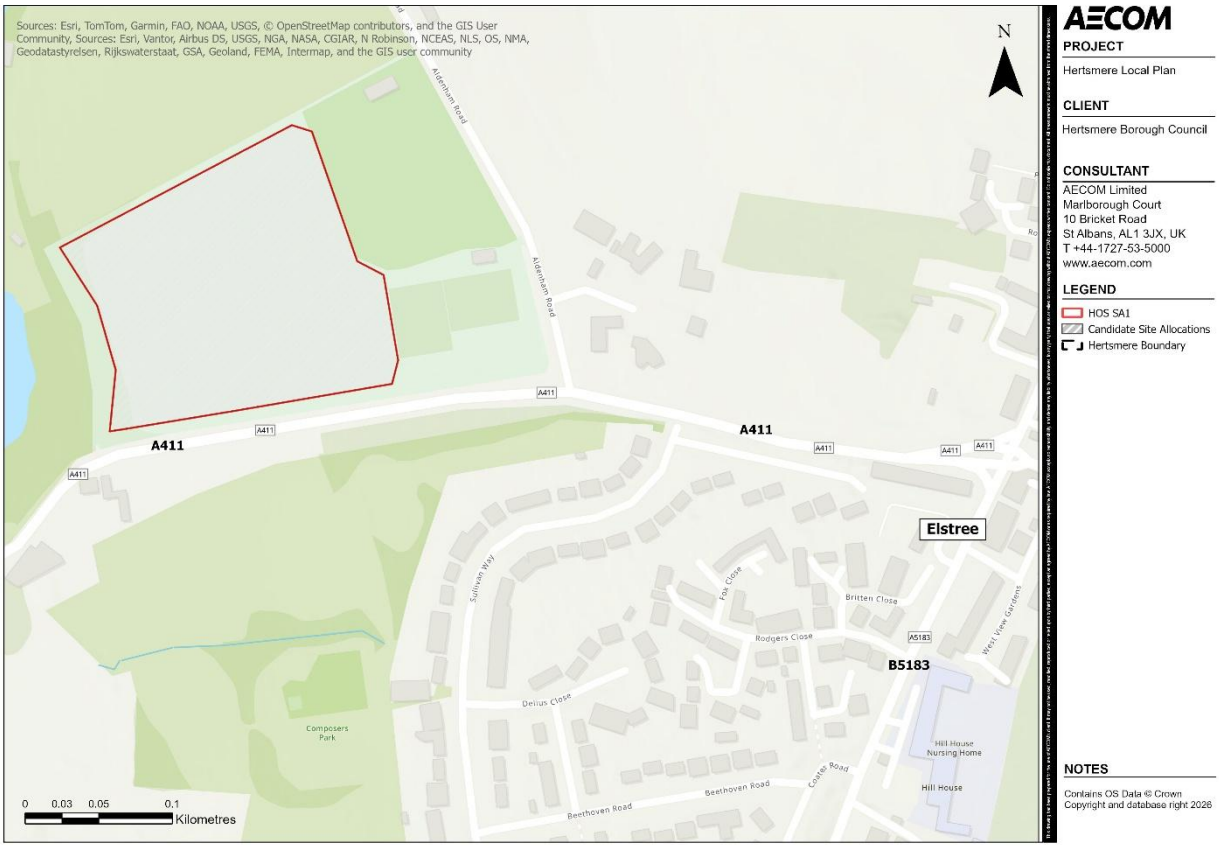


Figure 1: Other Sports Facility, Watford Road / Aldenham Road, Elstree site location

- The site is located in Elstree, south of Aldenham Country Park.
- The site is located 730m from the Hertsmere local authority district boundary.
- Regulation 18 site 'Land at Elstree Road (south), Bushey (HBUSA SA6)' is located to the west of the site and a further two sites are located 1km to the east. All three nearby sites are urban extensions.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	2.96
Potters Bar – high street	10.42

Bushey	3.74
Radlett	4.25
St Albans	12.14
Watford	6.44
Hemel Hempstead	16.66
Hatfield	14.27
Stanmore Underground Station	2.78
High Barnet Underground Station	7.82

- There are various key settlements within 10km of the site including Borehamwood – High Street (2.96km), Bushey (3.74km) and Radlett (4.25km).

- Both Stanmore and High Barnet Underground Stations are located less than 10km away from the site, presenting opportunity for rail travel into central London. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

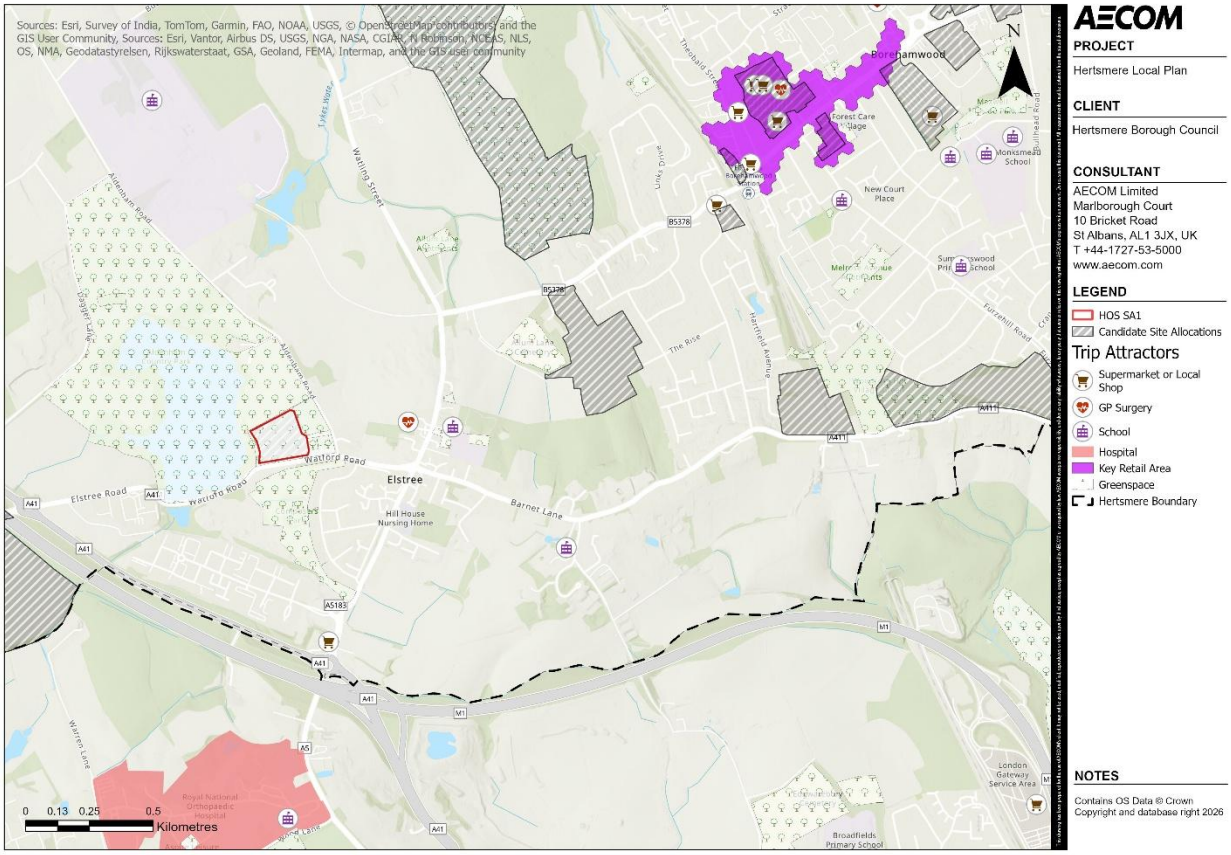


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Bushey Hospital	33 minutes	2.2 km	11 minutes	2.3 km
GP	Schopwick Surgery	12 minutes	0.75 km	4 minutes	0.75 km
Supermarket	Asda Elstree Hill Express Petrol	20 minutes	1.3 km	8 minutes	1.6 km
Primary School	St Nicholas Elstree C Of E School	13 minutes	0.8 km	5 minutes	0.8 km
Secondary School	Yavneh College	52 minutes	3.7 km	16 minutes	3.8 km

- Some key services are in Elstree, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 20-minute walk. It should be noted that the nearest supermarket is part of a petrol station.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 11 and 16 minutes, respectively.

Highway Network

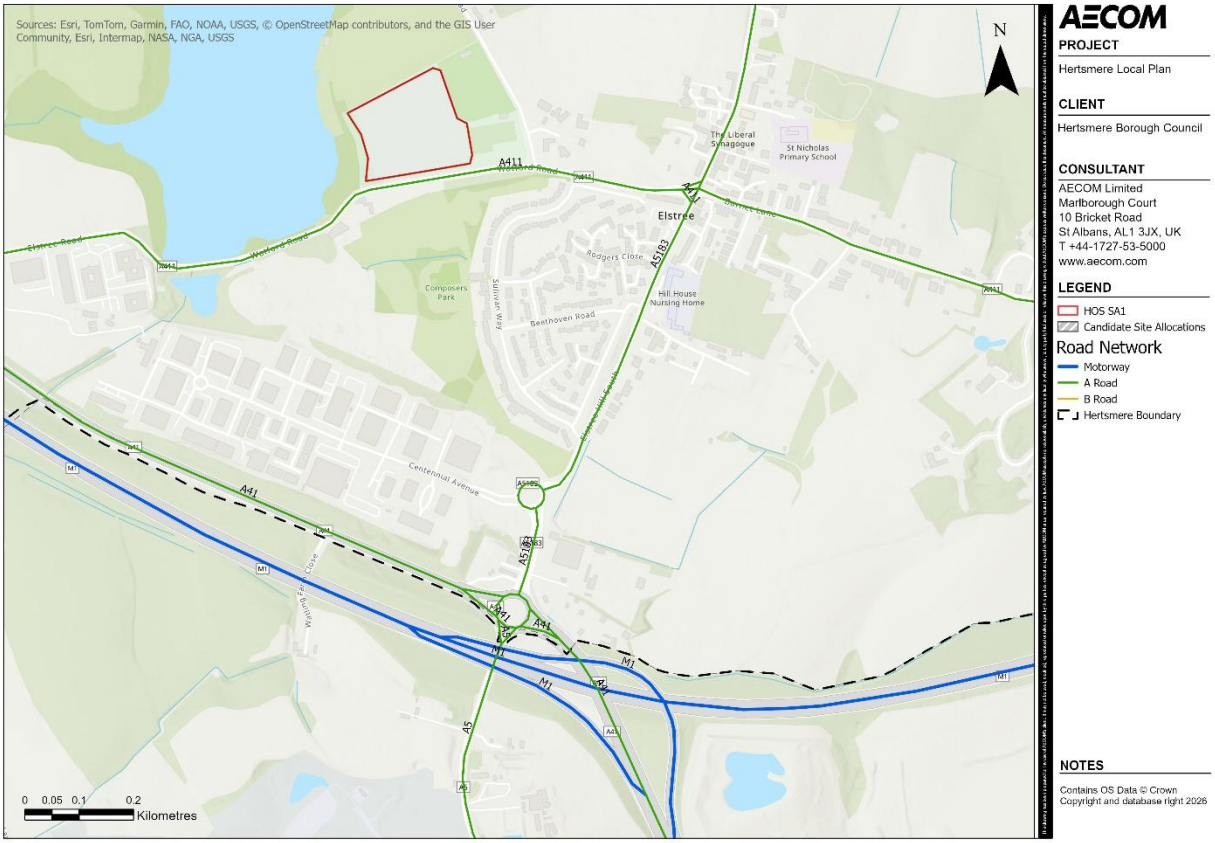


Figure 3: Map of the surrounding road network

- The A411 Watford Road runs immediately to the south of the site and connects to Elstree and the neighbouring towns of Bushey and Borehamwood, as well as M1 Junction 4.

- M1 Junction 4 lies ~800m south of the site, providing strategic connections into London and to the East Midlands and the North. The M1 joins the M25 5km to the northwest, providing access to the wider strategic road network.

Public Transport Provision

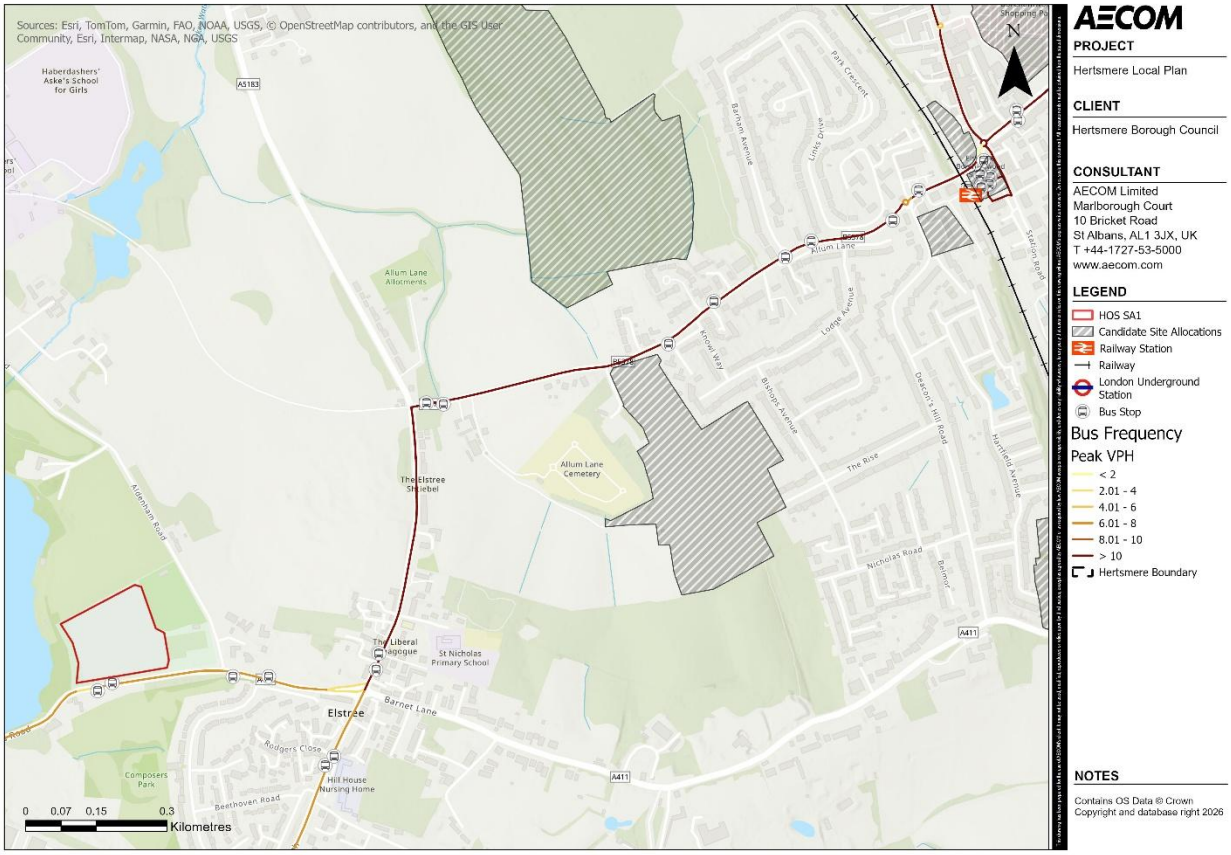


Figure 4: Map of nearby bus stops and railway stations

- There are 12 bus stops within 500m of the site, predominantly on Watford Road and High Street (Elstree).
- The 306 service runs along Watford Road between Borehamwood and Watford, with one vehicle per hour (VPH), per direction between 07:00 – 10:00 on an average weekday.
- The 107 service runs along High Street (Elstree) between Edgware and Barnet, with four VPH per direction between 07:00 – 10:00 on an average weekday.
- The 324 service can be accessed at Centennial Park (Elstree) and runs to Brent Cross, with three VPH per direction between 07:00 – 10:00 on an average weekday.
- Elstree and Borehamwood Train Station is located to the northeast of the site. The rail station offers regular Thameslink services to London and Luton.

Walking & Cycling Provision

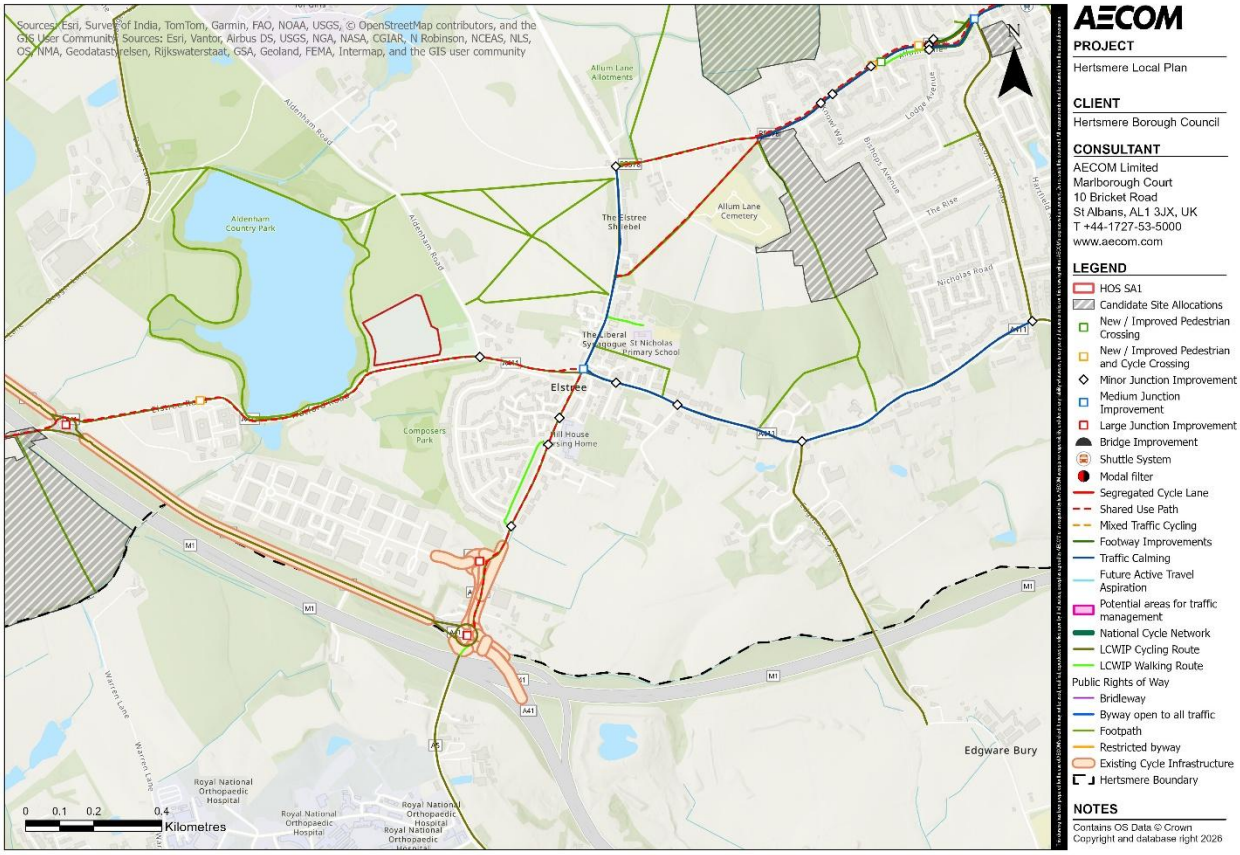


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are existing footpaths in the vicinity of the proposed development, within Aldenham Country Park. These footpaths connect to others leading to the north of Elstree, although it should be noted that these are unpaved.

- Pedestrian facilities on Watford Road (bordering the site) are narrow and have limited crossing points.

- The Hertsmere LCWIP Cycling Network runs on Watford Road bordering the site, connecting it to other parts of Elstree and the surrounding areas.

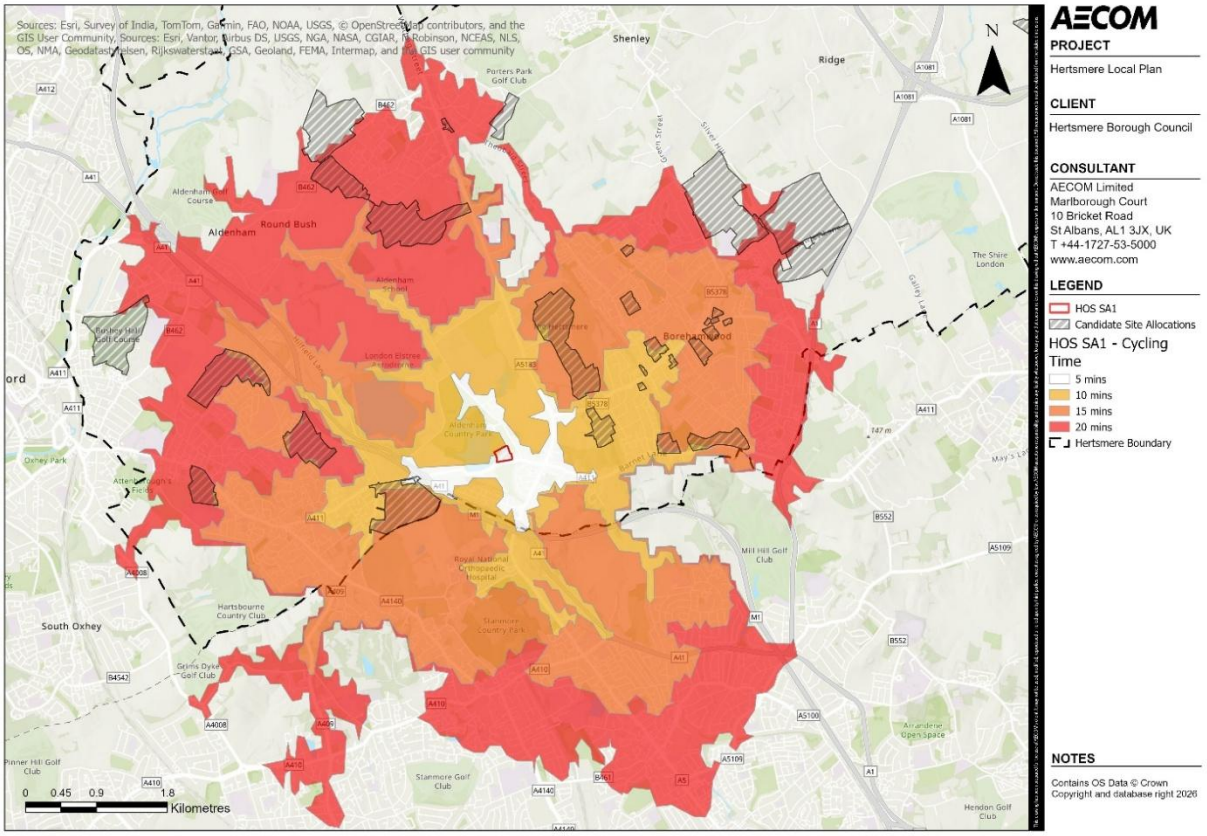


Figure 6: Cycling time from centre point of HOS SA1

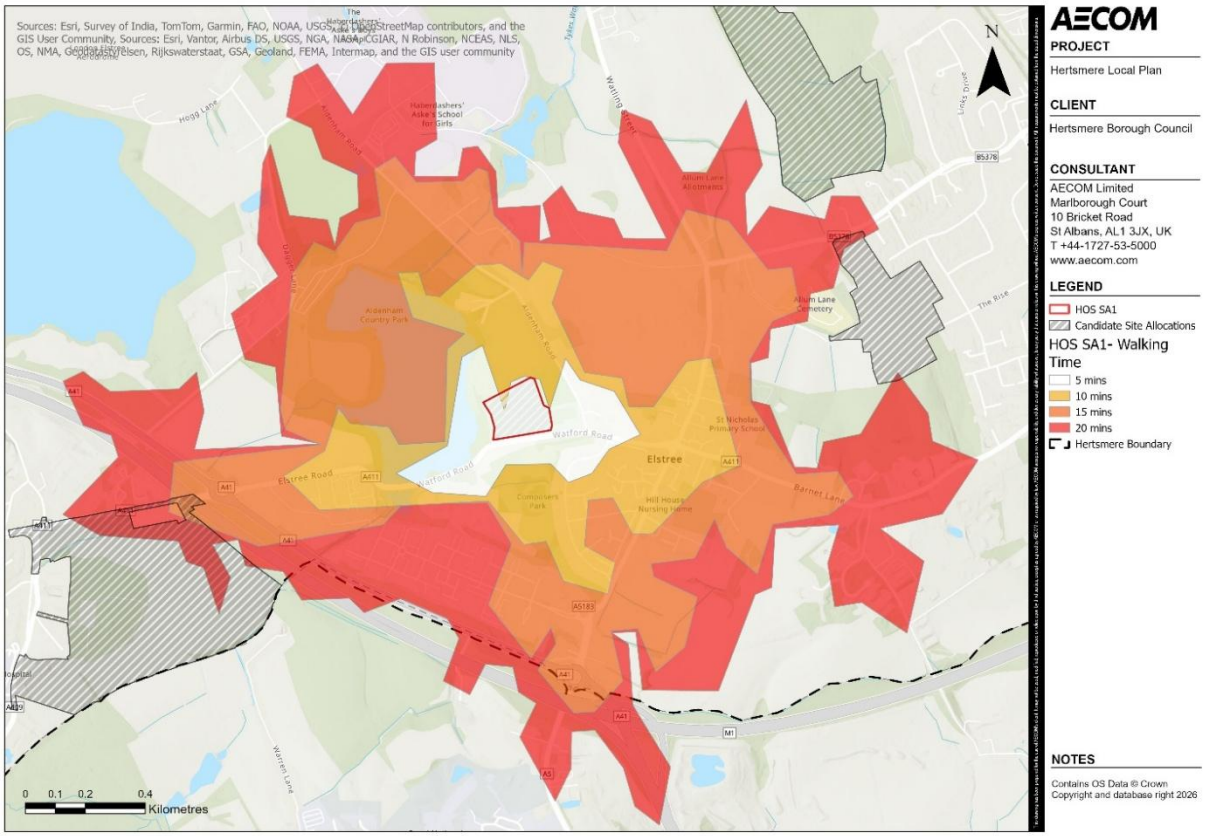


Figure 7: Walking time from centre point of HOS SA1

- Central areas of Borehamwood can be accessed within a 10-minute cycle.
- Most of Elstree can be accessed within a 5-minute cycle or a 15-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	38	4.914	339
Cyclists	0.026	2	0.179	12
Pedestrians	0.316	22	1.892	131
Public Transport Users	0.084	6	0.483	33

- Based on standard trip-rate assumptions for a C3 residential use and a total of 69 dwellings, the development is expected to generate approximately 38 vehicle trips during a typical AM peak hour (08:00–09:00).
- Across an entire day, the development is expected to generate approximately 339 vehicle trips, 12 cycle trips, 131 pedestrian trips and 33 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

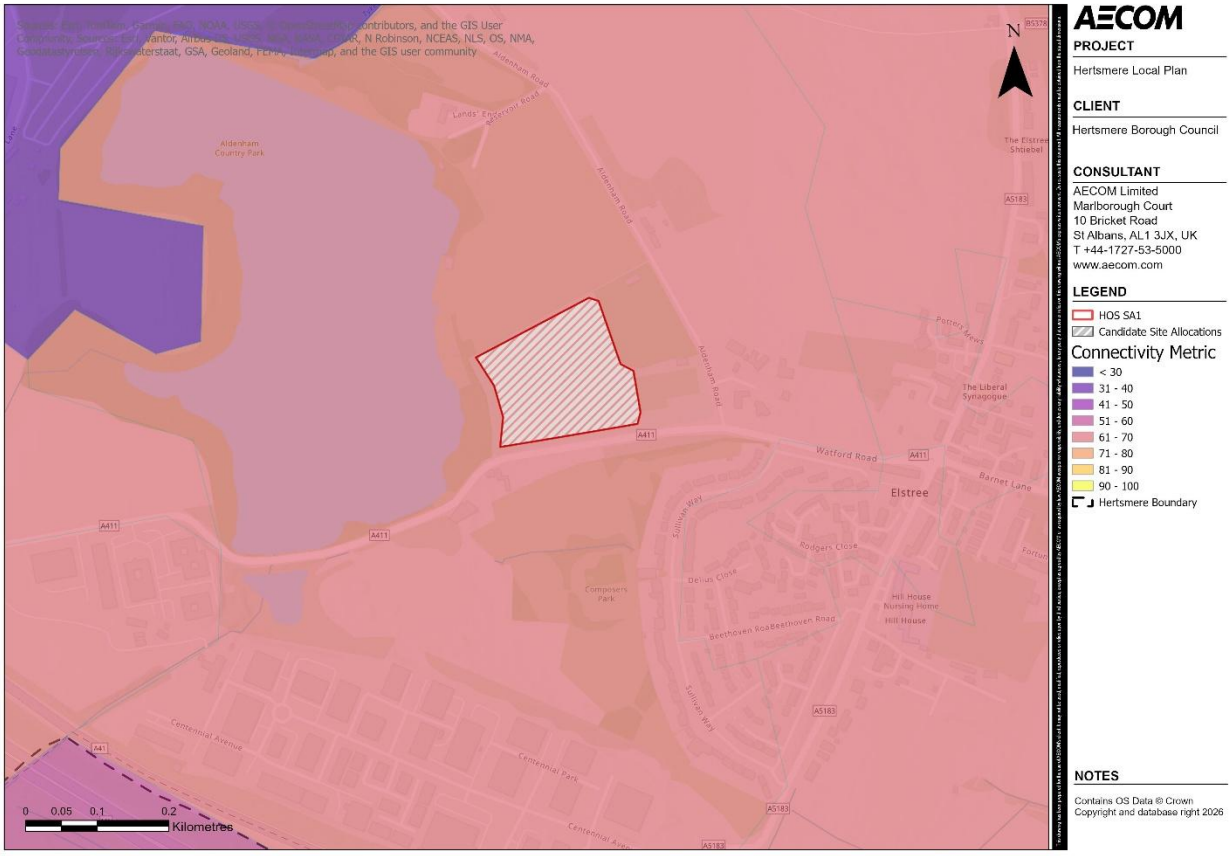


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from some existing key trip attractors although others, such as hospitals and secondary schools, are further away; this may cause dependence on cars. There are frequent bus services near to the site providing connections to neighbouring towns. There are numerous existing Public Rights of Way in the immediate vicinity of the site, although pedestrian facilities are otherwise limited.

- Overall, the site allocation area falls within the 61st–70th percentiles for connectivity across most modes.

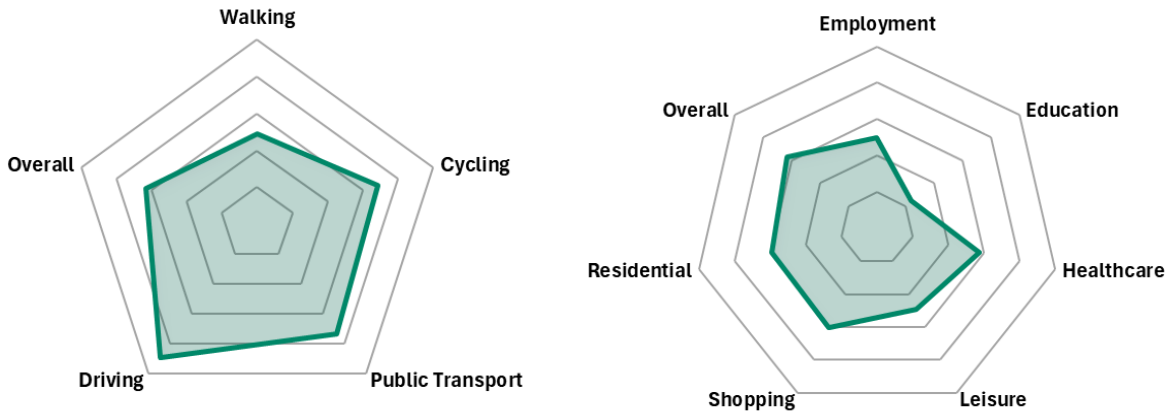


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show moderate relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to education by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA1	**Site Address:** Tesco Superstore, Mutton Ln, Potters Bar EN6 2PB
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 588
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 2.94Ha

Site Location



Figure 1: Tesco Superstore, Mutton Ln, Potters Bar EN6 2PB, Potters Bar site location

- The site is located in Potters Bar, west of the High Street and immediately south of Potters Bar Cricket Club.
- The eastern boundary of the site borders 'Regulation 18 site Canada Life House 2 – 6, High Street, Potters Bar (HPBA SA2)', a strategic urban site.
- A large strategic urban extension at 'Land at Baker Street (east), Potters Bar (HPBA SA13)' is located 440m south of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.41
Potters Bar – high street	0.21
Bushey	13.62
Radlett	9.46
St Albans	12.70
Watford	15.62
Hemel Hempstead	21.34
Hatfield	8.27
Stanmore Underground Station	11.77
High Barnet Underground Station	4.90

- The site is located in the centre of Potters Bar. Barnet and Borehamwood are the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Hatfield and Radlett lie to the north and west, respectively. Most other key settlements are located more than 10km from the site.

Proximity to Local Trip Attractors



Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	12 minutes	0.9 km	4 minutes	1 km
GP	Parkfield Medical Centre	10 minutes	0.7 km	3 minutes	0.9 km
Supermarket	Tesco Superstore	2 minutes	0.14 km	1 minute	0.21 km
Primary School	Ladbrooke Junior Mixed and Infant School	11 minutes	0.8 km	4 minutes	1 km
Secondary School	Mount Grace School	27 minutes	2 km	7 minutes	2.1 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, and primary schools can all be reached within a 15-minute walk.

- Some services, such as secondary schools, are not within walking distance. Accessing these services by cycle takes 7 minutes.

Highway Network

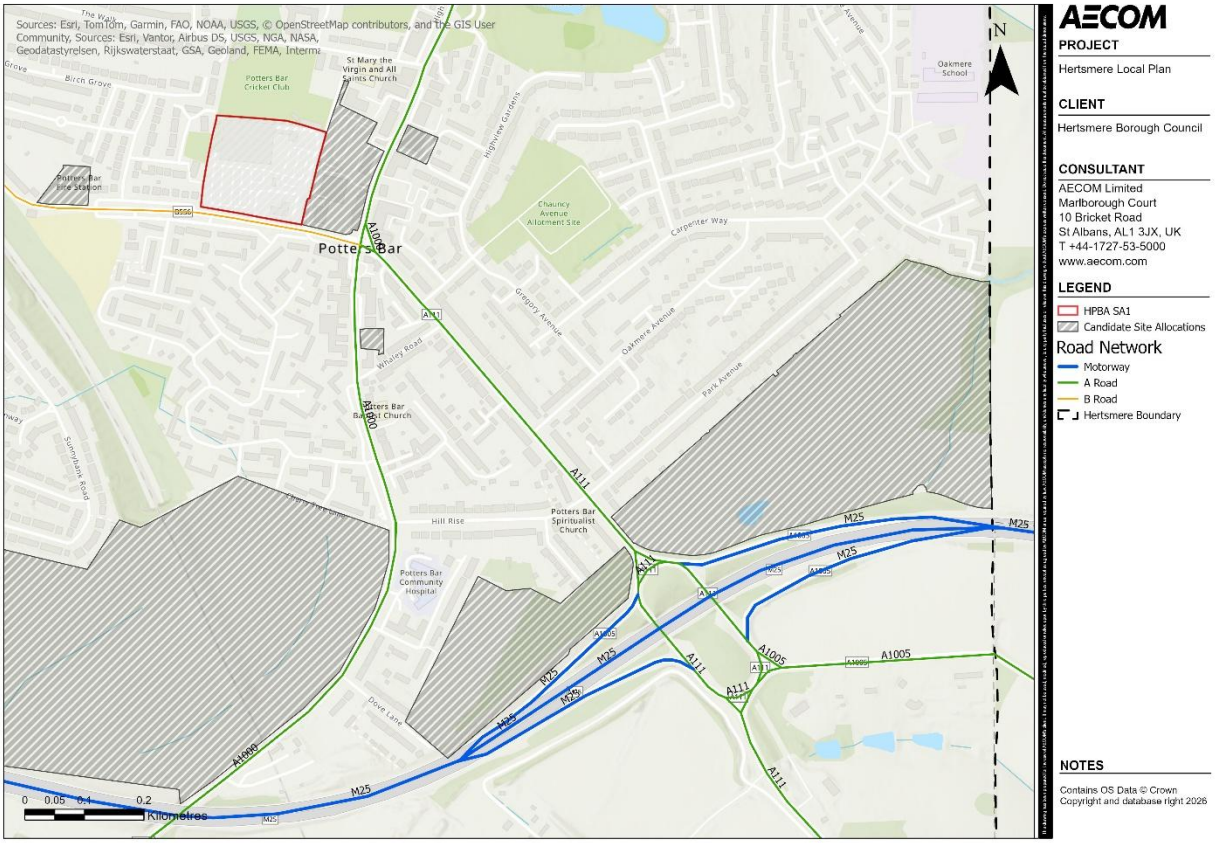


Figure 3: Map of the surrounding road network

- High Street runs to the east of the site and is the main thoroughfare in the town of Potters Bar. This route connects south to Barnet and M25 Junction 24, and north towards Hatfield.

- The B556 Mutton Lane runs immediately to the south and connects to western areas of Potters Bar, including the train station.

- The M25 (London orbital motorway) runs east-west just under 1km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~3km west of the site and can be accessed via the M25.

Public Transport Provision

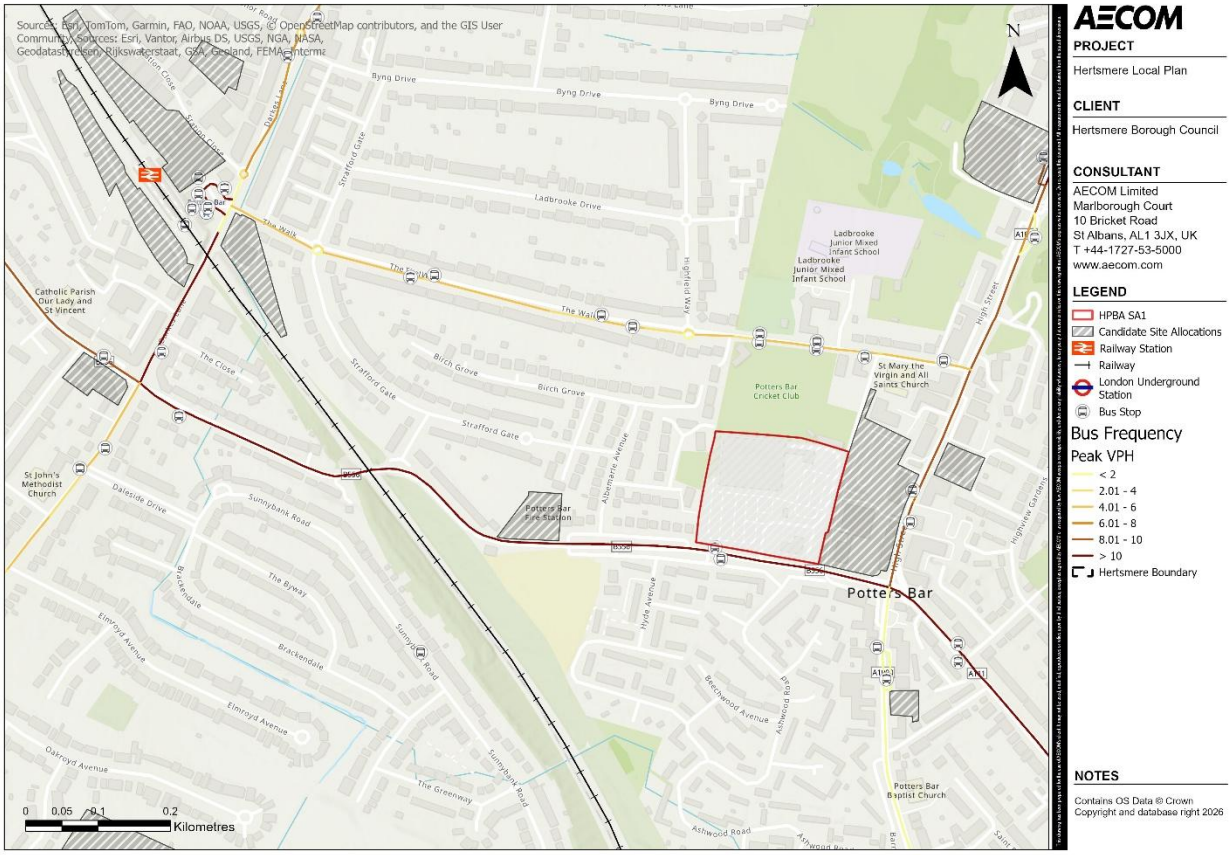


Figure 4: Map of nearby bus stops and railway stations

- There are eighteen bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~11 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is located to the northwest of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

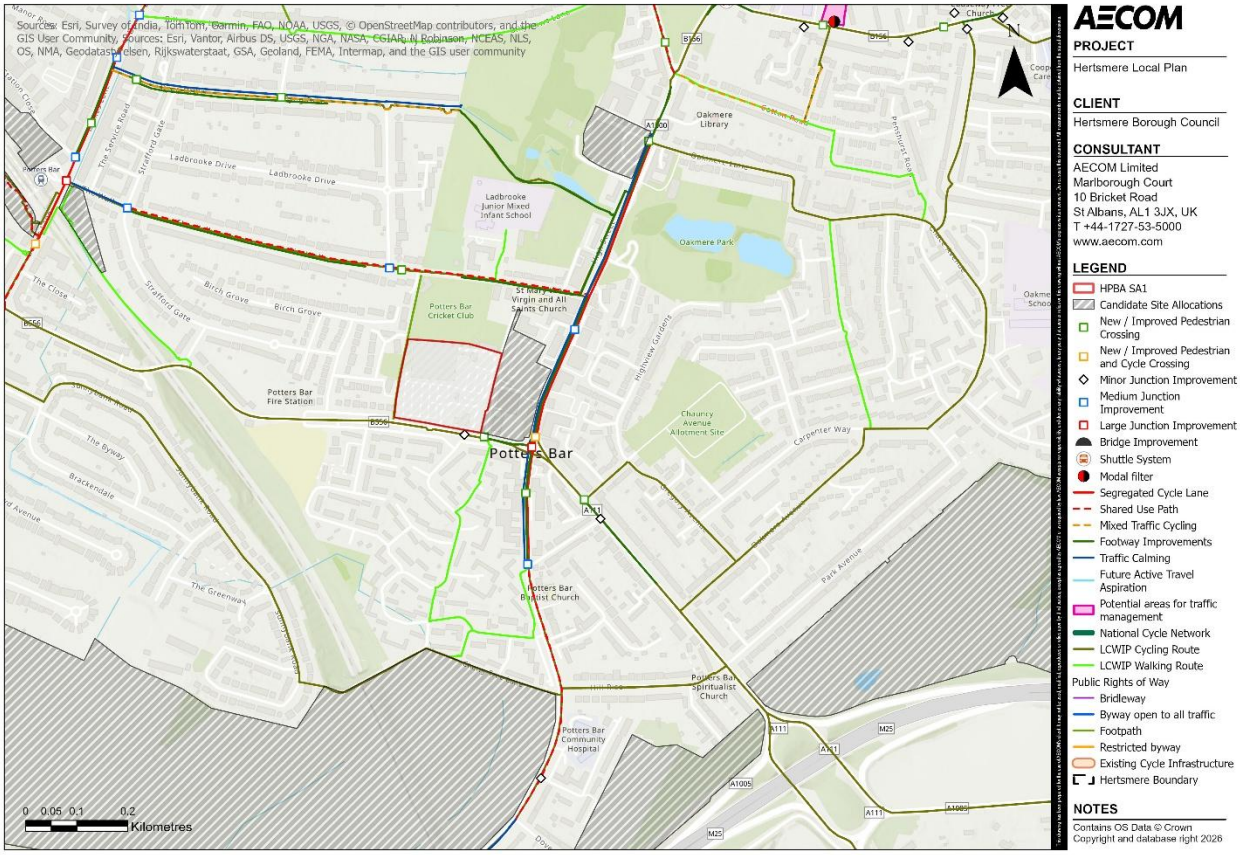


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs alongside the western boundary of the proposed development, north from Mutton Lane to The Walk.

- Due to its location in the centre of Potters Bar, there are adequate pedestrian facilities surrounding the site.

- The Hertsmere LCWIP Cycling Network runs on Mutton Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

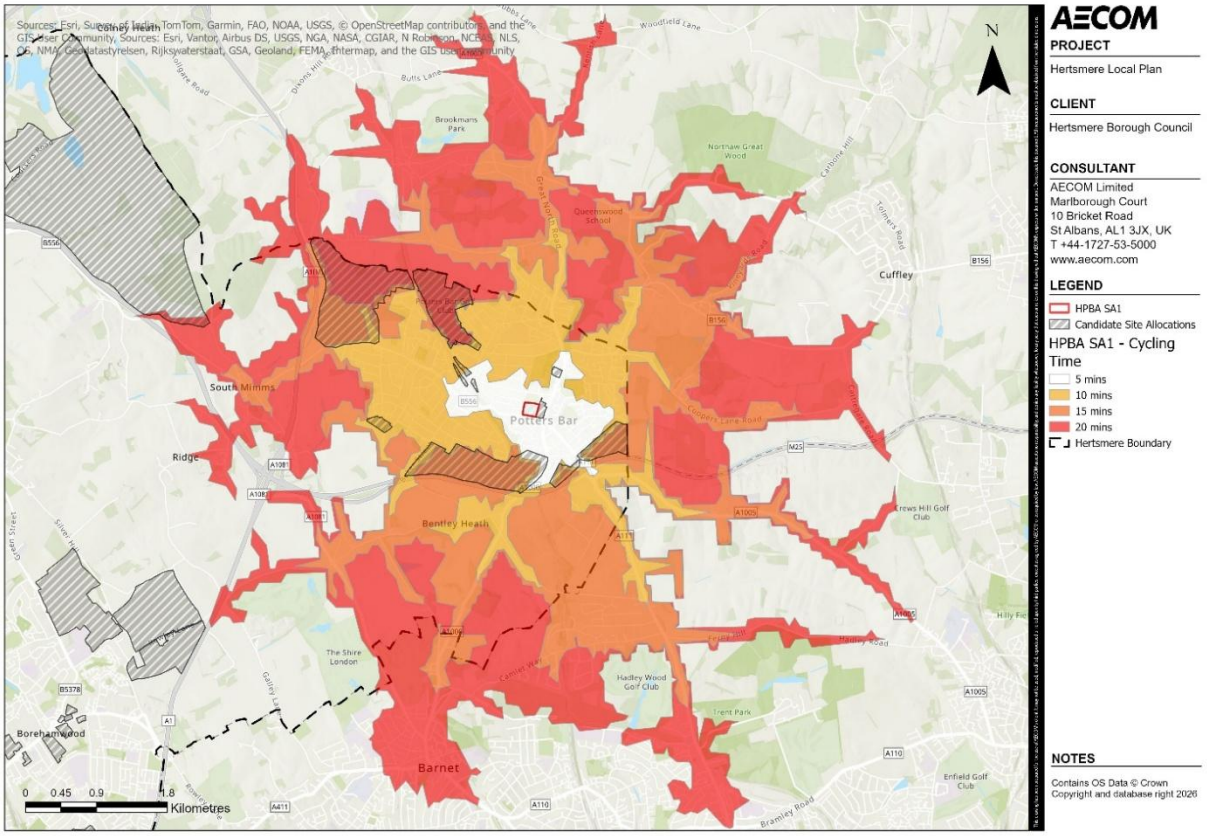


Figure 6: Cycling time from centre point of HPBA SA1

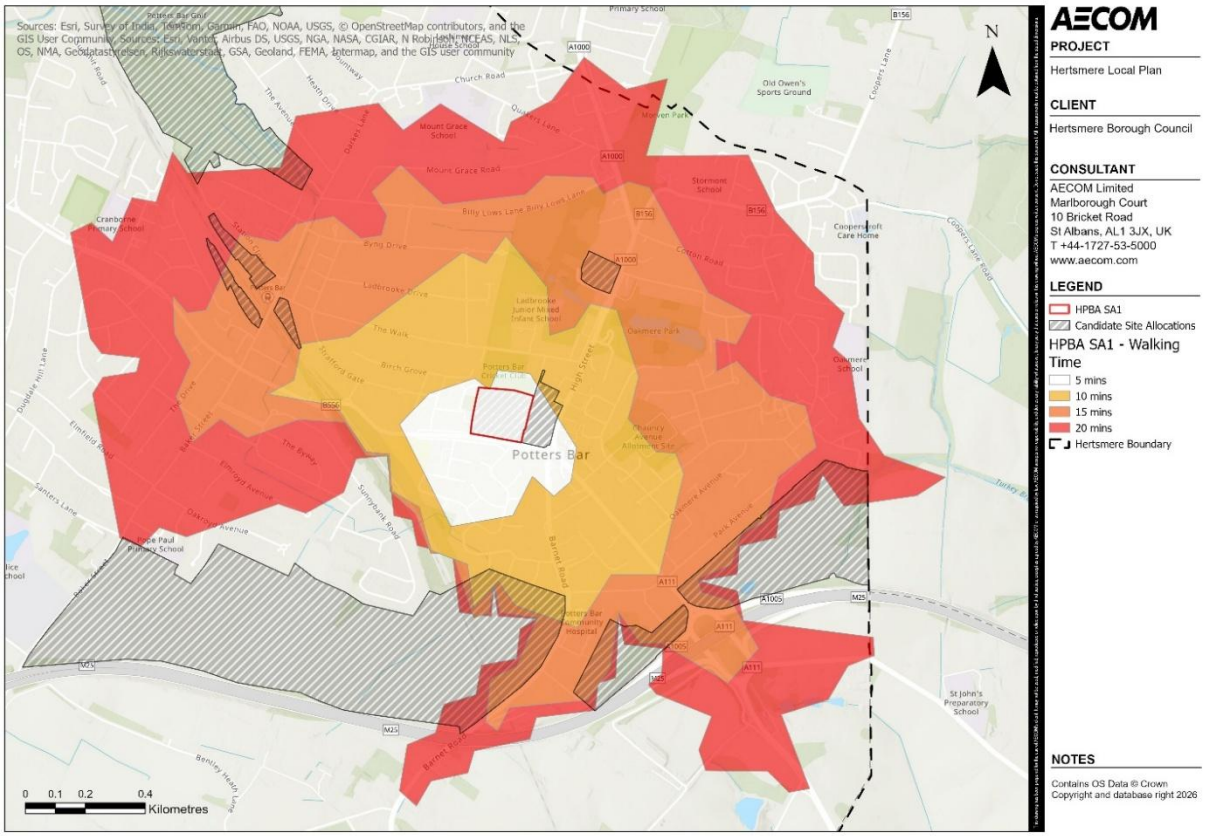


Figure 7: Walking time from centre point of HPBA SA1

- Most central areas of Potters Bar can be accessed within a 10-minute cycle or 15-minute walk.

- South Mimms can be accessed within a 15-minute cycle and central Barnet can be accessed within a 20-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	320	4.914	2889
Cyclists	0.026	15	0.179	105
Pedestrians	0.316	186	1.892	1112
Public Transport Users	0.084	49	0.483	284

- Based on standard trip-rate assumptions for a C3 residential use and a total of 588 dwellings, the development is expected to generate approximately 320 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 2889 vehicle trips, 105 cycle trips, 1112 pedestrian trips and 284 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

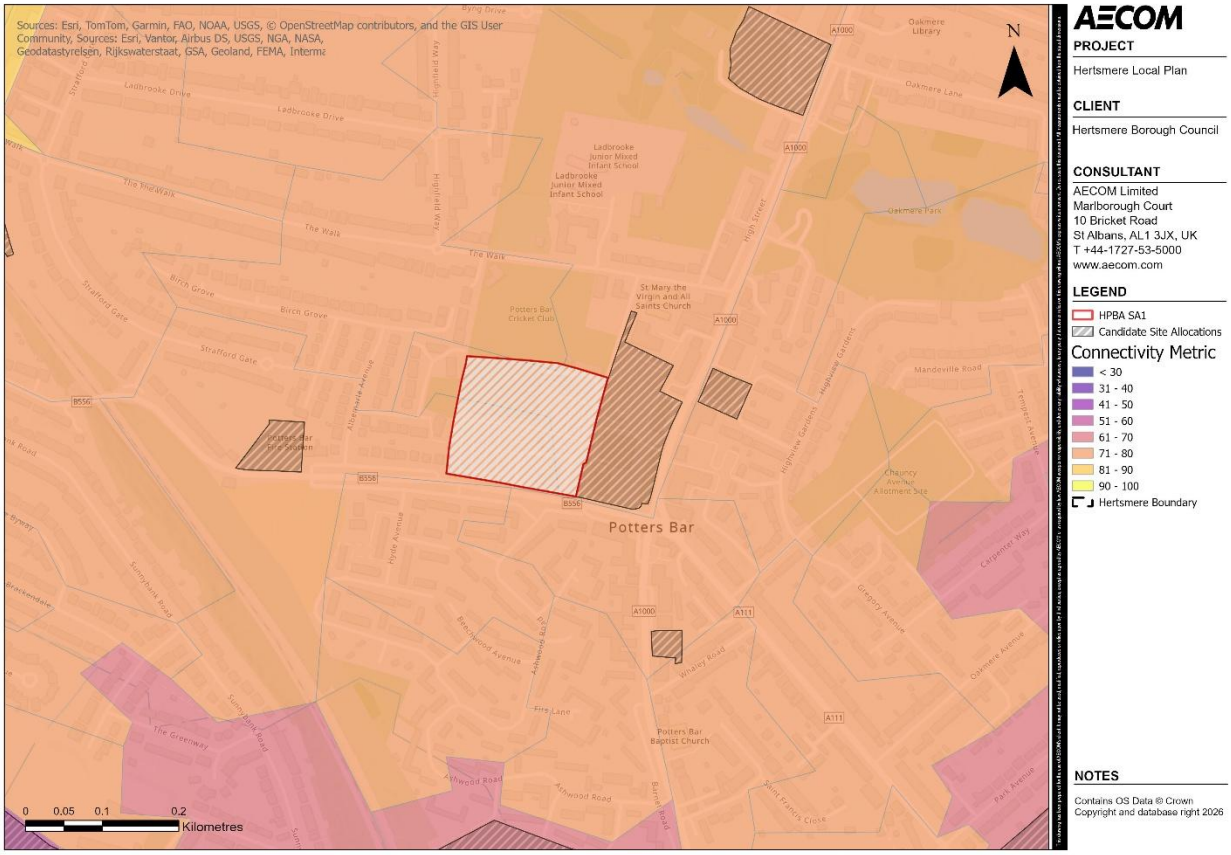


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although some, such as secondary schools, are further away. There are frequent bus services near to the site providing connections to neighbouring towns. Although there aren't many existing Public Rights of Way in the immediate vicinity, there are adequate pedestrian facilities within Potters Bar that are easily accessible from the site.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

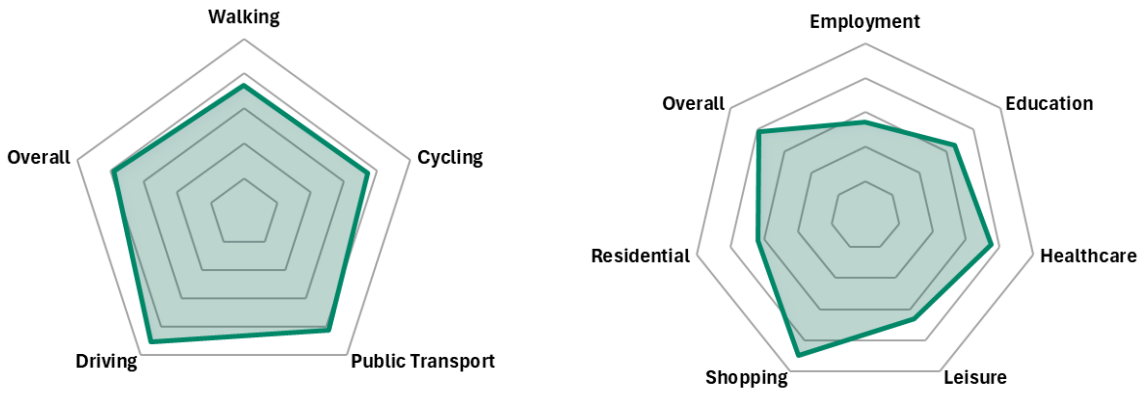


Figure 9: DfT Connectivity Metric radar plots for the site

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HPBA SA2	**Site Address:** Canada Life House, 2 - 6 High Street, Potters Bar, Hertfordshire, EN6 5BA
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 369
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town employment centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 1.84Ha

Site Location

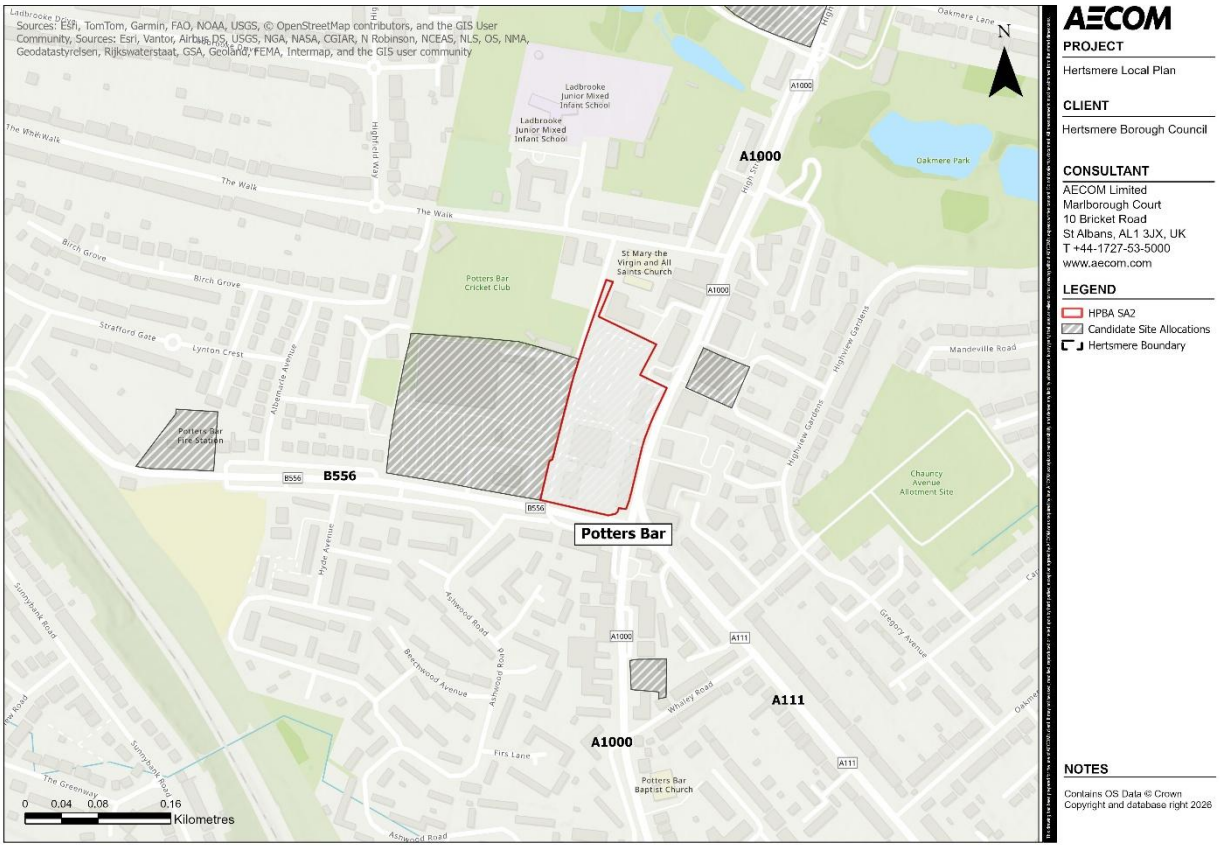


Figure 1: Canada Life House 2 - 6 High Street Potters Bar Hertfordshire EN6 5BA, Potters Bar site location

- The site is located in Potters Bar, adjacent to the High Street and east of Potters Bar Cricket Club.
- The western boundary of the site borders Regulation 18 site ‘Tesco Superstore, Mutton Ln, Potters Bar (HPBA SA1)’, a strategic urban site.
- A large strategic urban extension at Land at Baker Street (east), Potters Bar (HPBA SA13) is also located 440m south of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.38
Potters Bar – high street	0.08
Bushey	13.74
Radlett	9.58
St Albans	12.82
Watford	15.75
Hemel Hempstead	21.48
Hatfield	8.33
Stanmore Underground Station	11.86
High Barnet Underground Station	4.92

- The site is located in the centre of Potters Bar. Barnet and Borehamwood are the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Hatfield and Radlett lie to the north and west, respectively. Most other key settlements are located more than 10km from the site.

Proximity to Local Trip Attractors



Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	10 minutes	0.75 km	4 minutes	0.75 km
GP	Parkfield Medical Centre	7 minutes	0.45 km	2 minutes	0.45 km
Supermarket	M&S Potters Bar BP	2 minutes	0.12 km	1 minute	0.12 km
Primary School	Ladbrooke JMI School	8 minutes	0.6 km	2 minutes	0.6 km
Secondary School	Mount Grace School	22 minutes	1.6 km	5 minutes	1.6 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, and primary schools can all be reached within a 10-minute walk.

- Some services, such as secondary schools, are not within walking distance. Accessing these services by cycle takes 5 minutes.

Highway Network

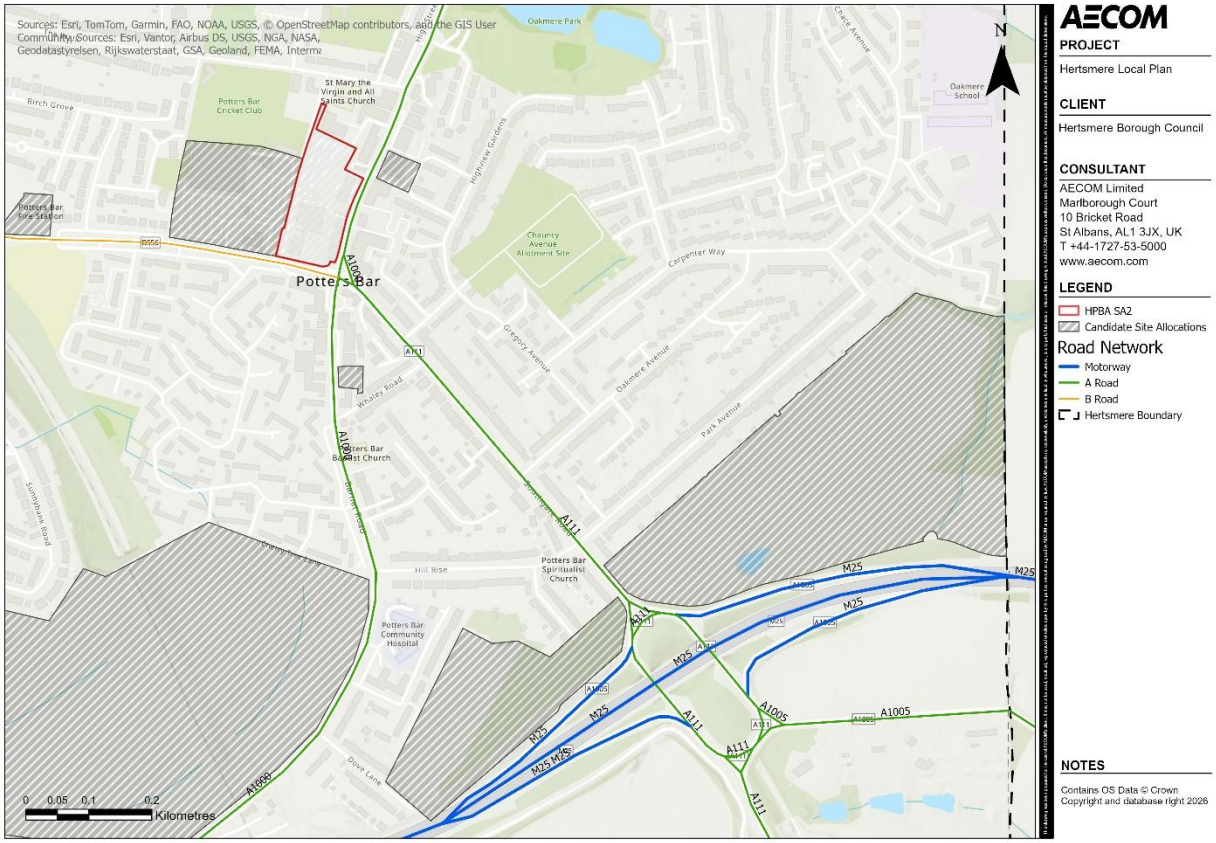


Figure 3: Map of the surrounding road network

- High Street runs immediately to the east of the site and is the main thoroughfare in the town of Potters Bar. This route connects south to Barnet and M25 Junction 24, and north towards Hatfield.

- The B556 Mutton Lane runs immediately to the south and connects to western areas of Potters Bar, including the train station.

- The M25 (London orbital motorway) runs east-west just under 1km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~3.1km west of the site and can be accessed via the M25.

Public Transport Provision

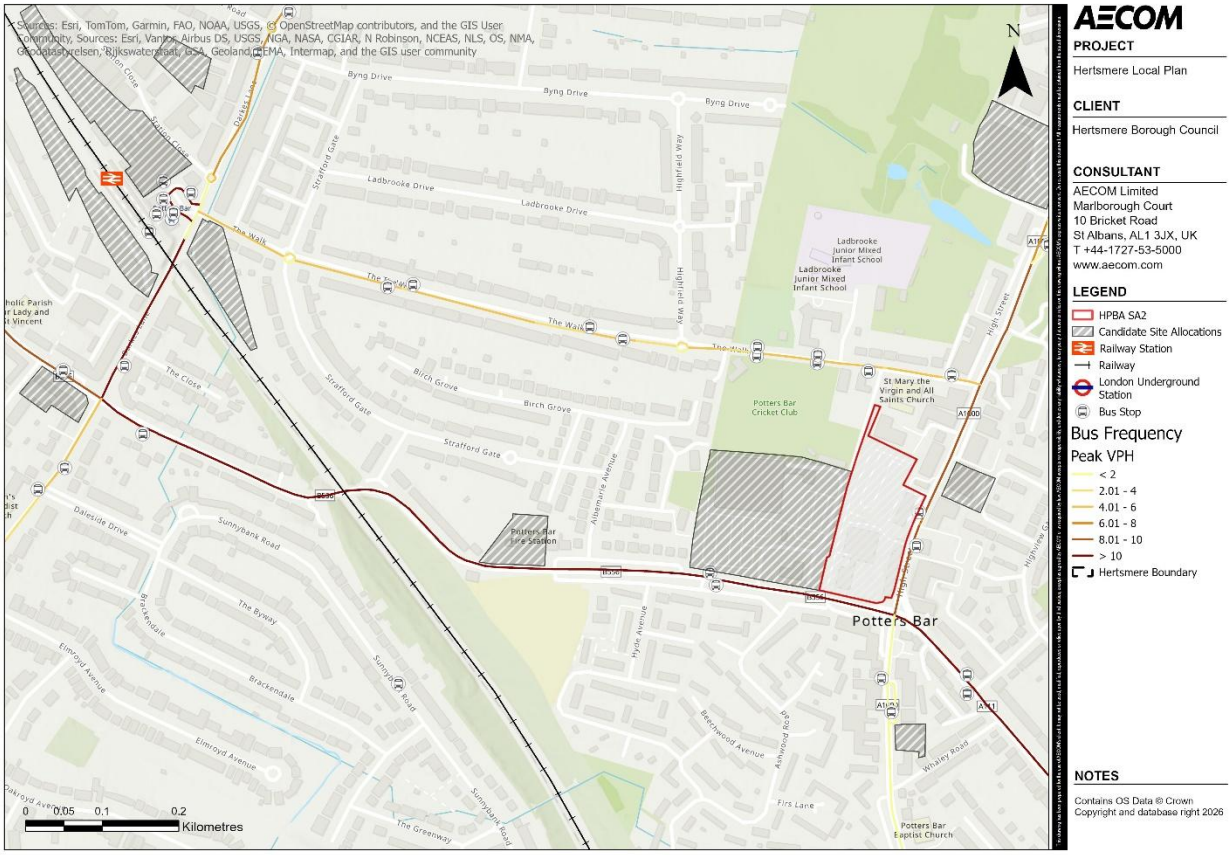


Figure 4: Map of nearby bus stops and railway stations

- There are nineteen bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~11 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is located to the northwest of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

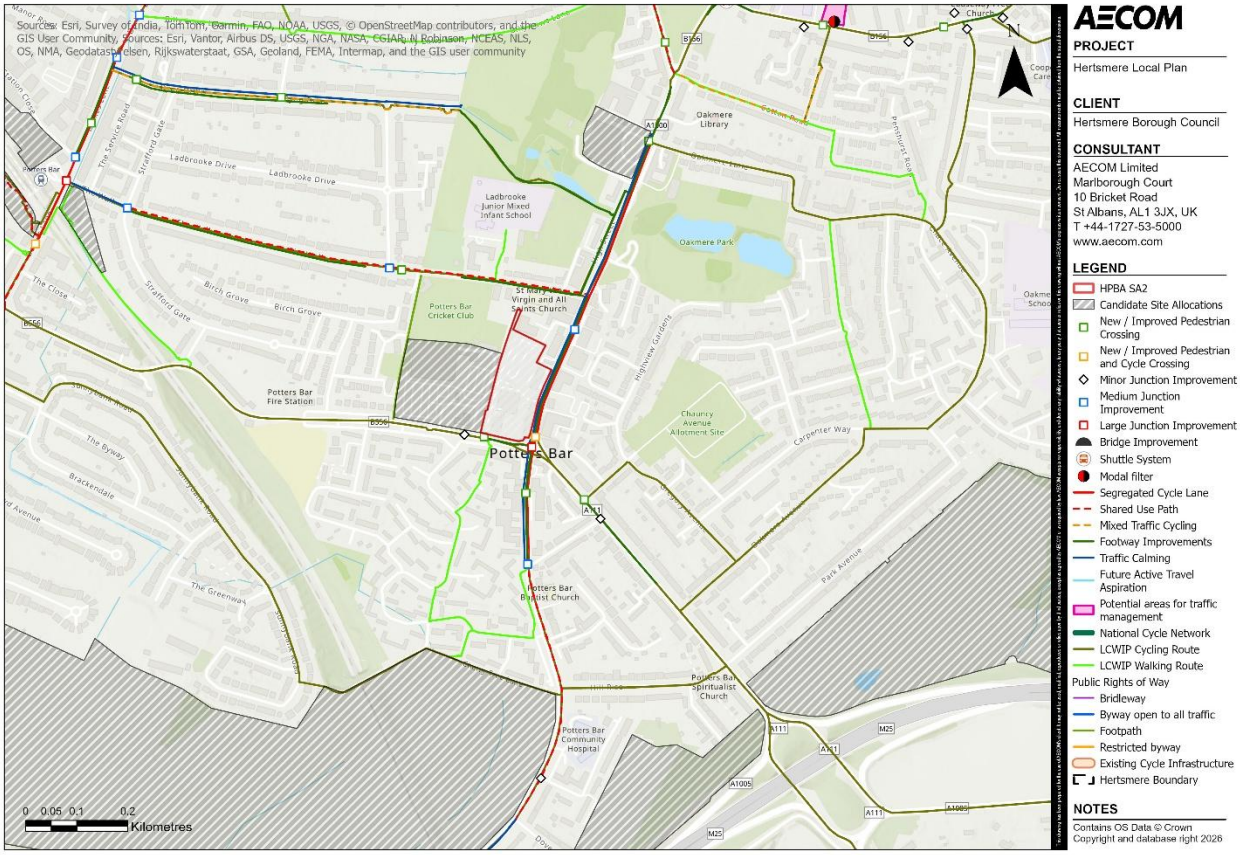


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The are no existing footpaths in the immediate vicinity of the site.
- Due to its location in the centre of Potters Bar, there are adequate pedestrian facilities surrounding the site.
- The Hertsmere LCWIP Cycling Network runs on Mutton Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

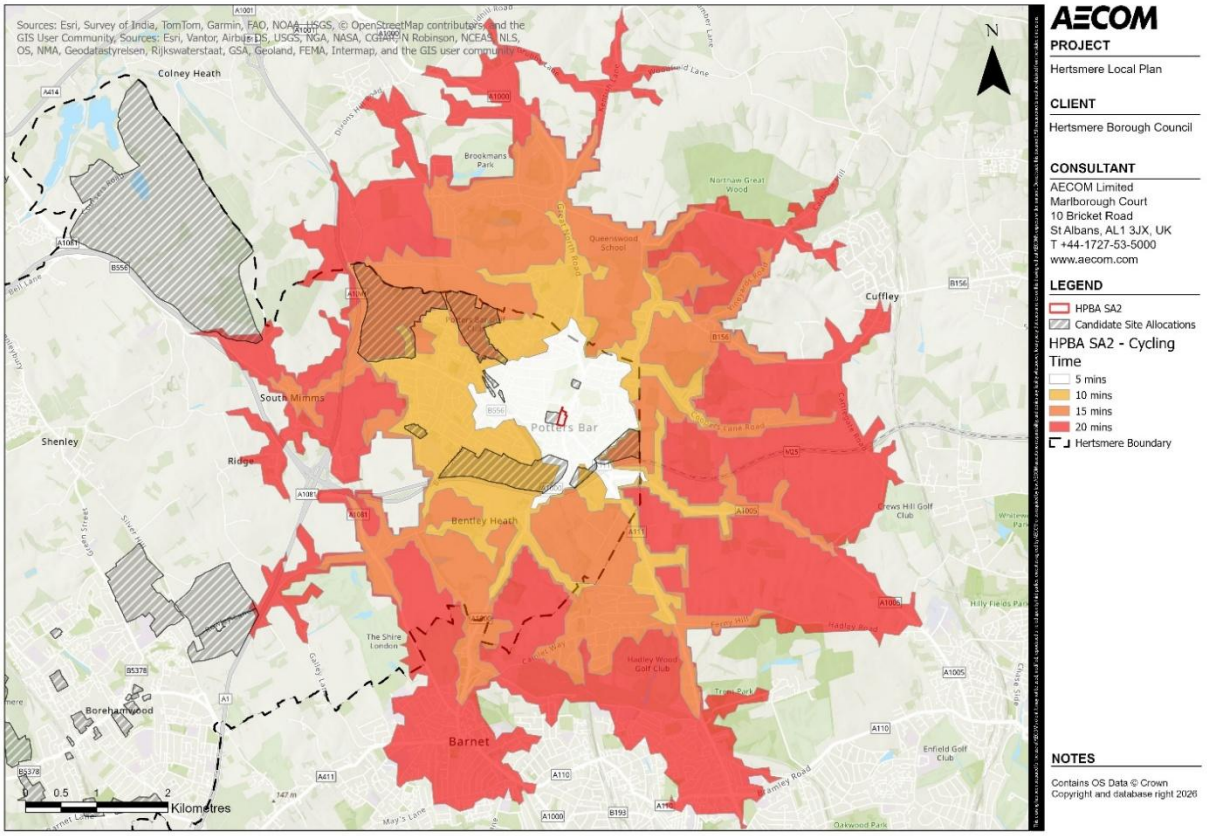


Figure 6: Cycling time from centre point of HPBA SA2

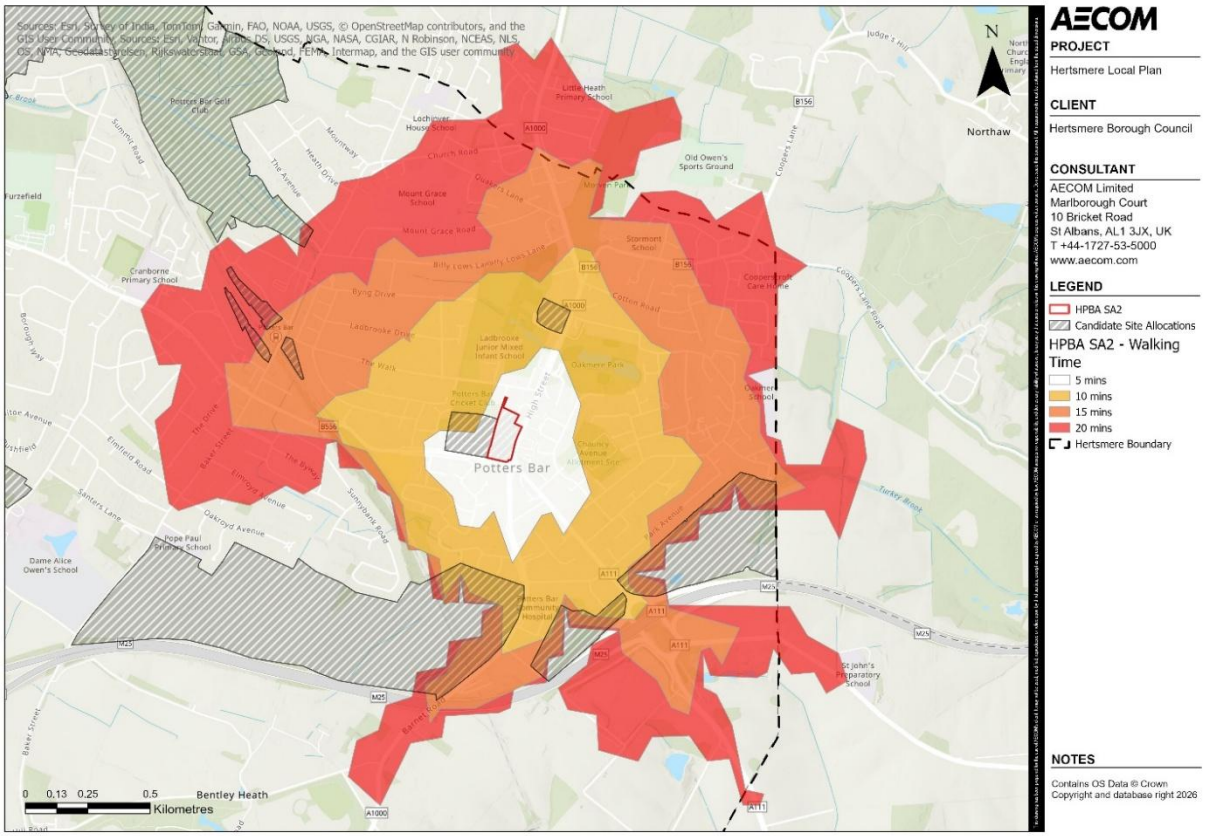


Figure 7: Walking time from centre point of HPBA SA2

- Most central areas of Potters Bar can be accessed within a 5-minute cycle or 10-minute walk.

- South Mimms can be accessed within a 15-minute cycle and central Barnet can be accessed within a 20-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	201	4.914	1813
Cyclists	0.026	10	0.179	66
Pedestrians	0.316	117	1.892	698
Public Transport Users	0.084	31	0.483	178

- Based on standard trip-rate assumptions for a C3 residential use and a total of 369 dwellings, the development is expected to generate approximately 201 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1813 vehicle trips, 66 cycle trips, 698 pedestrian trips and 178 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

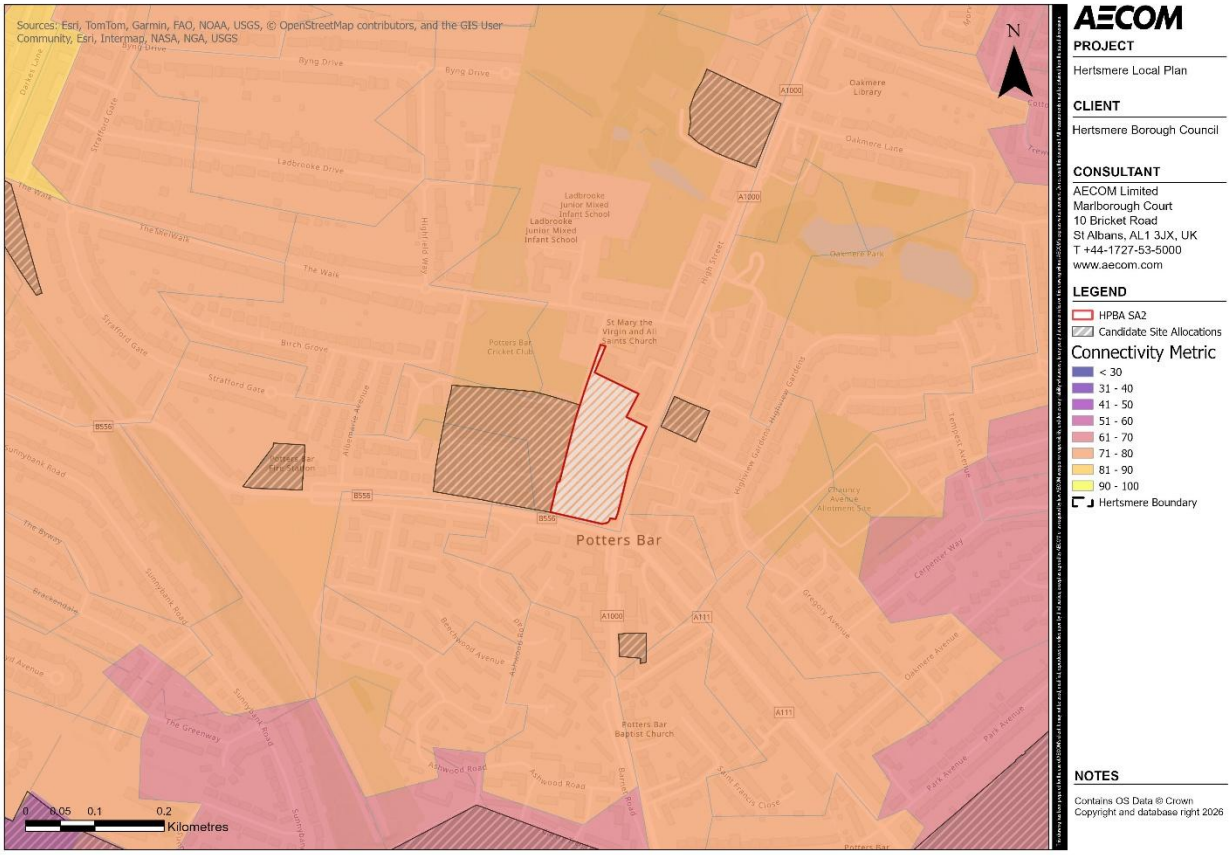
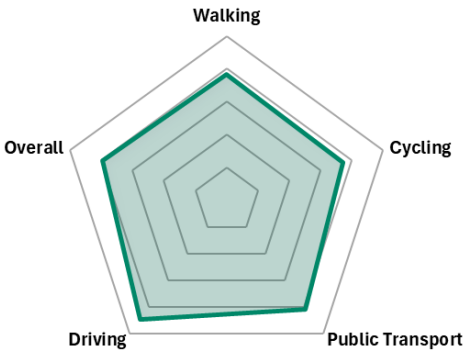


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although some, such as secondary schools, are further away. There are frequent bus services near to the site providing connections to neighbouring towns. Although there aren't many existing Public Rights of Way in the immediate vicinity, there are adequate pedestrian facilities within Potters Bar that are easily accessible from the site.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.



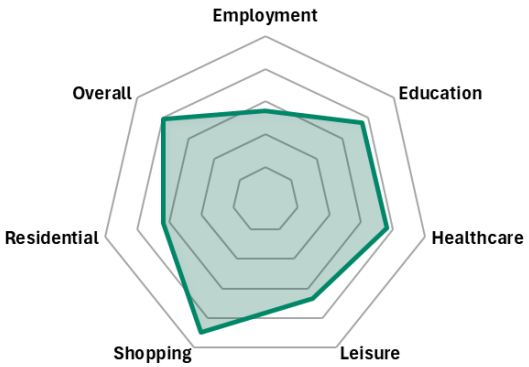


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA3	**Site Address:** Sainsbury's, Sainsbury's Centre, Darkes Ln, Potters Bar, EN6 1AU
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 128
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 1.28Ha

Site Location

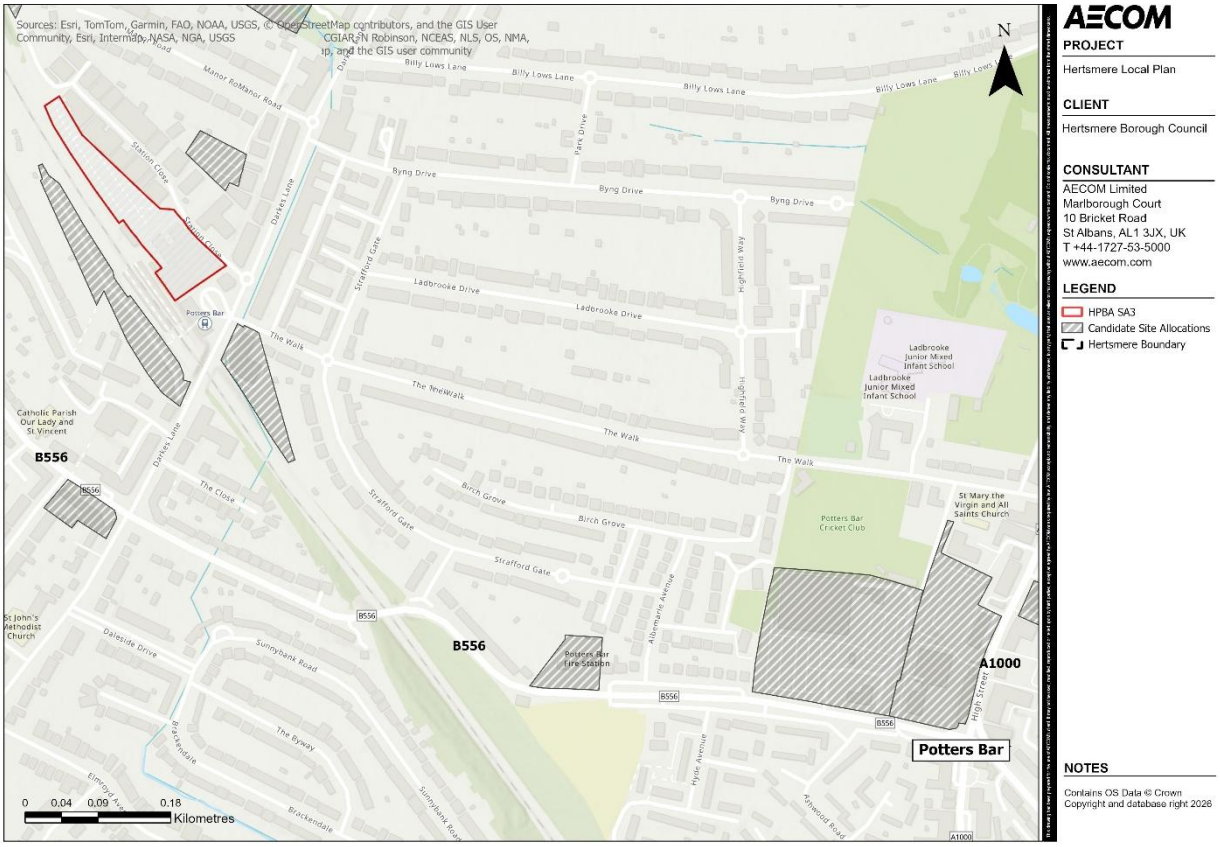


Figure 1: Sainsbury's, Sainsbury's Centre, Darkes Ln, Potters Bar EN6 1AU site location

- The site is located in Potters Bar, north of Potters Bar Railway Station and south of Potters Bar Golf Club.

- Four Regulation 18 sites lie within the immediate vicinity of the site. The largest of which is Former Potters Bar Gold Course (HPBA SA16), an urban extension located 130m north of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.05
Potters Bar – high street	1.18
Bushey	13.11
Radlett	8.71
St Albans	11.68
Watford	14.98
Hemel Hempstead	20.36
Hatfield	7.47
Stanmore Underground Station	11.58
High Barnet Underground Station	5.37

- The site is located in Potters Bar, north of Potters Bar Rail Station.
- The site is just over 1km west of the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.
- Hatfield and Radlett lie to the north and west, respectively.
- The western boundary of the site borders the railway line, beyond which lies the Regulation 18 site ‘Potters Bar Railway Station Car Park, Darkes Lane’, a strategic urban site.
- Within 500m of the site, there are five Regulation 18 sites, the largest of which is Former Potters Bar Golf Course, which is located 130m north.

Proximity to Local Trip Attractors



Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	28 minutes	2 km	9 minutes	2 km
GP	Parkfield Medical Centre	17 minutes	1.1 km	6 minutes	1.2 km
Supermarket	Sainsburys Potters Bar	3 minutes	0.25 km	2 minutes	0.28 km
Primary School	Cranborne Primary School	16 minutes	1.2 km	5 minutes	1.2 km
Secondary School	Mount Grace School	18 minutes	1.3 km	7 minutes	1.3 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals, are not within walking distance. Accessing these services by cycle takes 9 minutes.

Highway Network

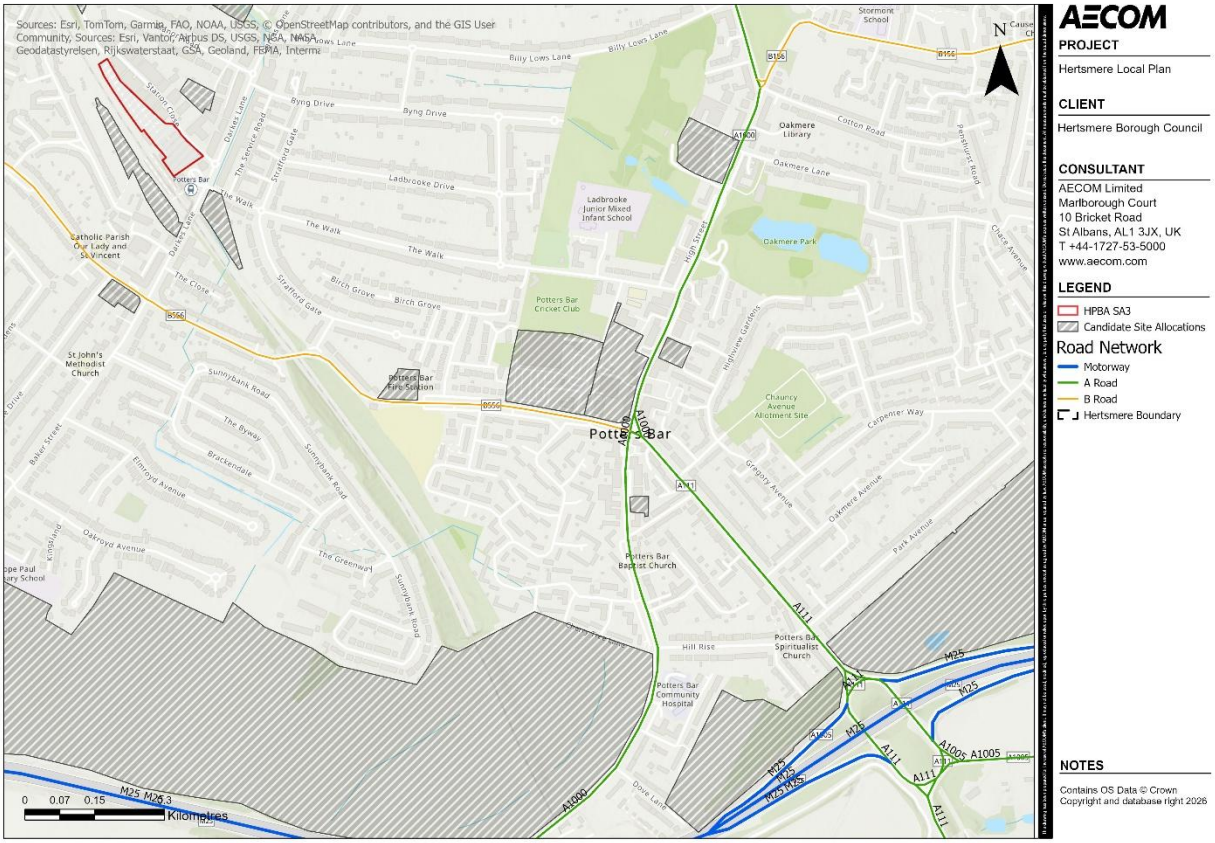


Figure 3: Map of the surrounding road network

- Darkes Lane runs to the east of the site and is one of the main thoroughfares through the town of Potters Bar. This route connects south to Barnet and M25 Junction 24.

- The M25 (London orbital motorway) runs ~1.5km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~2.1km west of the site and can be accessed via the M25.

Public Transport Provision

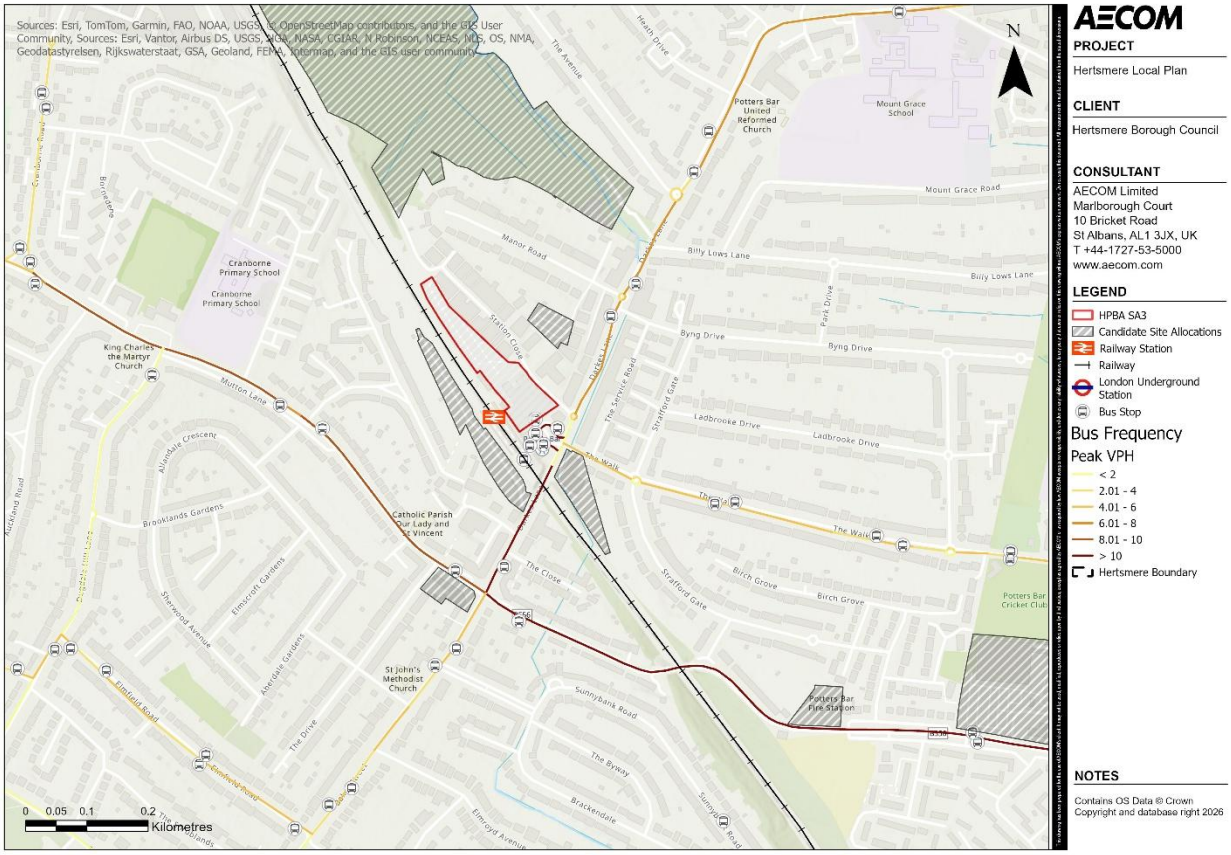


Figure 4: Map of nearby bus stops and railway stations

- There are seventeen bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~11 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is close to the site and provides regular services to destinations such as Stevenage and London.

Walking & Cycling Provision

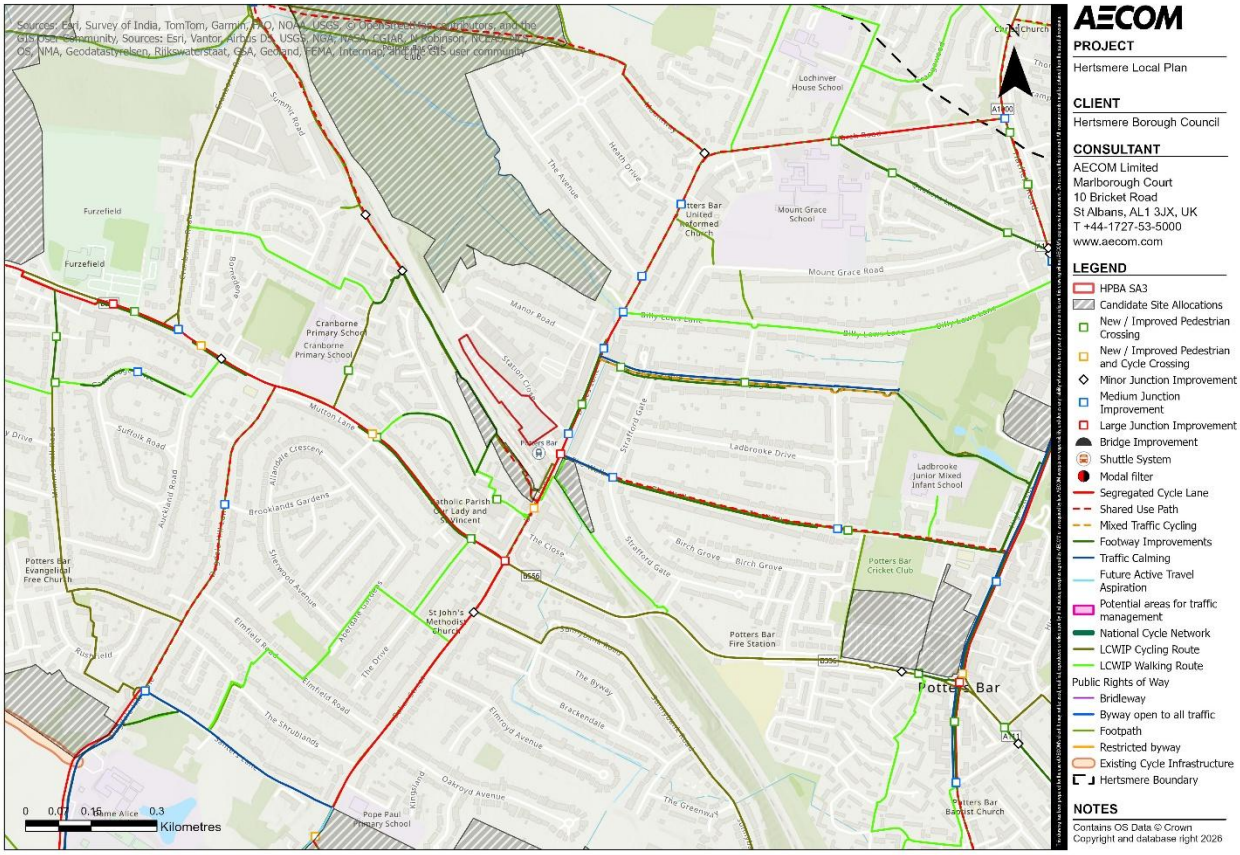


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the immediate vicinity of the site, although there is a footpath that can be accessed from the Potters Bar station car park, leading north to Brookmans Park.

- Due to its location in the centre of the town, there is adequate pedestrian infrastructure in the vicinity of the site.

- The Hertsmere LCWIP Cycling Network runs on Darkes Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

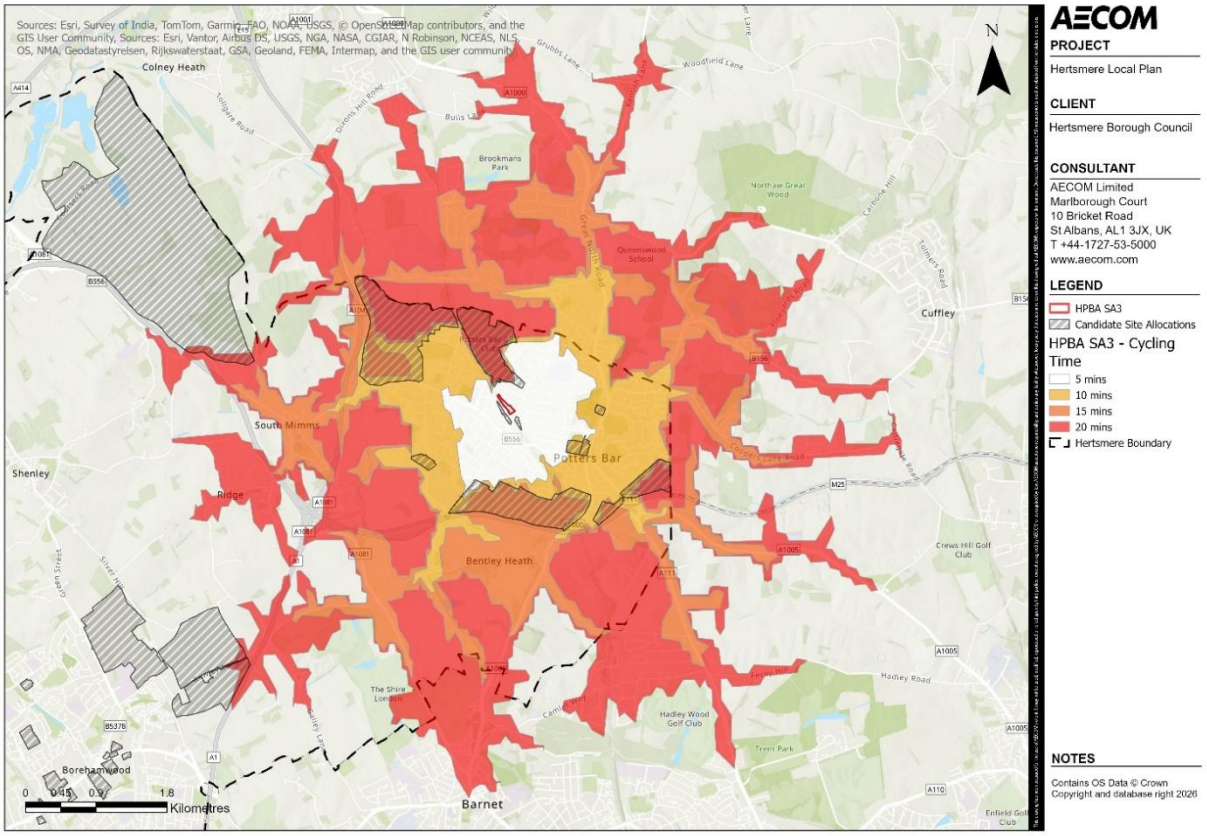


Figure 6: Cycling time from centre point of HPBA SA3

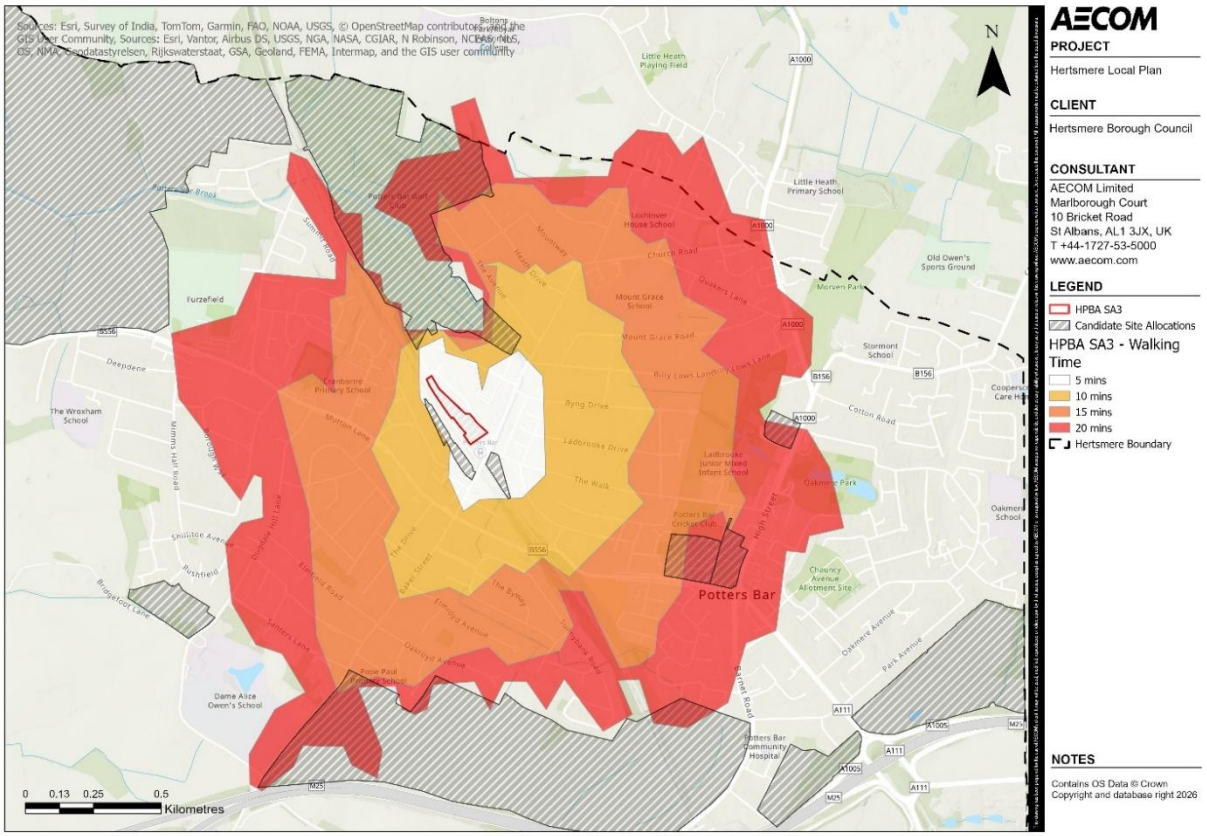


Figure 7: Walking time from centre point of HPBA SA3

- Most central areas of Potters Bar can be accessed within a 10-minute cycle or 20-minute walk. Potters Bar train station is within a 5-minute walk.

- The village of South Mimms can be accessed within a 15-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	70	4.914	629
Cyclists	0.026	3	0.179	23
Pedestrians	0.316	40	1.892	242
Public Transport Users	0.084	11	0.483	62

- Based on standard trip-rate assumptions for a C3 residential use and a total of 128 dwellings, the development is expected to generate approximately 70 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 629 vehicle trips, 23 cycle trips, 242 pedestrian trips and 62 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

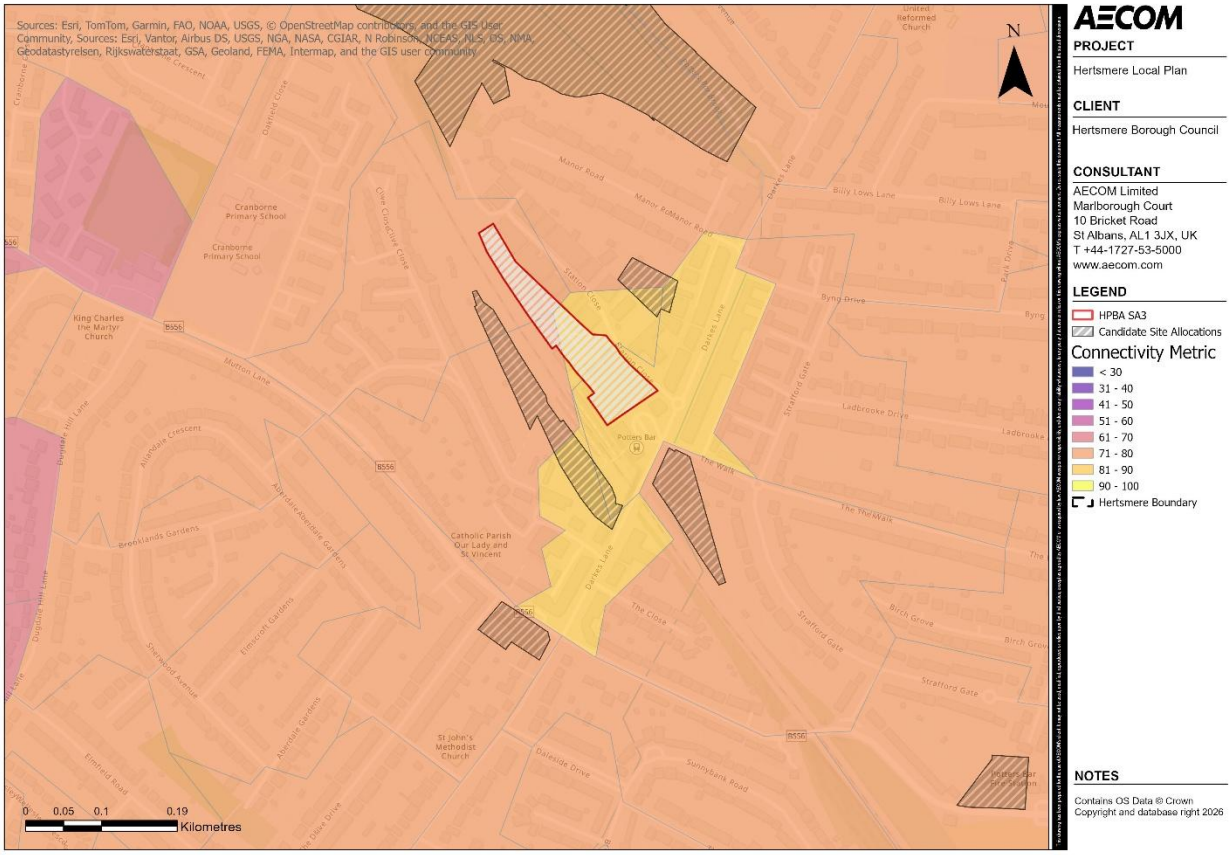


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although some, such as hospitals, are further away. There are frequent bus and rail services near to the site providing connections to local and regional destinations. Although there aren't many existing Public Rights of Way in the immediate vicinity, there are adequate pedestrian facilities within Potters Bar that are easily accessible from the site.

- Overall, the site allocation area falls within the 71st–90th percentiles for connectivity across most modes, with connectivity improving towards the south of the site.

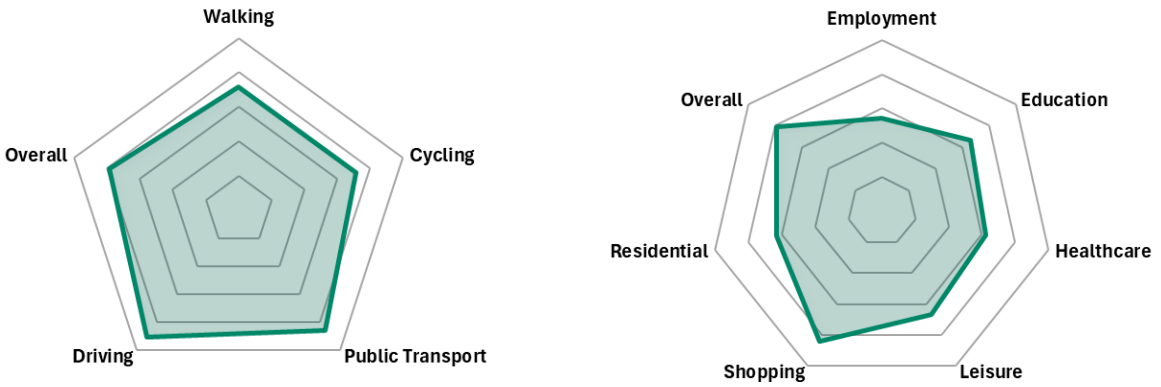


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA4	**Site Address:** Potters Bar Railway Station Car Park, Darkes Lane, Potters Bar
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 98
Land Use Type: Comprehensive redevelopment comprised of residential uses (with vertical intensification)	**Site Area (Hectares):** 0.98Ha

Site Location

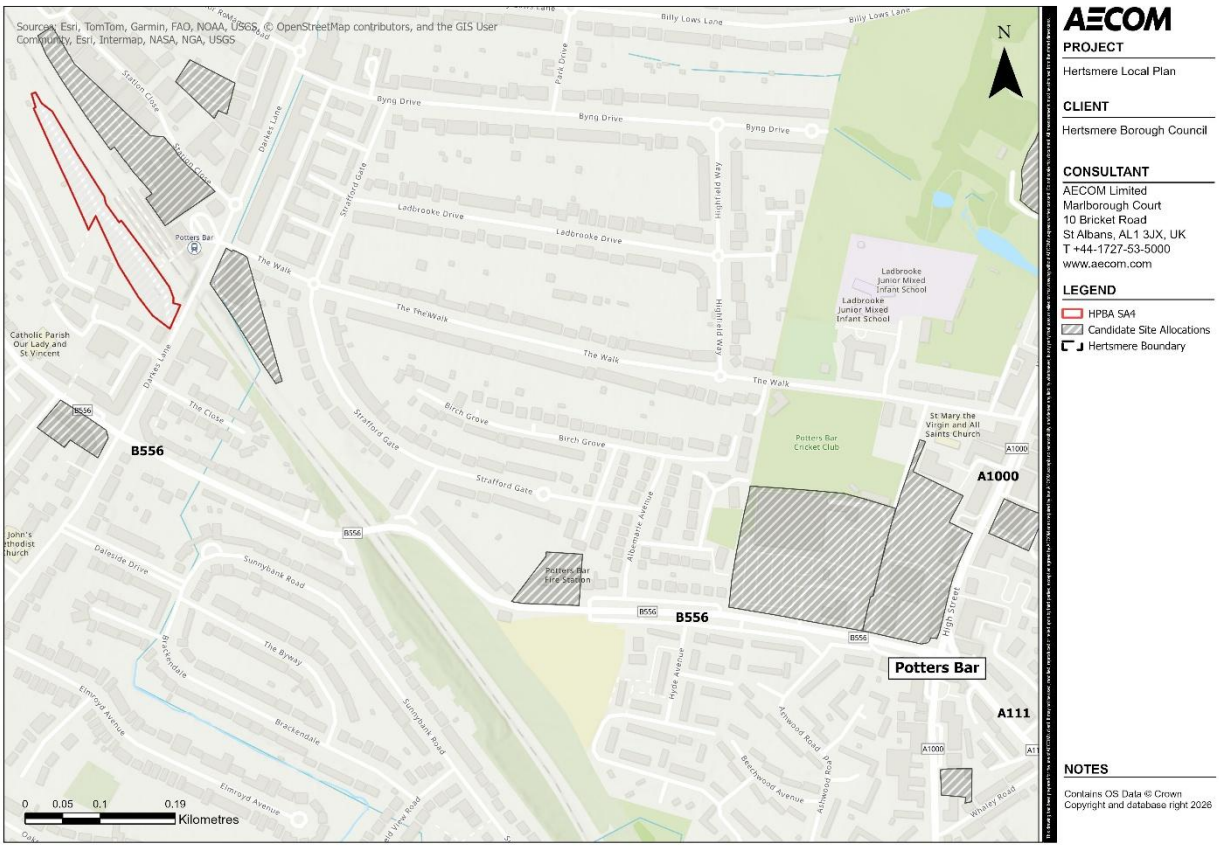


Figure 1: Potters Bar Railway Station Car Park, Darkes Lane, Potters Bar site location

- The site is located in Potters Bar, west of Potters Bar Railway Station.
- The eastern boundary of the site borders the railway line and the southern boundary borders Darkes Lane.
- A further five Regulation 18 sites are located within 500m of the site, the largest of which is an urban extension at Former Potters Bar Gold Course (HPBA SA16).

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.24
Potters Bar – high street	1.17
Bushey	13.20
Radlett	8.66
St Albans	11.72
Watford	14.63
Hemel Hempstead	20.38
Hatfield	7.66
Stanmore Underground Station	11.48
High Barnet Underground Station	5.26

- There are various key settlements within 10km of the site, including Potters Bar – High Street (1.17km), Borehamwood – High Street (7.24km), and Hatfield (7.66km).

- High Barnet Underground Station is located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the south and represents one of the closest towns within the Greater London urban area.

- The eastern boundary of the site borders the rail line, beyond which lies Regulation 18 site Sainsbury's, Sainsbury's Centre, Darkes Ln, Potters Bar (HPBA SA3), a strategic urban site.

Proximity to Local Trip Attractors

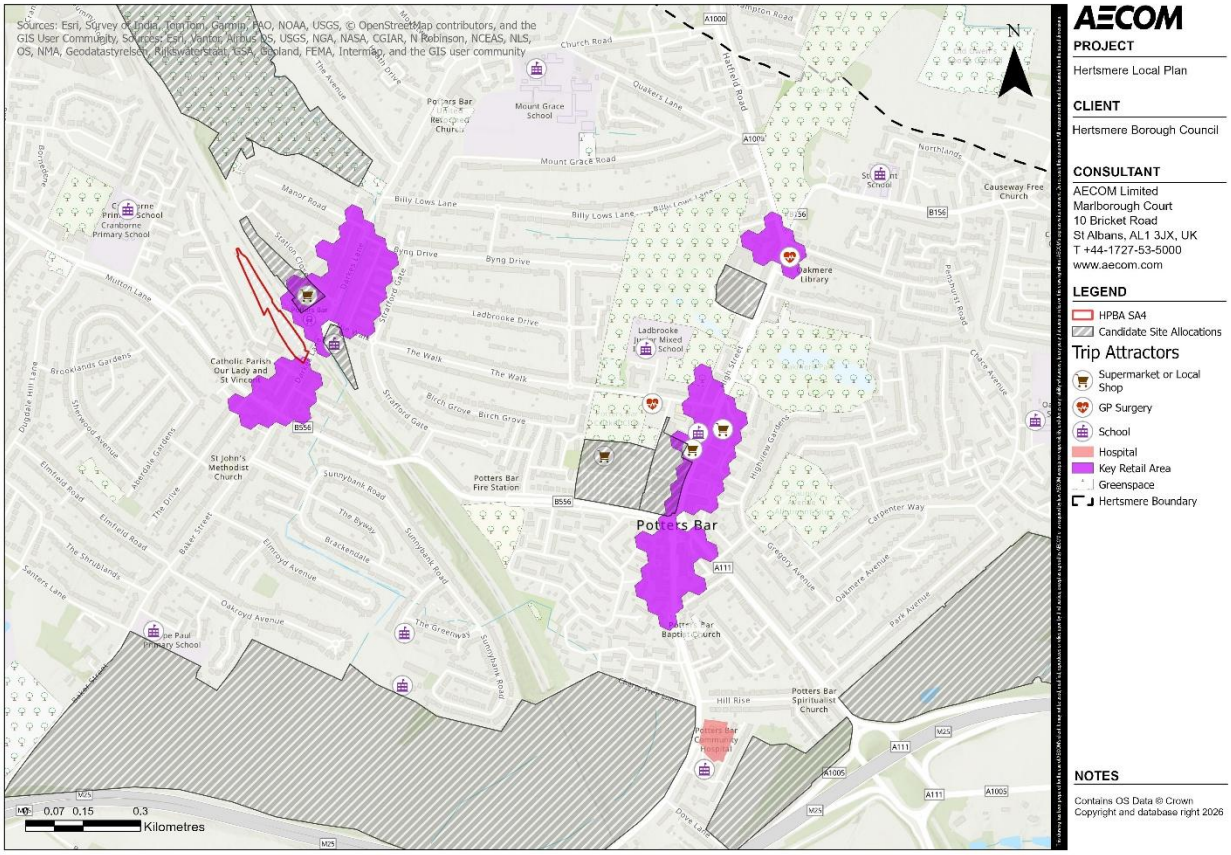


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	28 minutes	2 km	9 minutes	2.1 km
GP	Parkfield Medical Centre	19 minutes	1.3 km	7 minutes	1.3 km
Supermarket	Sainsbury's	5 minutes	0.4 km	2 minutes	0.4 km
Primary School	Cranborne Primary School	10 minutes	0.7 km	2 minutes	0.7 km
Secondary School	Mount Grace School	22 minutes	1.5 km	9 minutes	2.4 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 9 minutes.

Highway Network

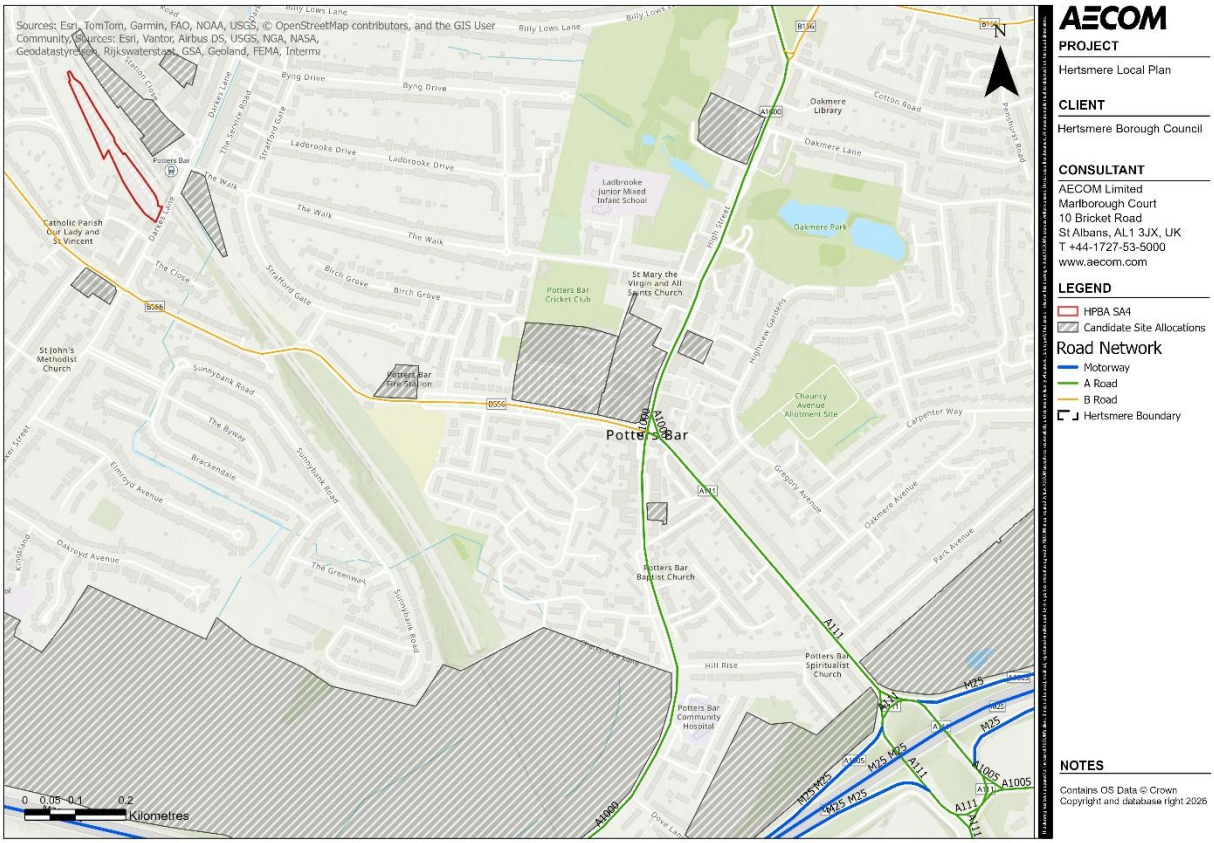


Figure 3: Map of the surrounding road network

- Darkes Lane runs to the east of the site and is one of the main thoroughfares through the town of Potters Bar. This route connects south to Barnet and M25 Junction 24.

- The M25 (London orbital motorway) runs just over 1km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~2.1km west of the site and can be accessed via the M25.

Public Transport Provision

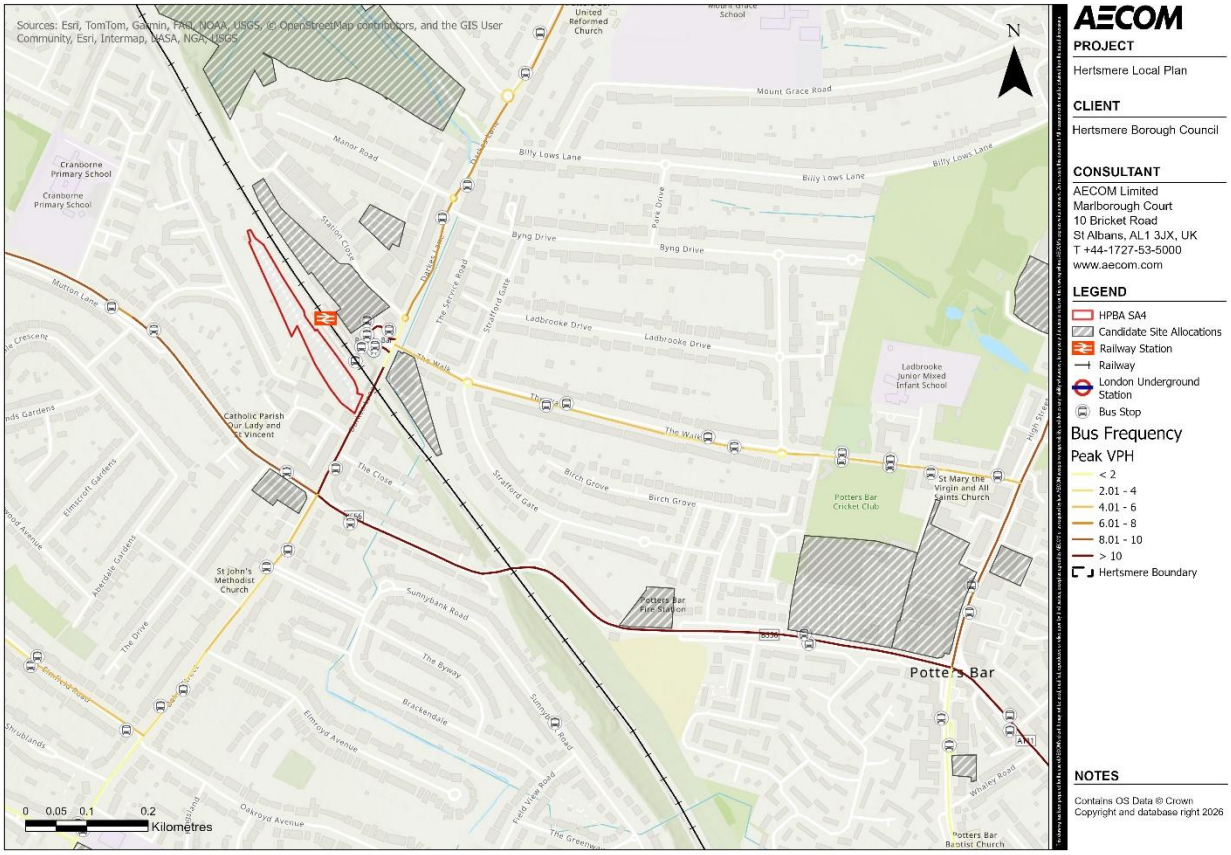


Figure 4: Map of nearby bus stops and railway stations

- There are fifteen bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~11 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is close to the site and provides regular services to destinations such as Stevenage and London.

Walking & Cycling Provision

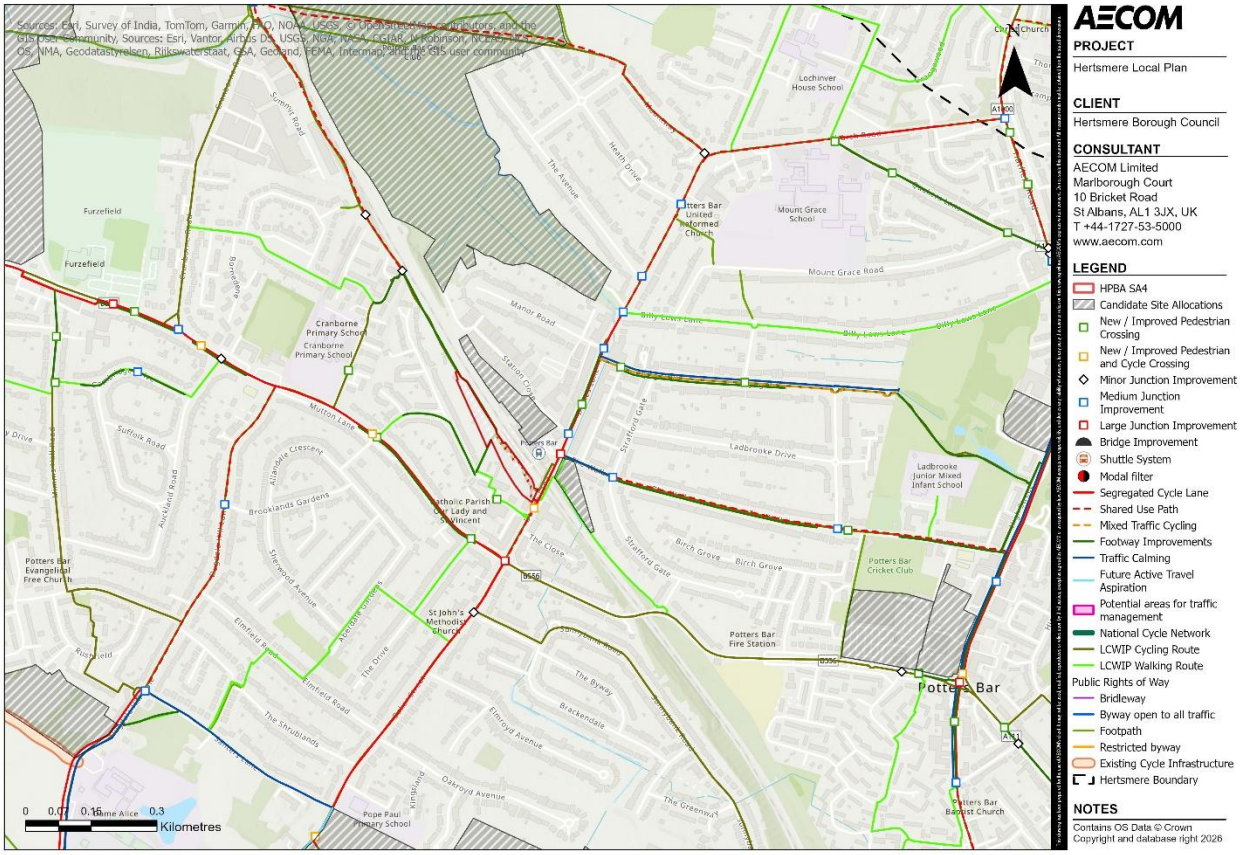


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There is an existing Public Right of Way routing through the site, leading north to neighbouring Brookmans Park.
- Due to its location in the centre of the town, there is adequate pedestrian infrastructure in the vicinity of the site.
- The Hertsmere LCWIP Cycling Network runs on Darkes Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

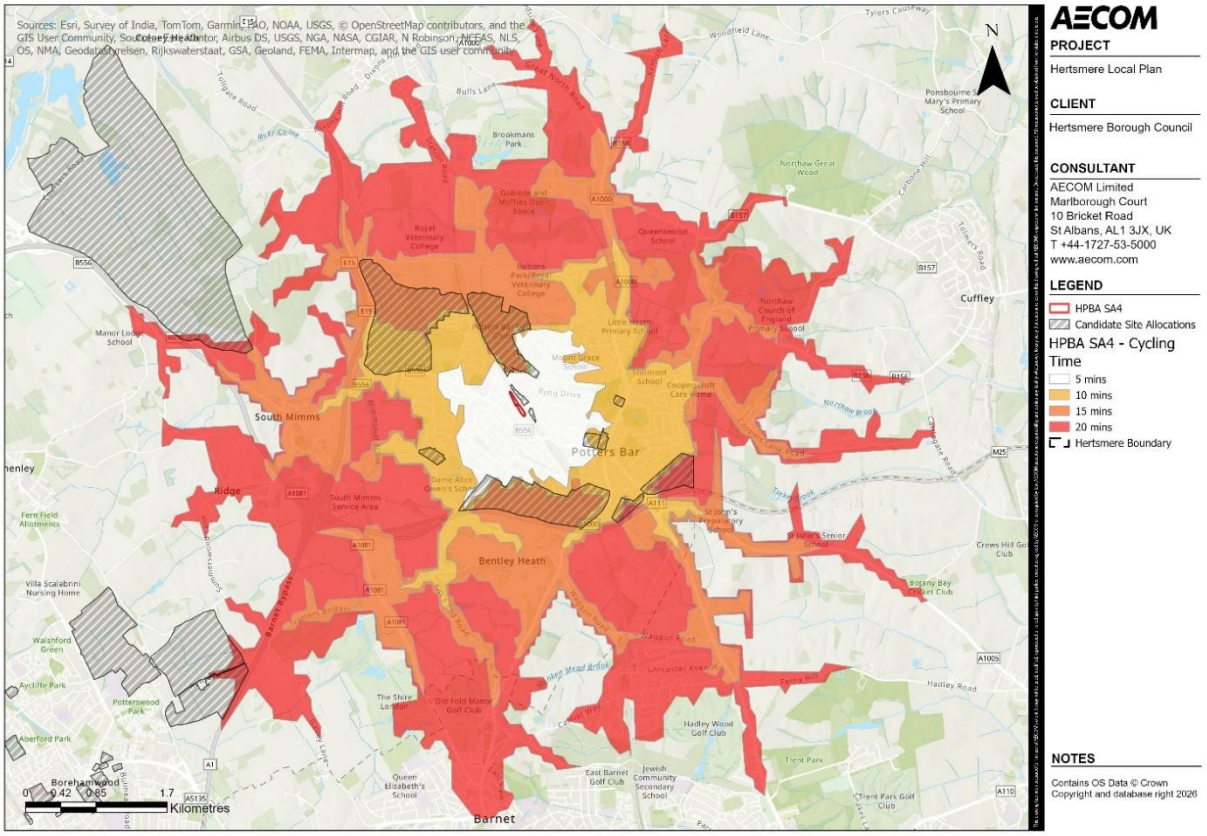


Figure 6: Cycling time from centre point of HPBA SA4

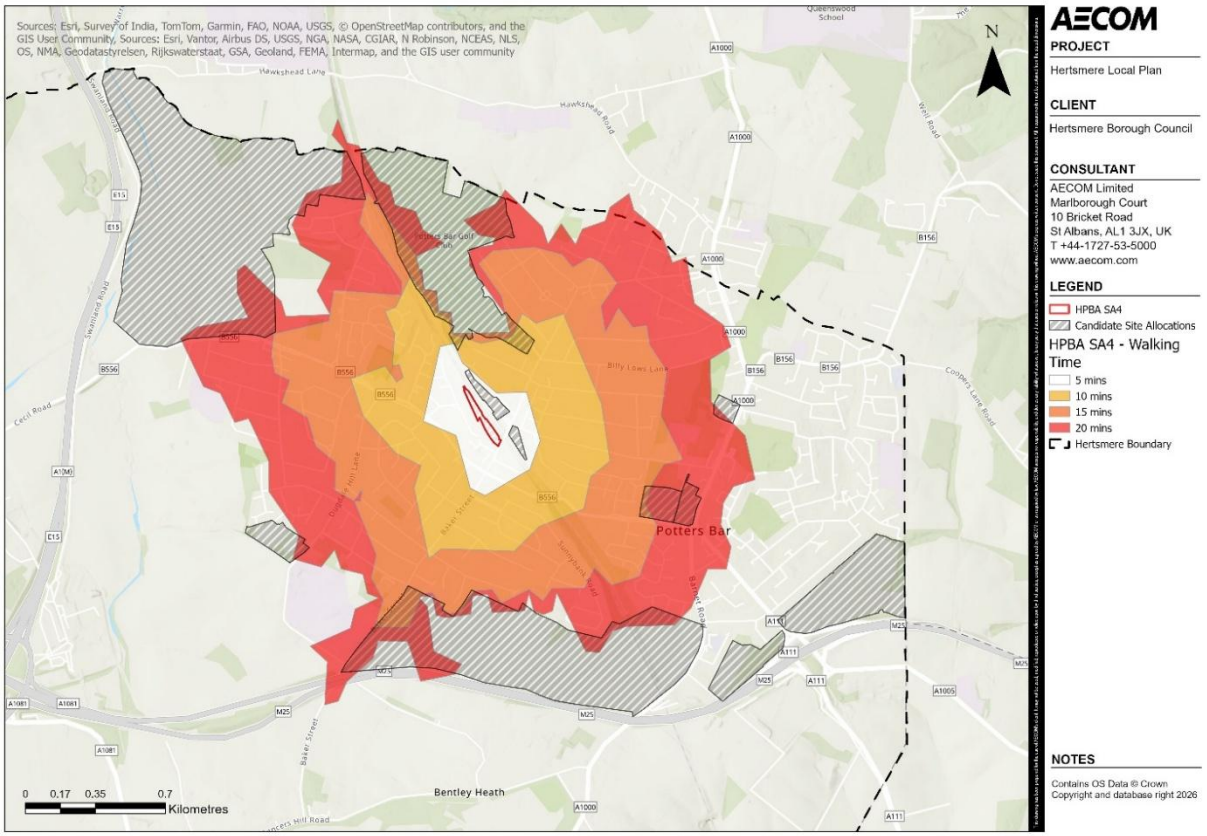


Figure 7: Walking time from centre point of HPBA SA4

- Most central areas of Potters Bar can be accessed within a 10-minute cycle or 20-minute walk. Potters Bar train station is within a 5-minute walk.

- The village of South Mimms can be accessed within a 15-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	53	4.914	482
Cyclists	0.026	3	0.179	18
Pedestrians	0.316	31	1.892	185
Public Transport Users	0.084	8	0.483	47

- Based on standard trip-rate assumptions for a C3 residential use and a total of 98 dwellings, the development is expected to generate approximately 53 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 482 vehicle trips, 18 cycle trips, 185 pedestrian trips and 47 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

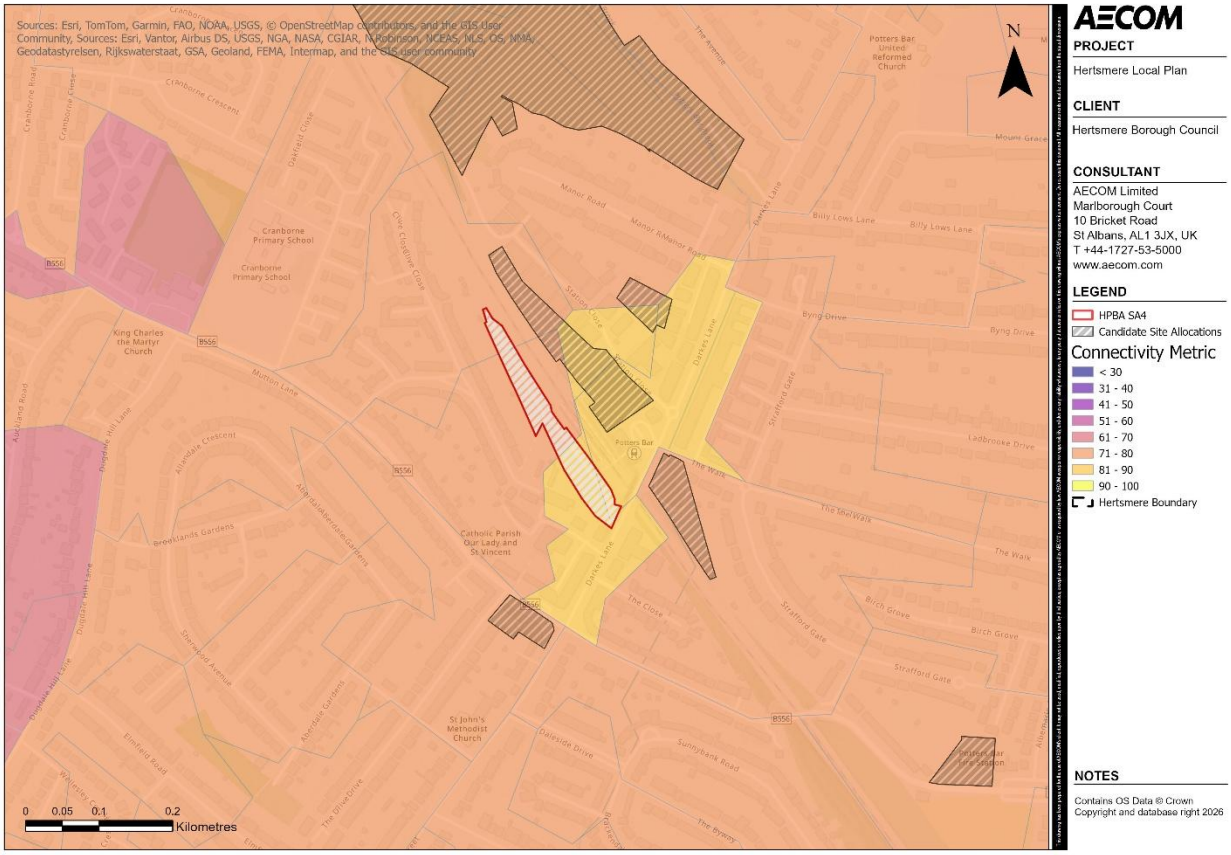
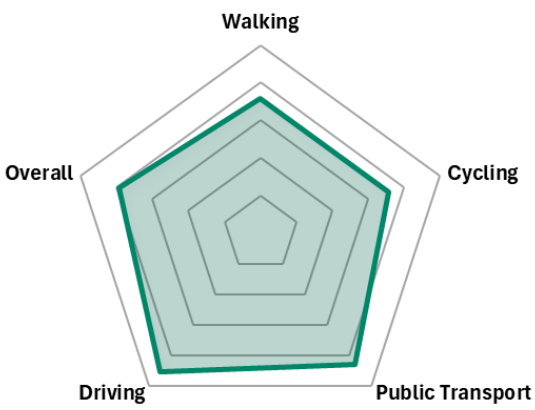


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although some, such as hospitals and secondary schools, are further away. There are frequent bus and rail services near to the site providing connections to local and regional destinations. There is a Public Right of Way in the immediate vicinity, as well as adequate pedestrian facilities within Potters Bar that are easily accessible from the site.

- Overall, the site allocation area falls within the 71st–90th percentiles for connectivity across most modes, with connectivity improving towards the south of the site.



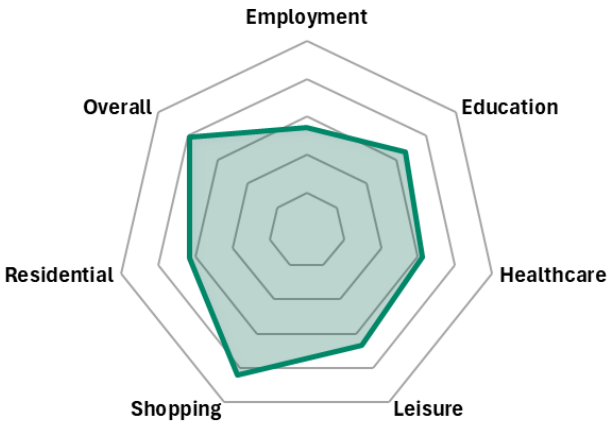


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA5	**Site Address:** 11 Darkes Lane, Potters Bar
Typology: Strategic Urban Site	**Proposed Number of Dwellings:** 58
Land Use Type: Comprehensive mixed-use redevelopment comprised of main-town employment centre uses (at ground and lower levels) and residential above (with vertical intensification).	**Site Area (Hectares):** 0.58Ha

Site Location

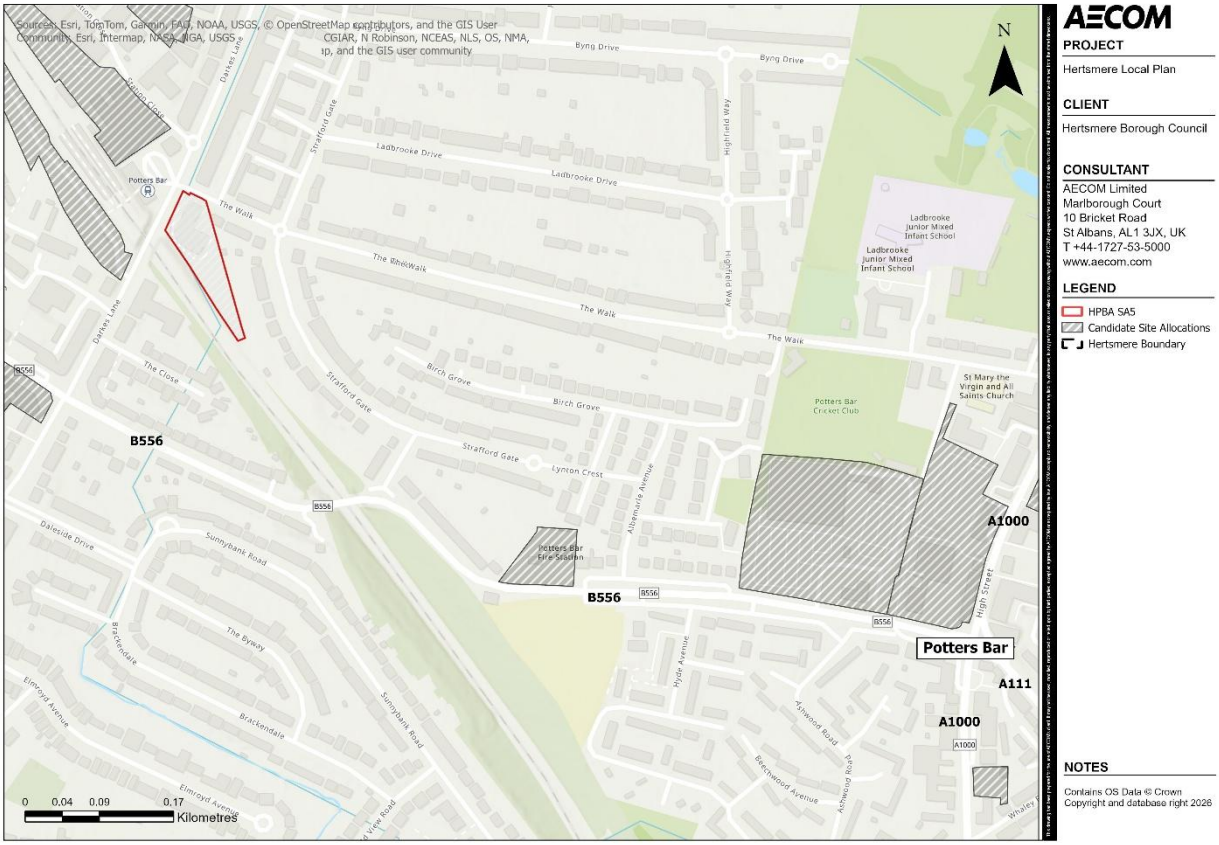


Figure 1: 11 Darkes Lane, Potters Bar site location

- The site is located in Potters Bar, south of Potters Bar Railway Station.
- The southern boundary of the site borders the railway line and the western boundary borders Darkes Lane.
- A further six Regulation 18 sites are located within 500m of the site, the largest of which is an urban extension at ‘Former Potters Bar Golf Course’.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.30
Potters Bar – high street	0.97
Bushey	13.13
Radlett	8.8
St Albans	11.92
Watford	14.93
Hemel Hempstead	20.28
Hatfield	7.72
Stanmore Underground Station	11.52
High Barnet Underground Station	5.16

- There are various key settlements within 10km of the site, including Potters Bar – High Street (0.97km), Borehamwood – High Street (7.30km), and Hatfield (7.72km).

- High Barnet Underground Station is located just over 5km away from the site, presenting an opportunity to access frequent rail services into central London. Barnet is located to the south and represents one of the closest towns within the Greater London urban area.

Proximity to Local Trip Attractors



Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	25 minutes	1.8 km	8 minutes	1.8 km
GP	Parkfield Medical Centre	14 minutes	0.9 km	5 minutes	0.9 km
Supermarket	Sainsbury's	1 minute	0.07 km	1 minute	0.1 km
Primary School	Cranborne Primary School	14 minutes	1 km	4 minutes	1 km
Secondary School	Mount Grace School	17 minutes	1.2 km	7 minutes	1.3 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; GP surgeries, supermarkets, primary schools, and secondary schools can be reached within a 20-minute walk.

- Some services, such as hospitals, are not within walking distance. Accessing these services by cycle takes 8 minutes.

Highway Network

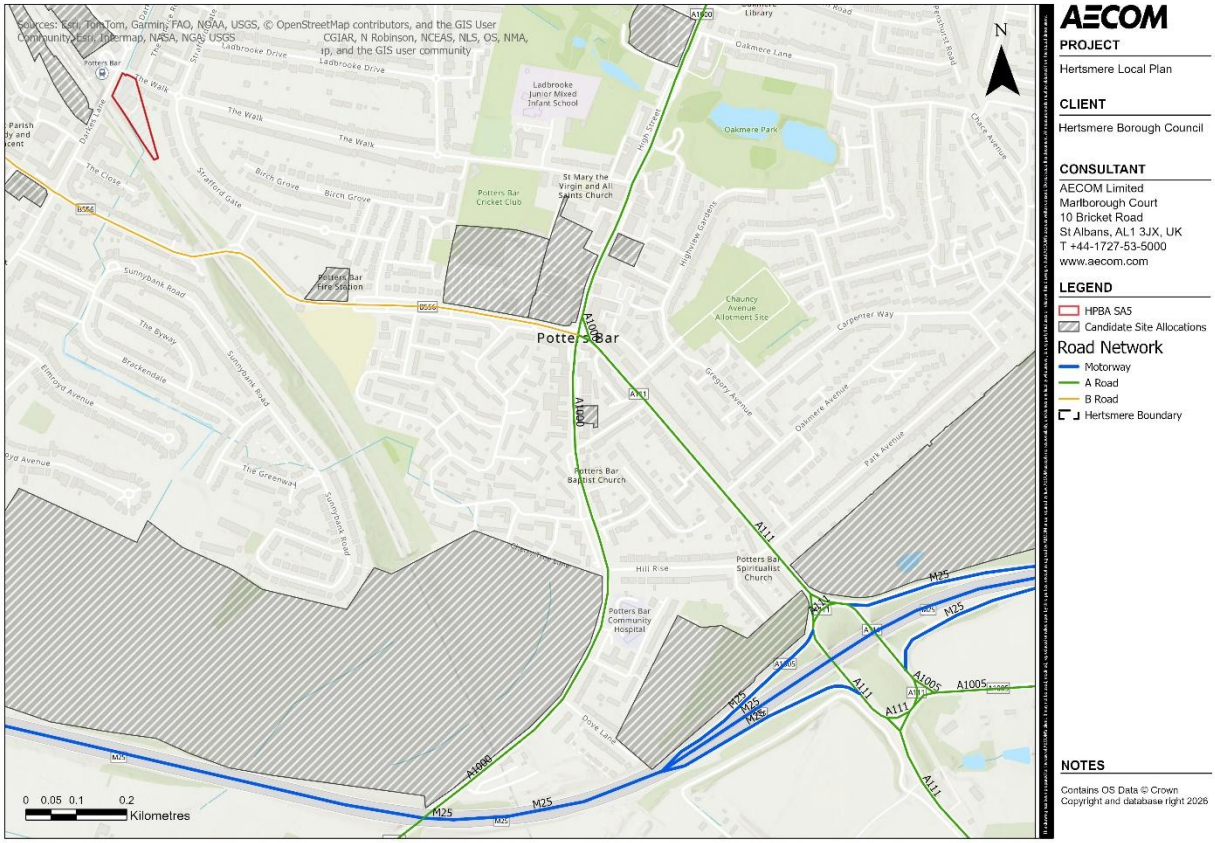


Figure 3: Map of the surrounding road network

- Darkes Lane runs to the west of the site and is one of the main thoroughfares through the town of Potters Bar. This route connects south to Barnet and M25 Junction 24.

- The M25 (London orbital motorway) runs just over 1km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~2.2km west of the site and can be accessed via the M25.

Public Transport Provision

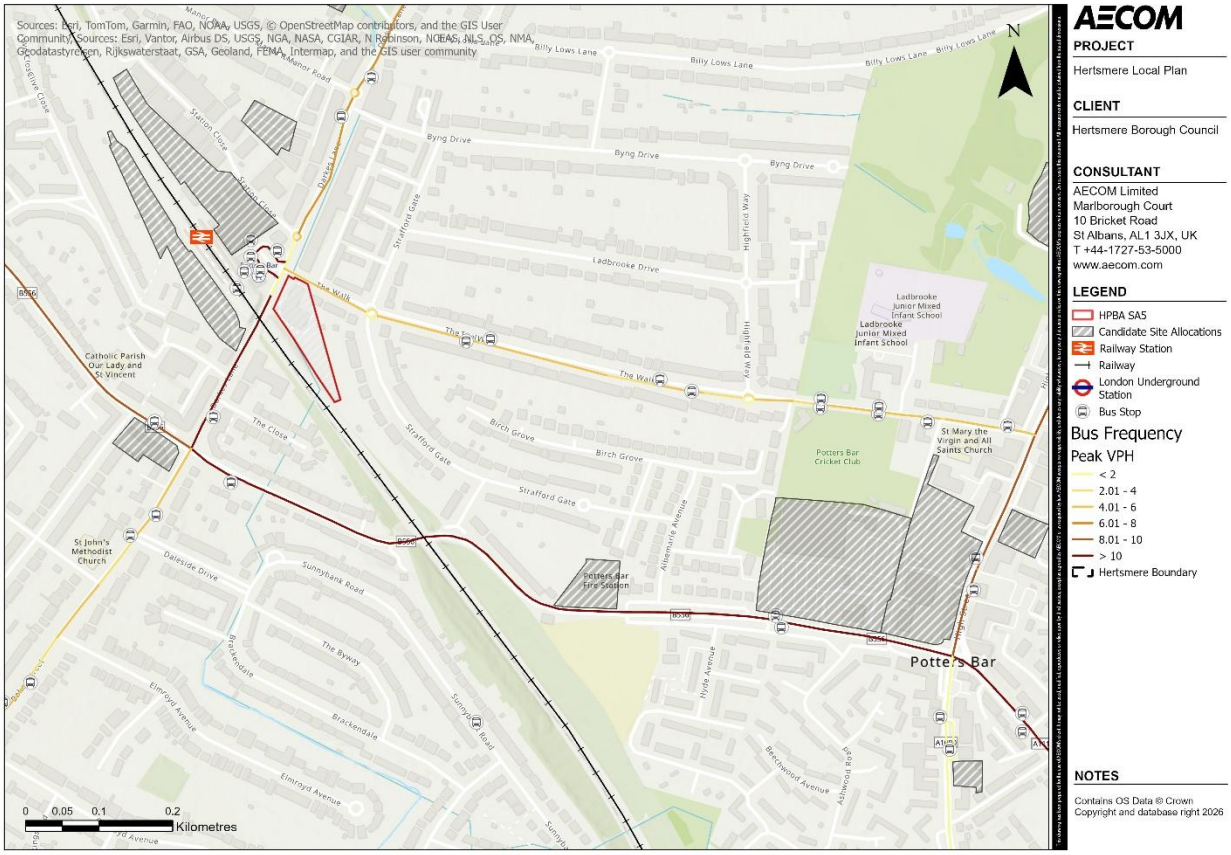


Figure 4: Map of nearby bus stops and railway stations

- There are seventeen bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~11 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is close to the site and provides regular services to destinations such as Stevenage and London.

Walking & Cycling Provision

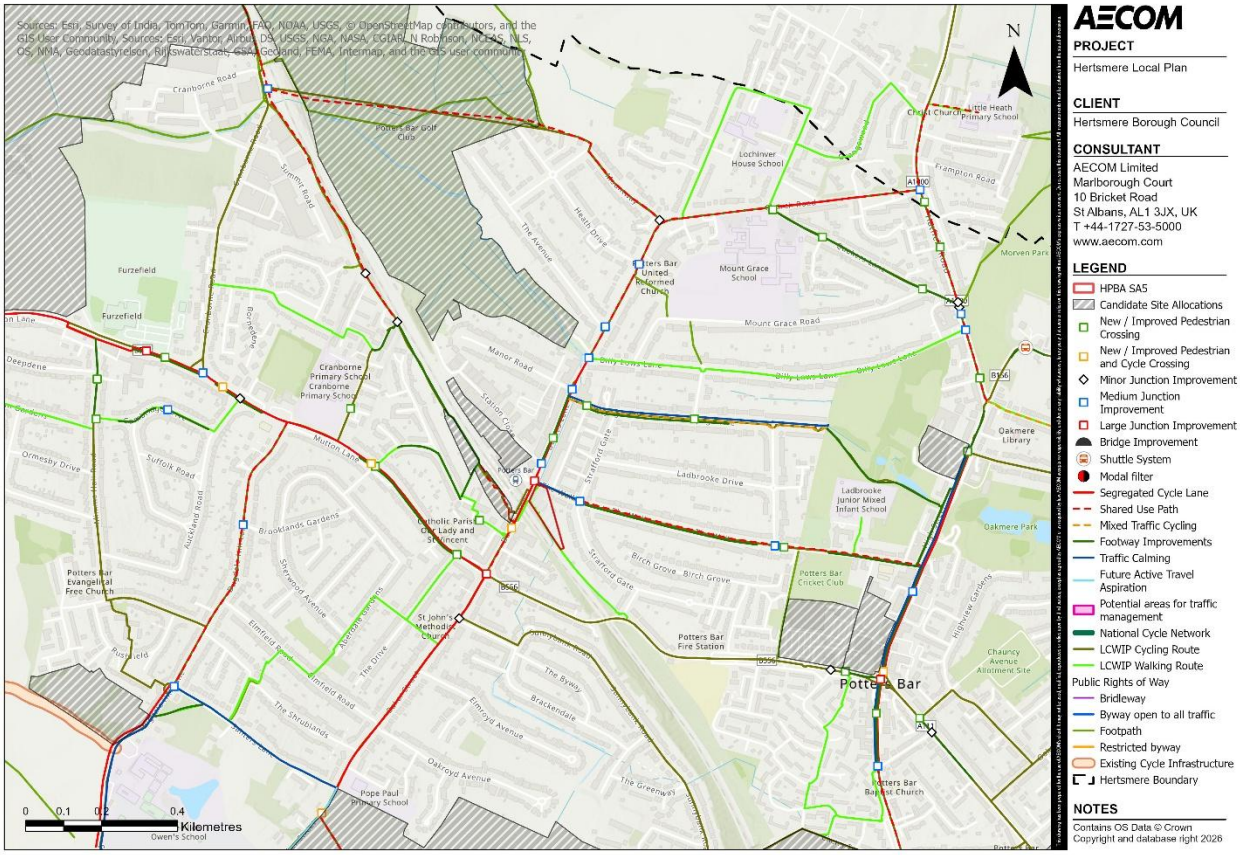


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the immediate vicinity of the site, although there is a footpath that can be accessed from the Potters Bar station car park, leading north to Brookmans Park.

- Due to its location in the centre of the town, there is adequate pedestrian infrastructure in the vicinity of the site.

- The Hertsmere LCWIP Cycling Network runs on Darkes Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

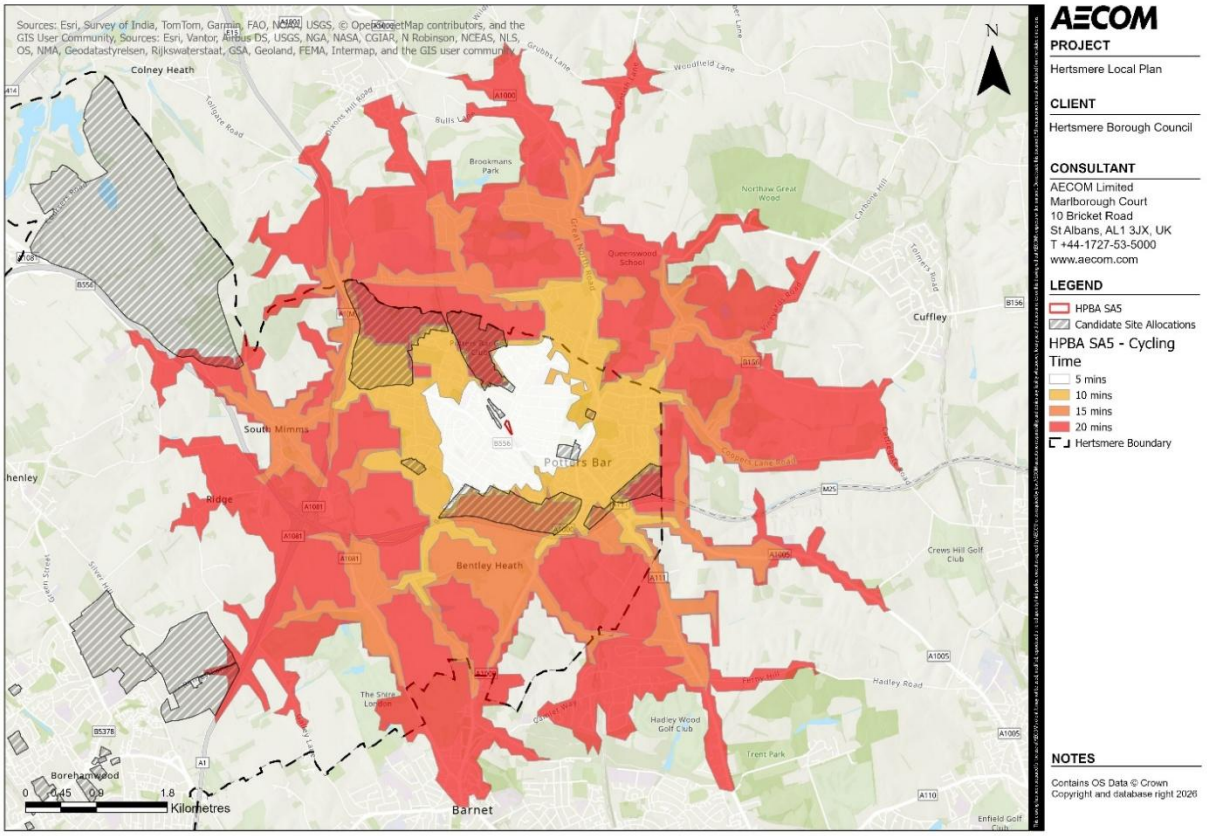


Figure 6: Cycling time from centre point of HPBA SA5

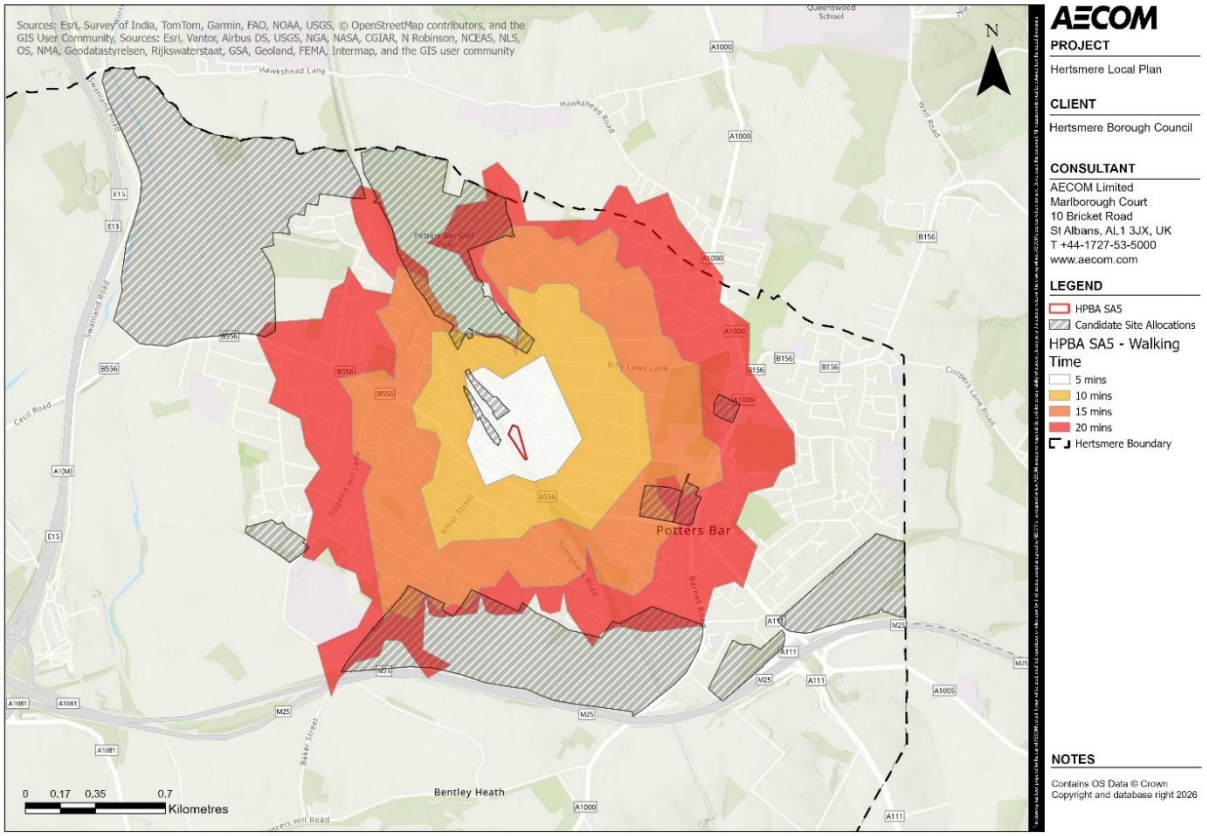


Figure 7: Walking time from centre point of HPBA SA5

- Most central areas of Potters Bar can be accessed within a 10-minute cycle or 20-minute walk. Potters Bar train station is within a 5-minute walk.

- The village of South Mimms can be accessed within a 15-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	32	4.914	285
Cyclists	0.026	2	0.179	10
Pedestrians	0.316	18	1.892	110
Public Transport Users	0.084	5	0.483	28

- Based on standard trip-rate assumptions for a C3 residential use and a total of 58 dwellings, the development is expected to generate approximately 32 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 285 vehicle trips, 10 cycle trips, 110 pedestrian trips and 28 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

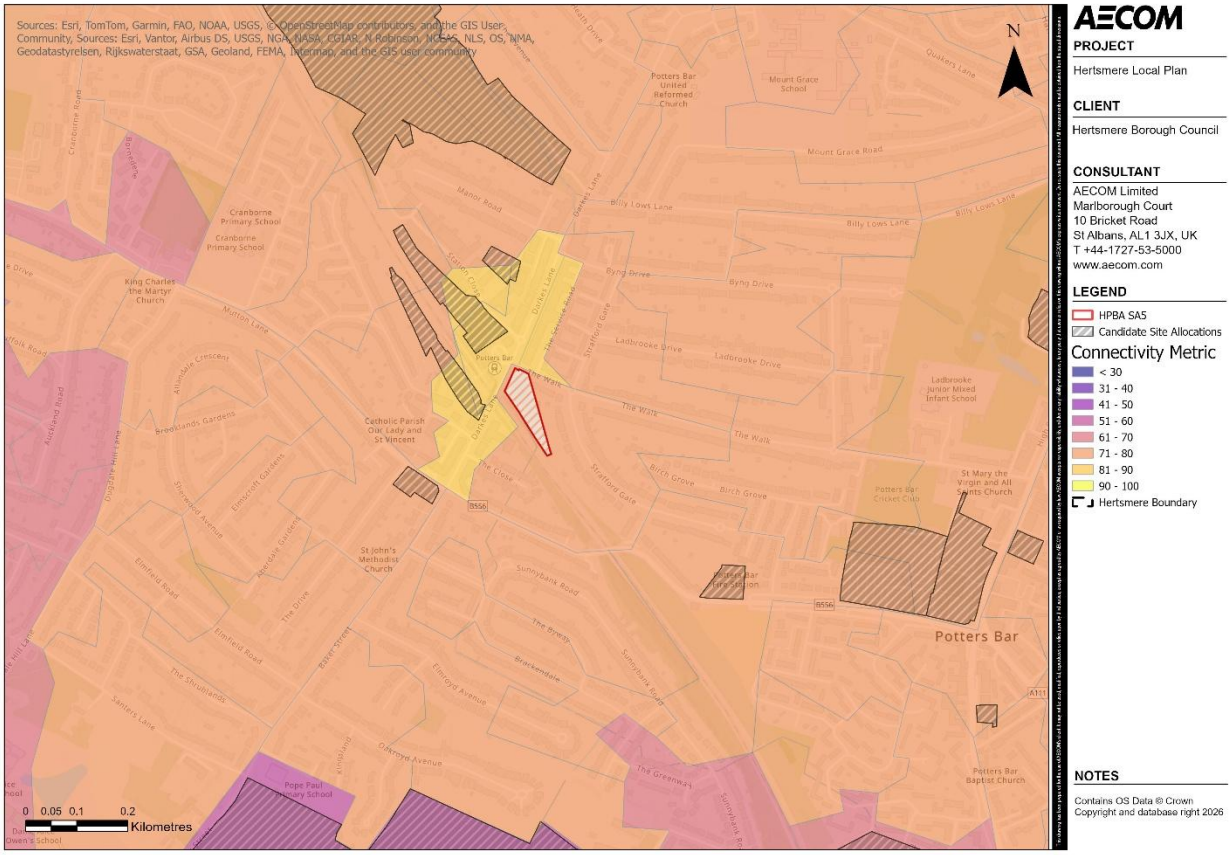
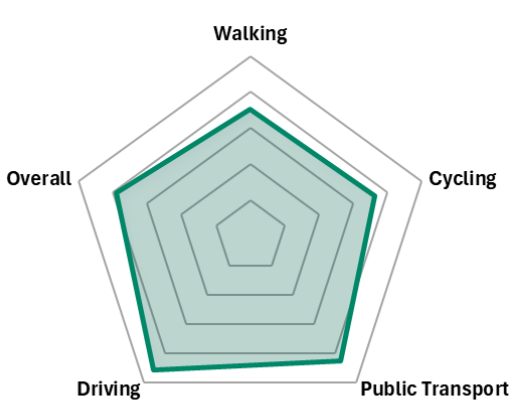


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors although some, such as hospitals, are further away. There are frequent bus and rail services near to the site providing connections to local and regional destinations. Although there aren't many existing Public Rights of Way in the immediate vicinity, there are adequate pedestrian facilities within Potters Bar that are easily accessible from the site.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.



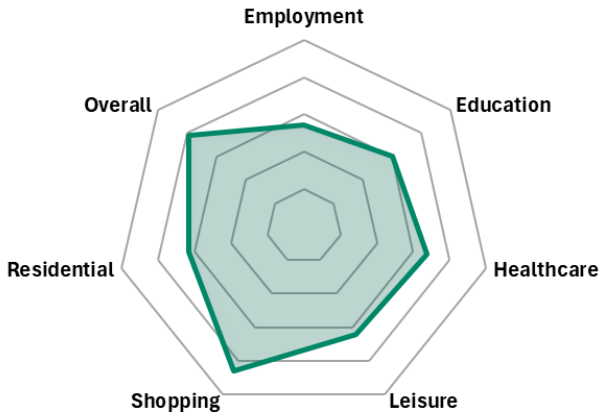


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HPBA SA6	**Site Address:** Bus Garage, High Street, Potters Bar
Typology: Urban Site	**Proposed Number of Dwellings:** 119
Land Use Type: Comprehensive redevelopment comprised of residential uses (with vertical intensification).	**Site Area (Hectares):** 1.19Ha

Site Location

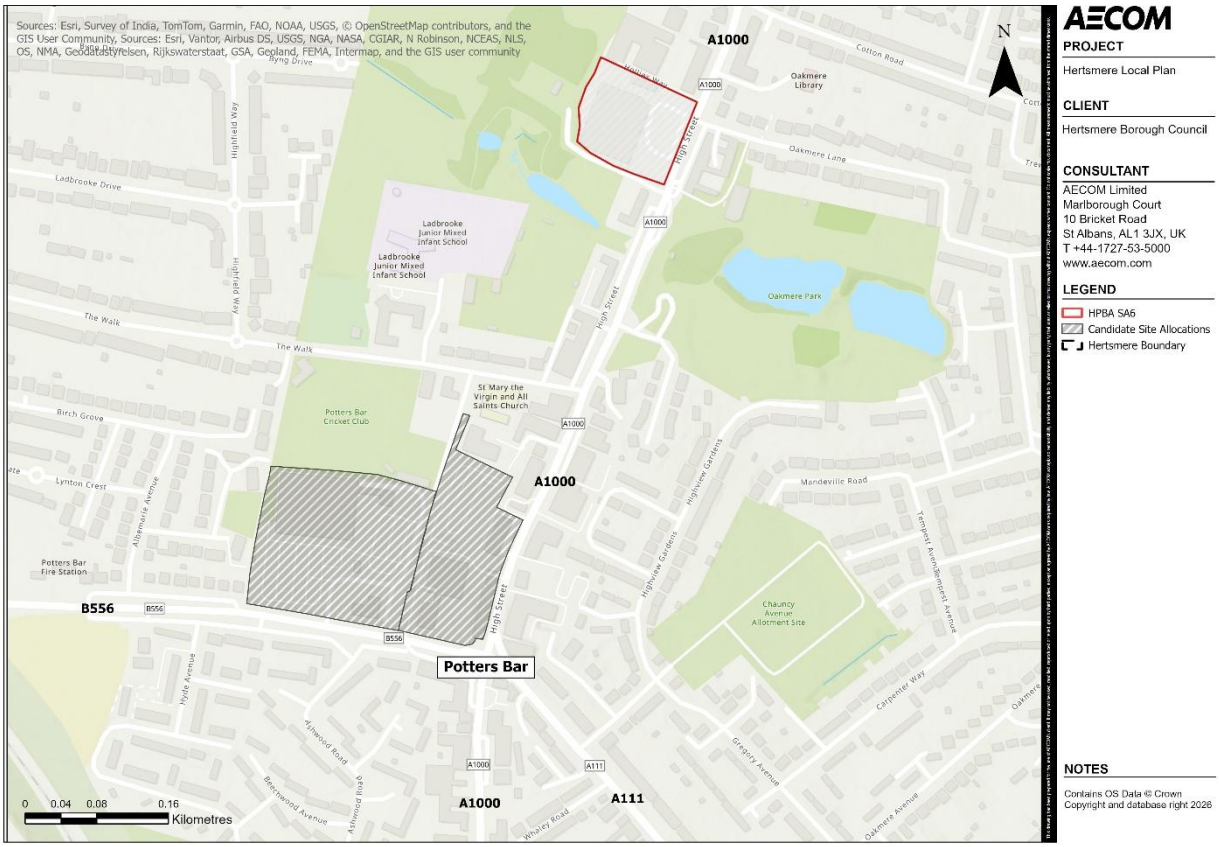


Figure 1: Bus Garage, High Street, Potters Bar site location

- The site is located in Potters Bar, 1km east of Potters Bar Railway Station.
- The eastern boundary of the site borders the A1000 High Street.
- There are no Regulation 18 site allocations within the immediate vicinity north, east or west of the site. However, three site allocations are located within 400m south of the site, adjacent to Barnet Road / High Street / Mutton Lane junction.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.95

Potters Bar – high street	0.46
Bushey	14.13
Radlett	9.86
St Albans	12.77
Watford	15.96
Hemel Hempstead	21.51
Hatfield	7.97
Stanmore Underground Station	12.34
High Barnet Underground Station	5.42

- The site is just under 500m north of the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Hatfield and Radlett lie to the north and west, respectively.

Proximity to Local Trip Attractors

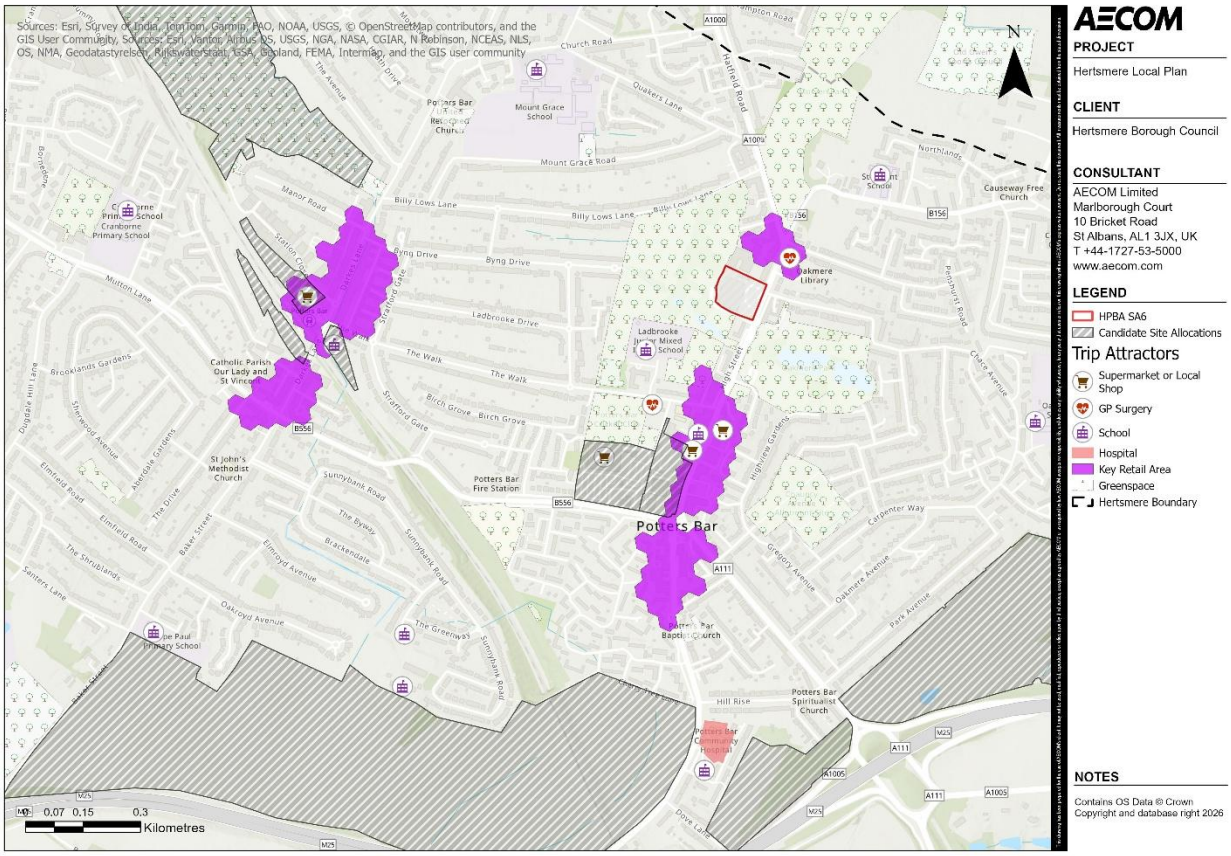


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	16 minutes	1.2 km	5 minutes	1.2 km
GP	Annandale Medical Centre	2 minutes	0.15 km	2 minutes	0.17 km
Supermarket	Co-op Potters Bar	4 minutes	0.3 km	2 minutes	0.3 km
Primary School	Ladbrooke JMI School	8 minutes	0.6 km	4 minutes	0.6 km
Secondary School	Mount Grace School	14 minutes	1.1 km	3 minutes	1.1 km

- Most key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 20-minute walk.

Highway Network

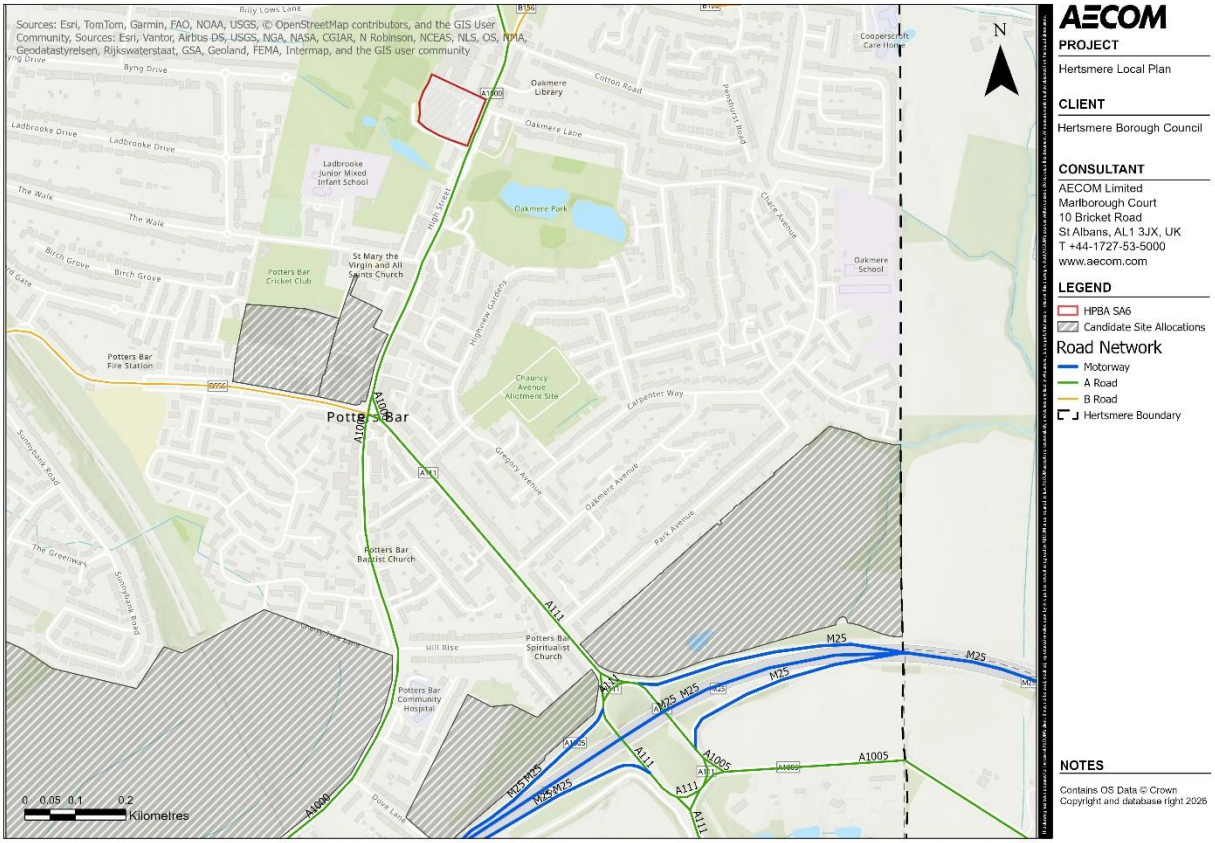


Figure 3: Map of the surrounding road network

- High Street runs immediately to the east of the site and is the main thoroughfare in the town of Potters Bar. This route connects south to Barnet and M25 Junction 24, and north towards Hatfield.

- The M25 (London orbital motorway) runs east-west just over 1km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~3.3km west of the site and can be accessed via the M25.

Public Transport Provision

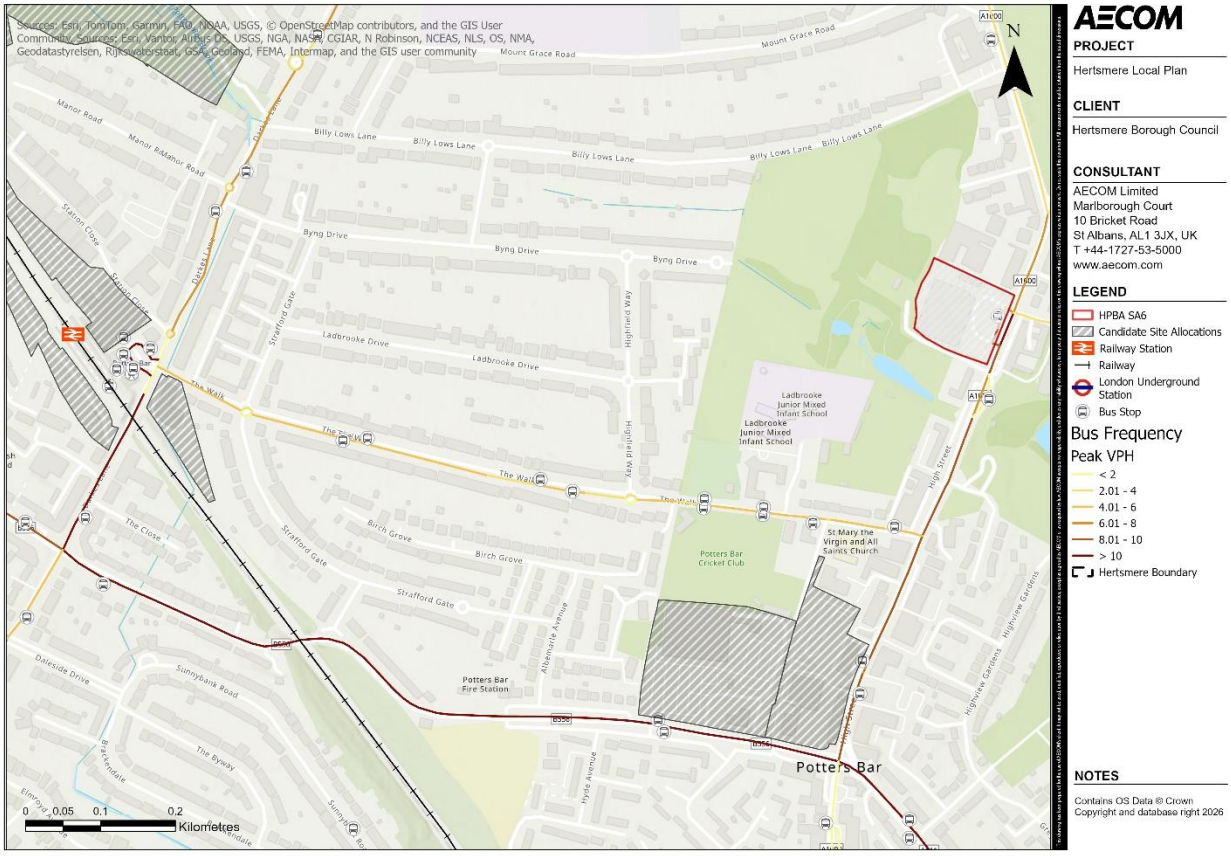


Figure 4: Map of nearby bus stops and railway stations

- There are eleven bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~7 VPH in each direction.

- Most of these services can be accessed on High Street, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is located to the west of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

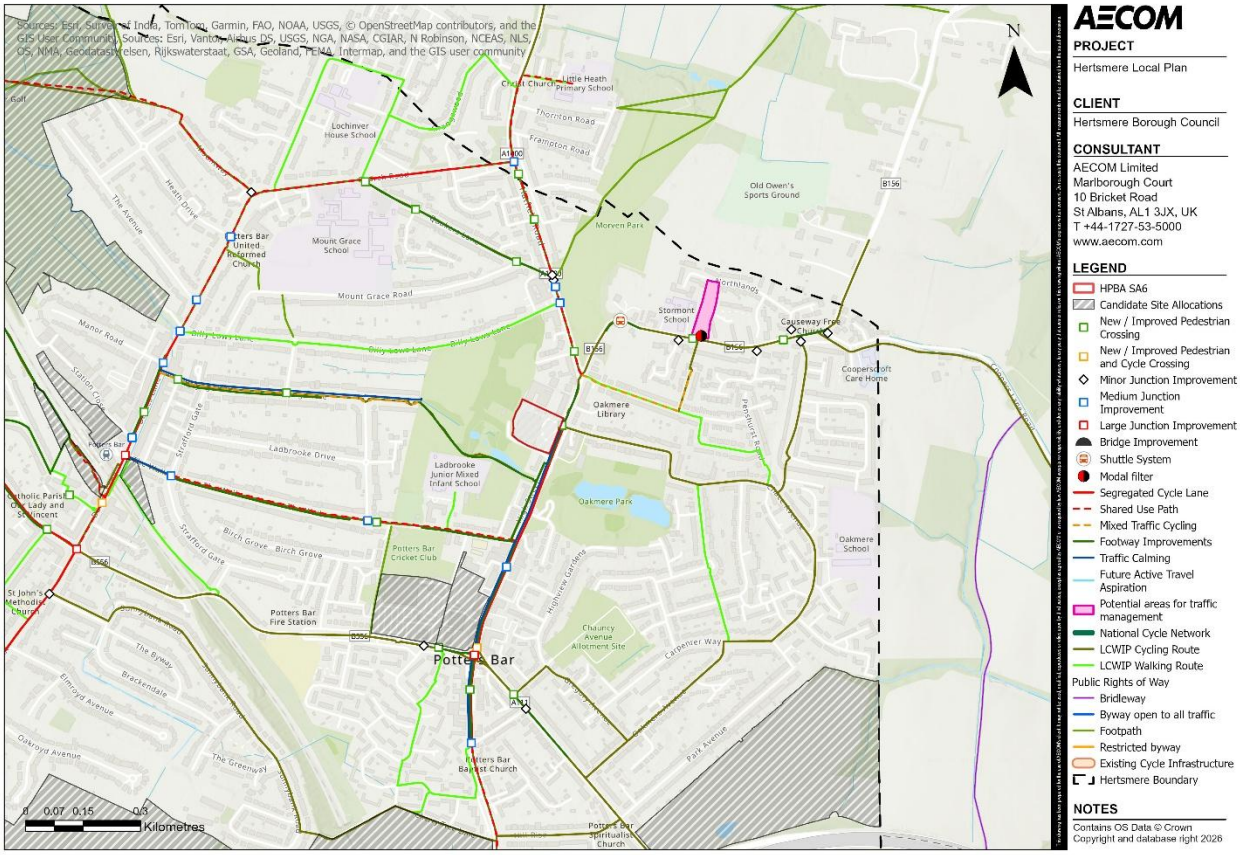


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The are no existing footpaths in the immediate vicinity of the site.

- Due to its location in the centre of Potters Bar, there are adequate pedestrian facilities surrounding the site.

- The Hertsmere LCWIP Cycling Network runs on High Street bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

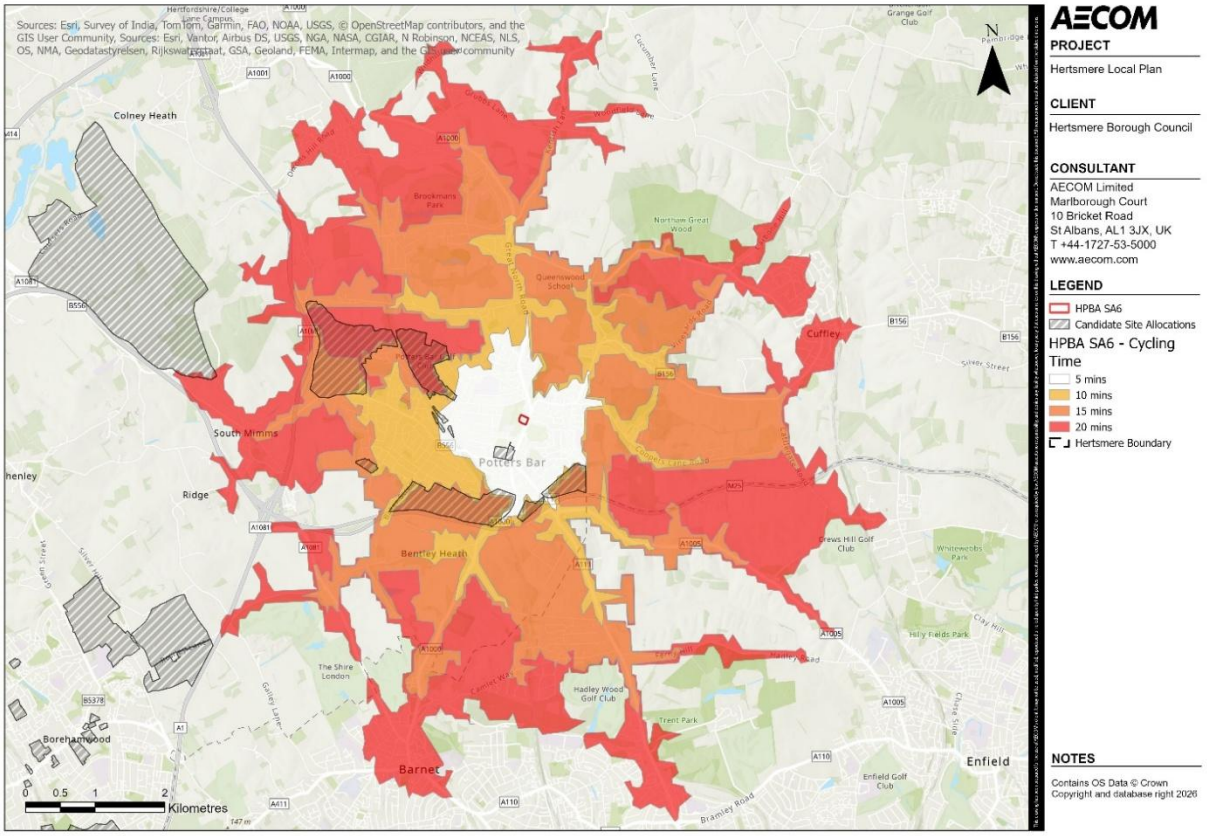


Figure 6: Cycling time from centre point of HBA SA6

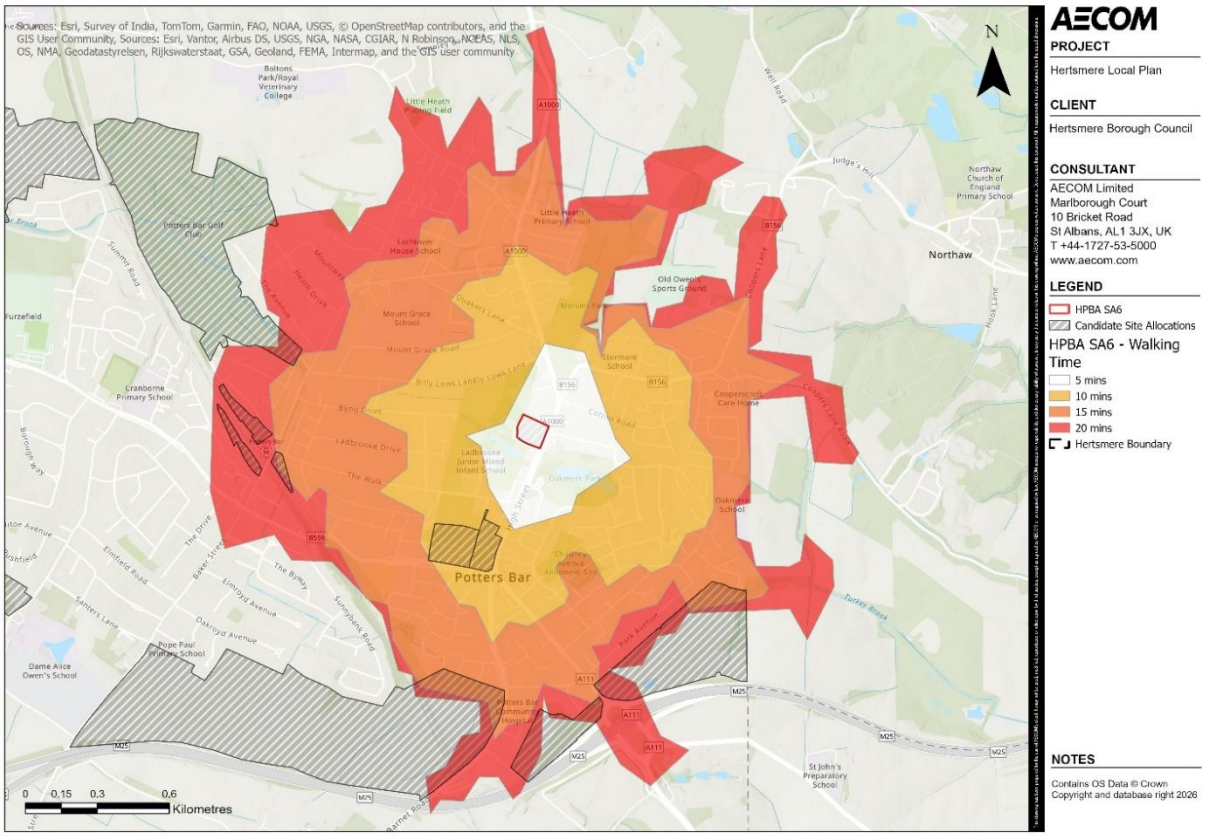


Figure 7: Walking time from centre point of HBA SA6

- Most central areas of Potters Bar can be accessed within a 5-minute cycle or 10-minute walk.

- South Mimms and central Barnet can be accessed within a 20-minute cycle.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	65	4.914	585
Cyclists	0.026	3	0.179	21
Pedestrians	0.316	38	1.892	225
Public Transport Users	0.084	10	0.483	57

- Based on standard trip-rate assumptions for a C3 residential use and a total of 119 dwellings, the development is expected to generate approximately 65 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 585 vehicle trips, 21 cycle trips, 225 pedestrian trips and 57 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

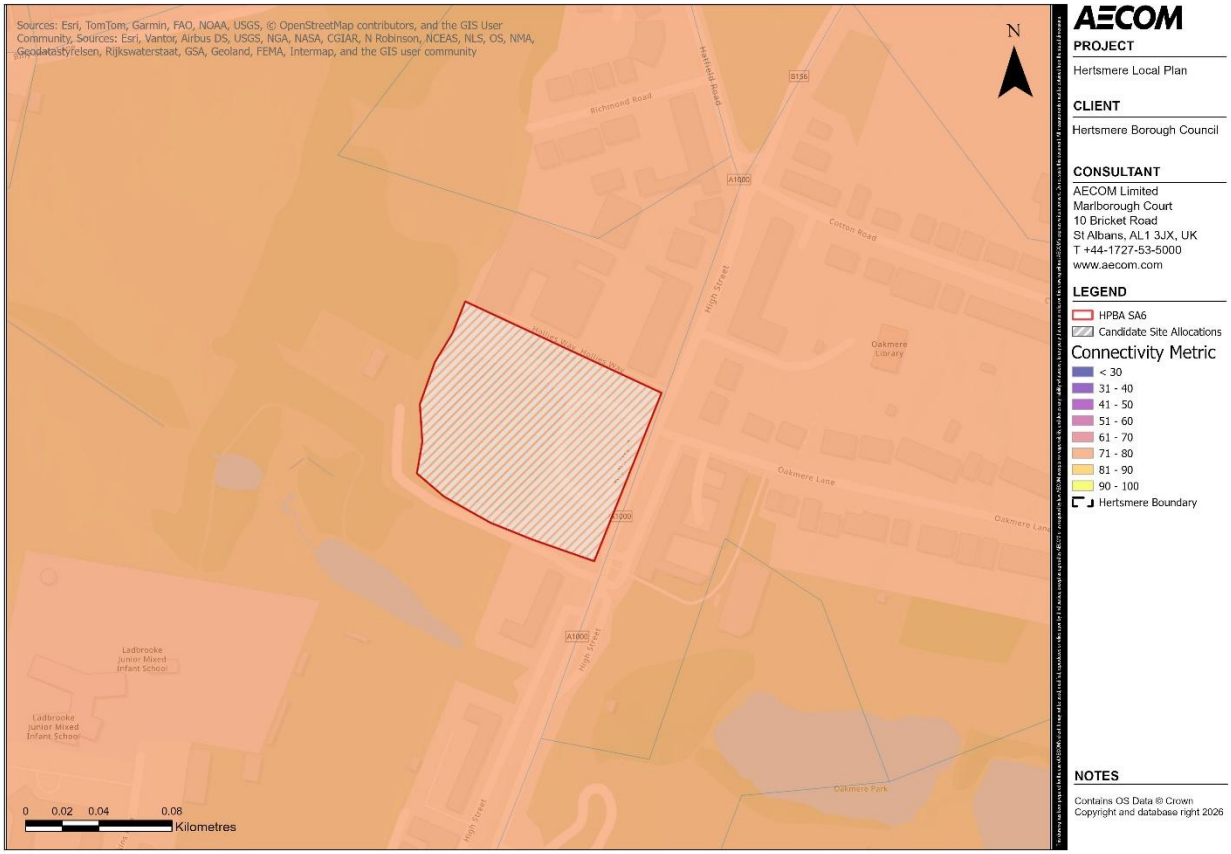
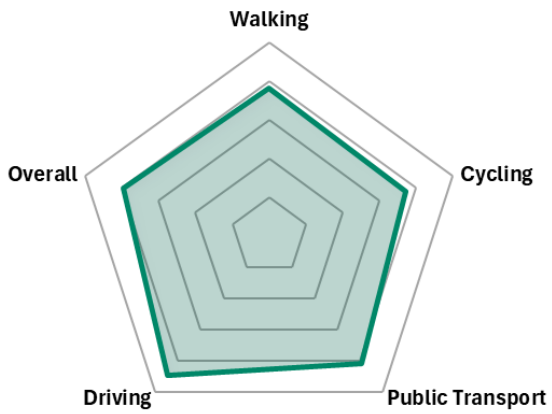


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors. There are frequent bus services near to the site providing connections to neighbouring towns. Although there are no existing Public Rights of Way in the immediate vicinity of the site, there are adequate pedestrian facilities within Potters Bar, generally.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.



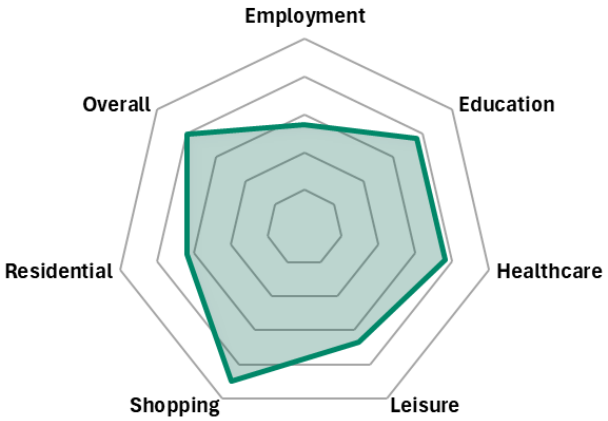


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA13	**Site Address:** Land at Baker Street (east), Potters Bar
Typology: Strategic Urban Extension	**Proposed Number of Dwellings:** 900
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/community infrastructure, open spaces, and main town centre uses.	**Site Area (Hectares):** 63.29Ha

Site Location

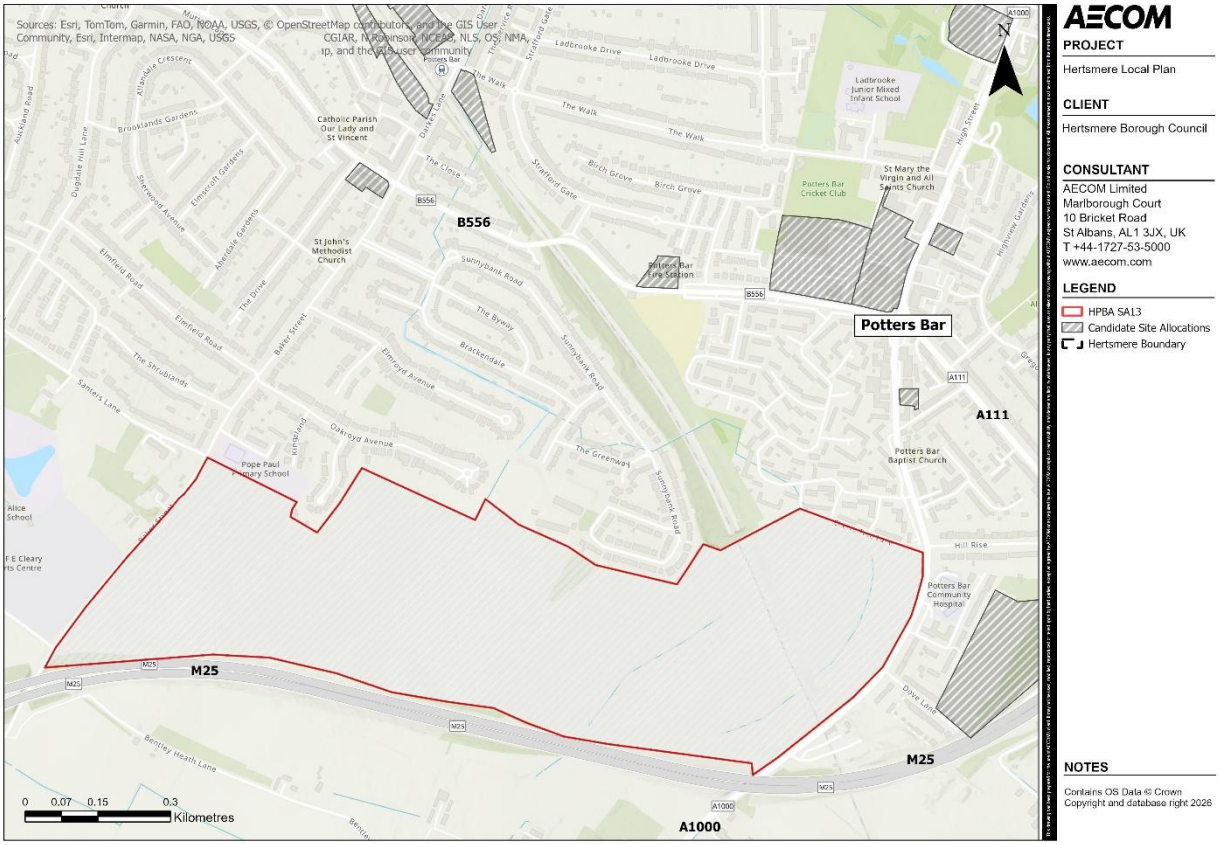


Figure 1: Land at Baker Street (east), Potters Bar site location

- The site is in Potters Bar, south of the town centre.
- The southern boundary of the site borders the M25, which forms part of the Strategic Road Network. The eastern boundary borders the A1000 Barnet Road and the western boundary is formed by Baker Street.
- Various Regulation 18 site allocations are located within the vicinity of the site to the north, east and west. The closest of these site allocations is Dove Lane, Potters Bar (HPBA SA17), an urban extension.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	6.72
Potters Bar – high street	1.13
Bushey	12.75
Radlett	8.71
St Albans	12.55
Watford	14.55
Hemel Hempstead	20.54
Hatfield	8.75
Stanmore Underground Station	10.8
High Barnet Underground Station	4.04

- The site is ~1km south of the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Radlett and Hatfield lie to the west and north, respectively.

Proximity to Local Trip Attractors

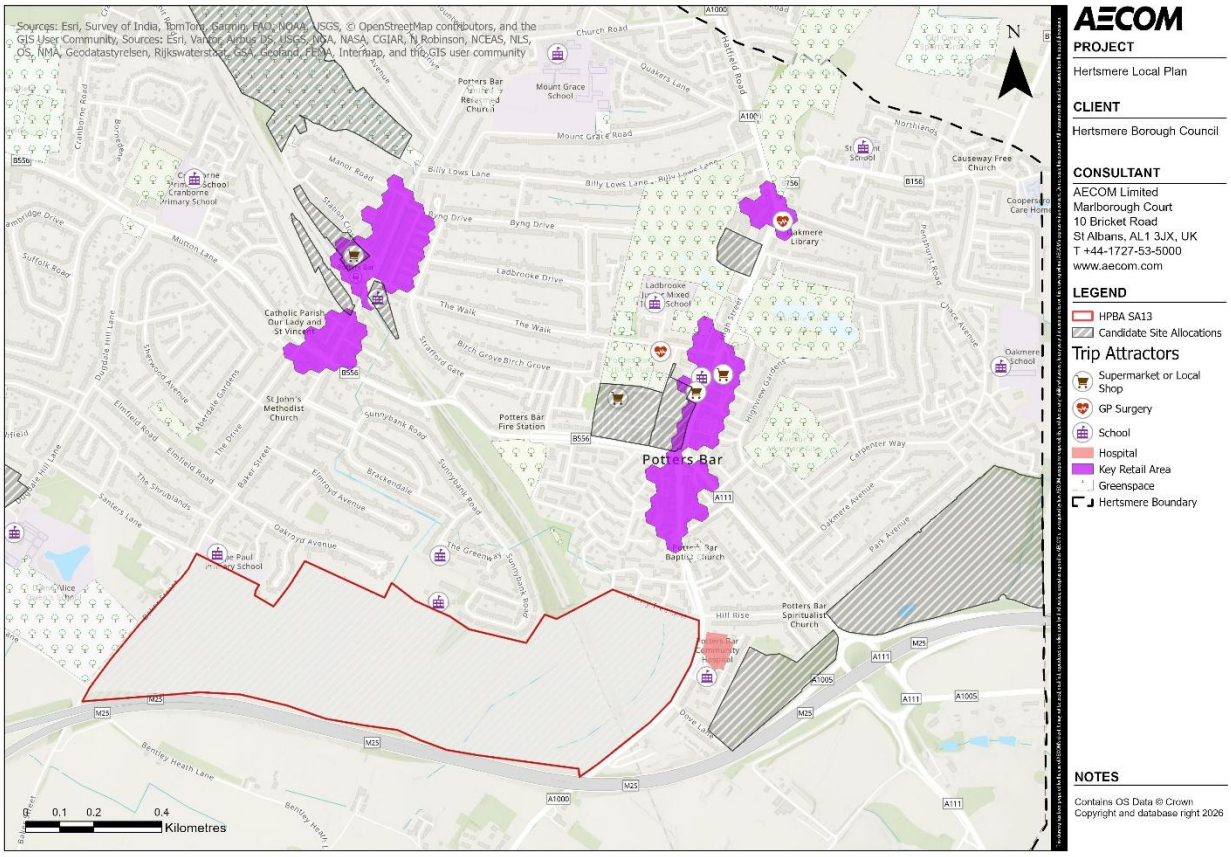


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	2 minutes	0.1 km	1 minute	0.1 km
GP	Parkfield Medical Centre	15 minutes	1 km	4 minutes	1 km
Supermarket	M&S Potters Bar BP	10 minutes	0.65 km	3 minutes	0.65 km
Primary School	Pope Paul Catholic Primary School	1 minute	0.09 km	1 minute	0.09 km
Secondary School	Dame Alice Owen's School	11 minutes	0.75 km	3 minutes	0.75 km

- Most key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, primary schools, and secondary schools can all be reached within a 15-minute walk.

Highway Network

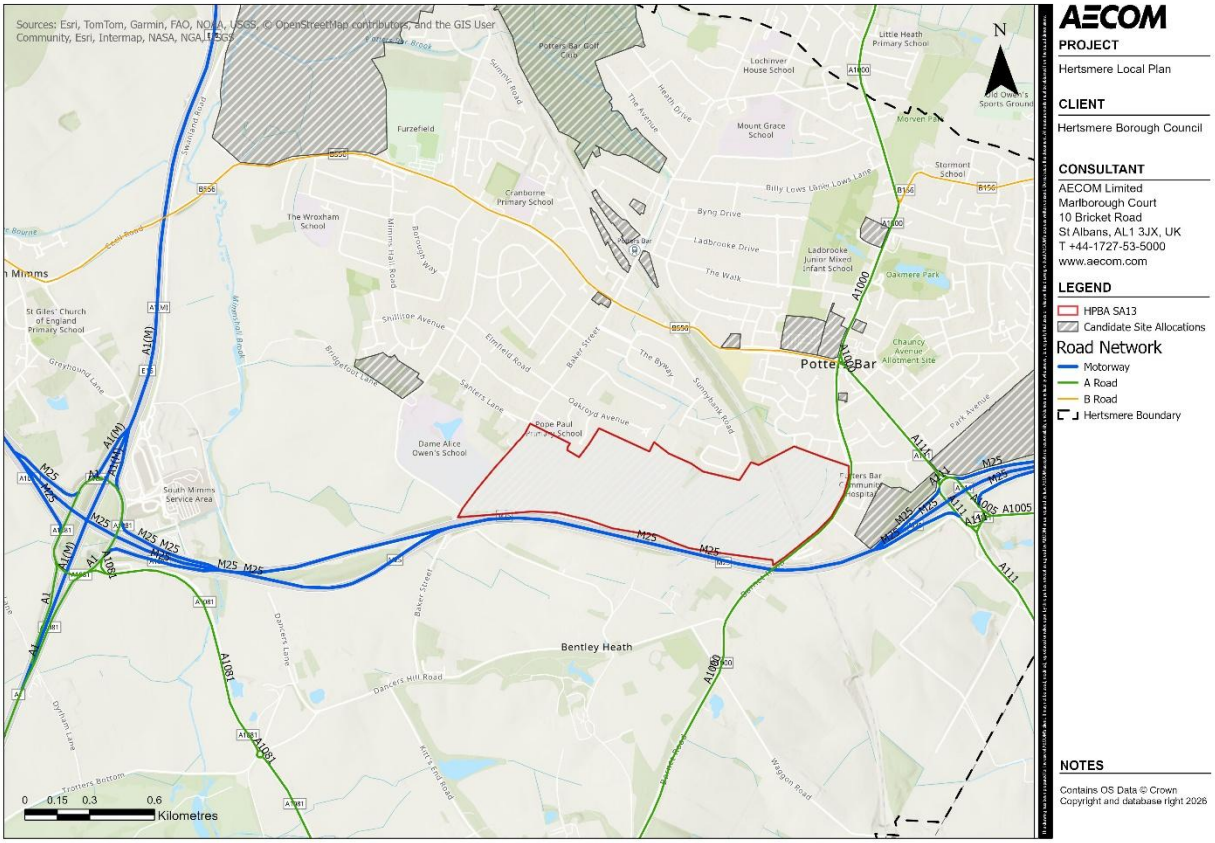


Figure 3: Map of the surrounding road network

- Baker Street lies immediately to the west of the site and connects it to the centre of Potters Bar. To the east, the A1000 Barnet Road connects to eastern areas of the town.

- The M25 (London orbital motorway) runs east-west to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network; The motorway can be joined at Junction 24 ~400m to the east of the site.

Public Transport Provision

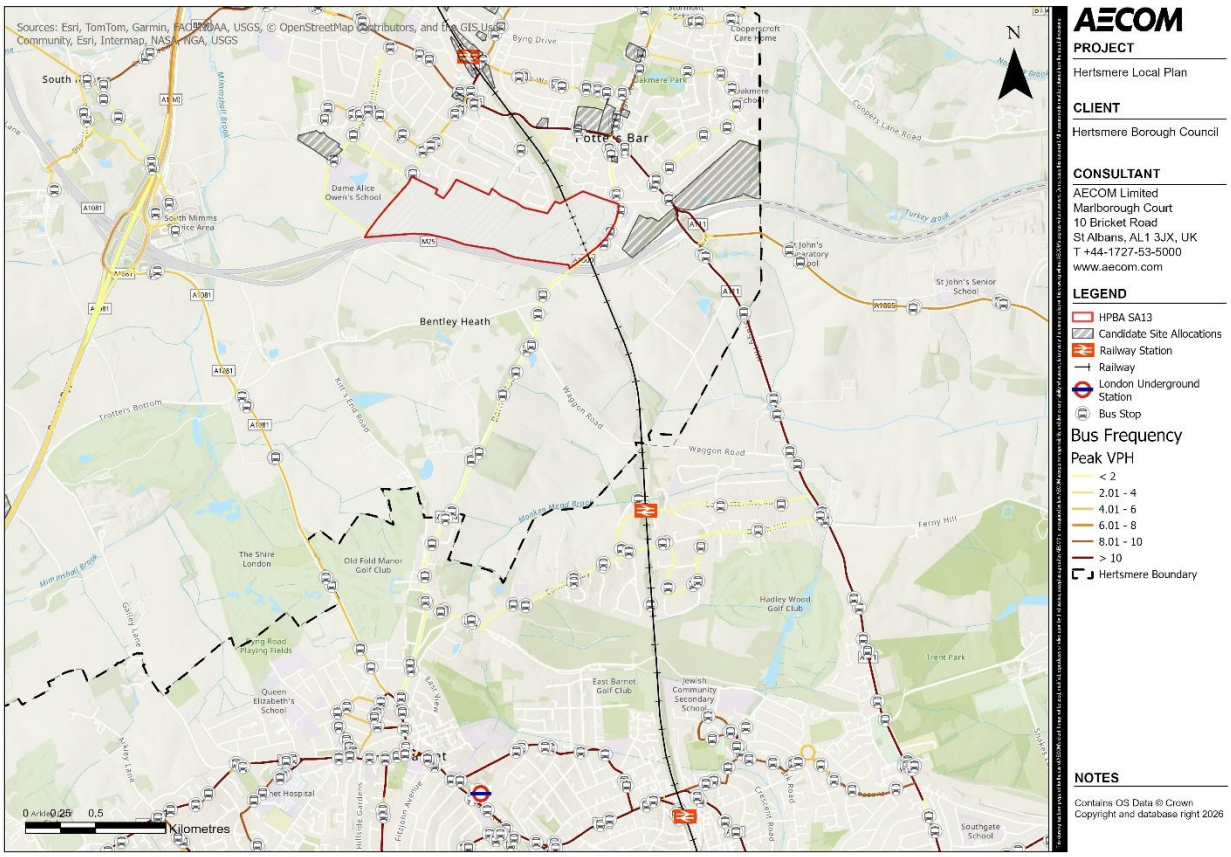


Figure 4: Map of nearby bus stops and railway stations

- There over fifteen bus stops with regular services within 500m of the site, although some of these lie south of the M25 and are not easily accessible to pedestrians.

- The stops are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 298 (Arnos Grove–Potters Bar), and 398 (Borehamwood–Potters Bar) services.

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~10 VPH in each direction.

- Most of these services can be accessed on nearby Mutton Lane, which has at least 10 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is located to the north of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

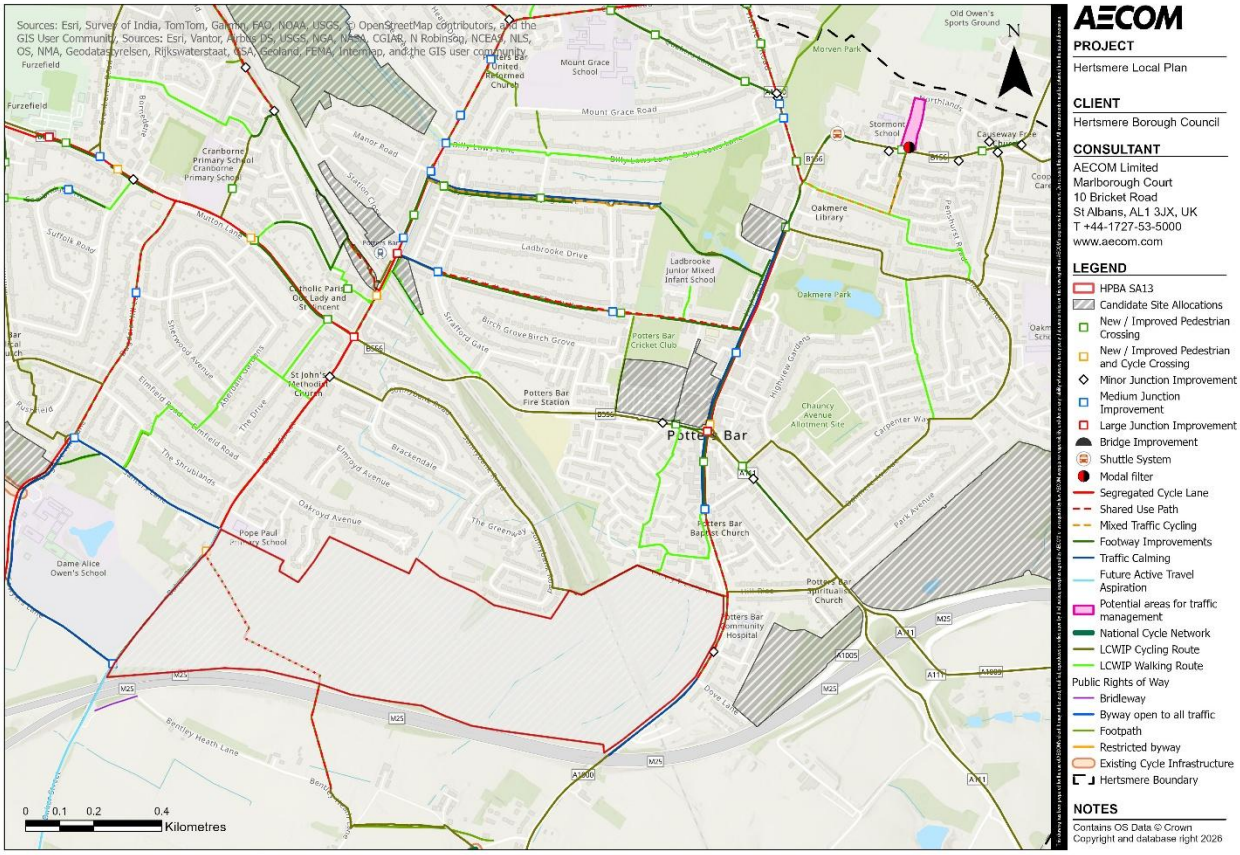


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs north-south through the western portion of the site, connecting Baker Street with Bentley Heath, to the south.

- There is no existing pedestrian infrastructure on Baker Street south of Santers Lane. There is also only a narrow footway on the A1000 Barnet Road south of Dove Lane, as well as limited crossing facilities. This lack of pedestrian infrastructure could potentially cause severance between the site and Potters Bar.

- NCN Route 12 runs along Dancers Hill Road to the south of the site, connecting to Stevenage to the north and Enfield to the southeast.

- The Hertsmere LCWIP Cycling Network runs on Baker Street and Barnet Road bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

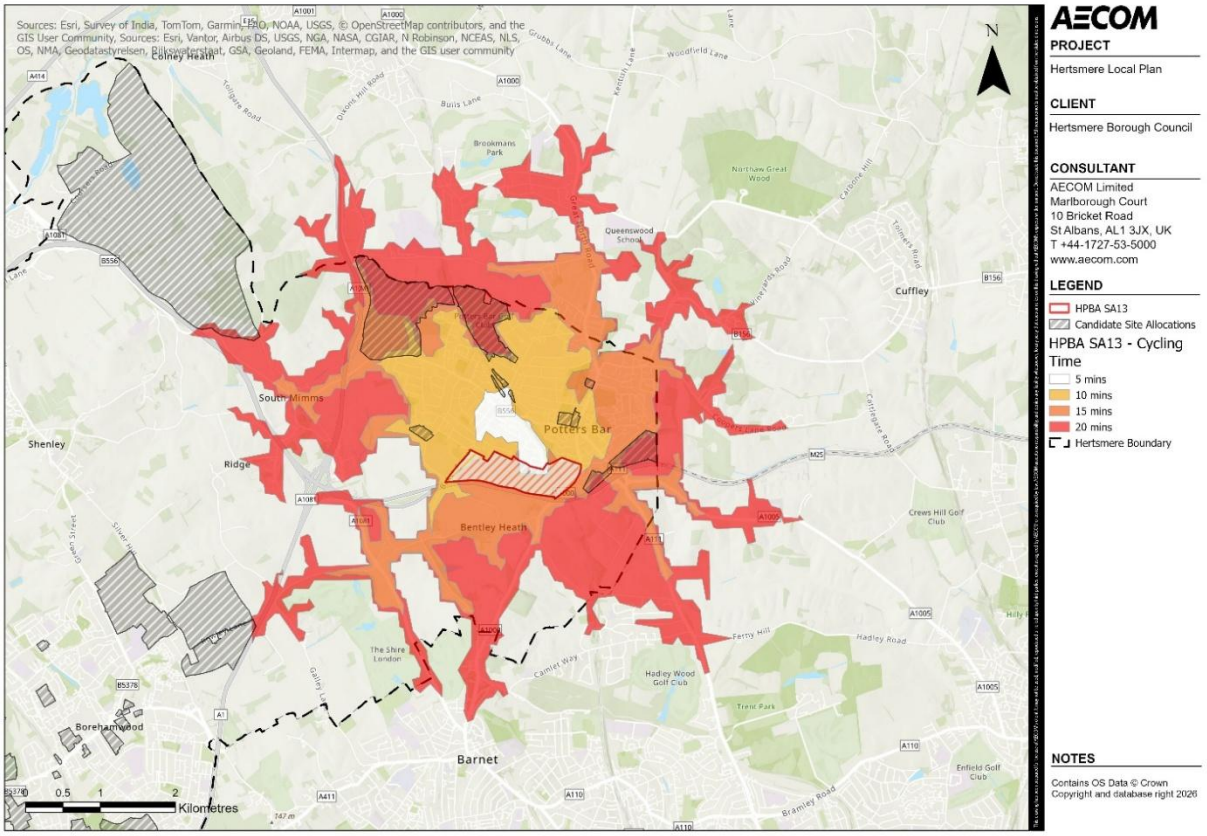


Figure 6: Cycling time from centre point of HPBA SA13

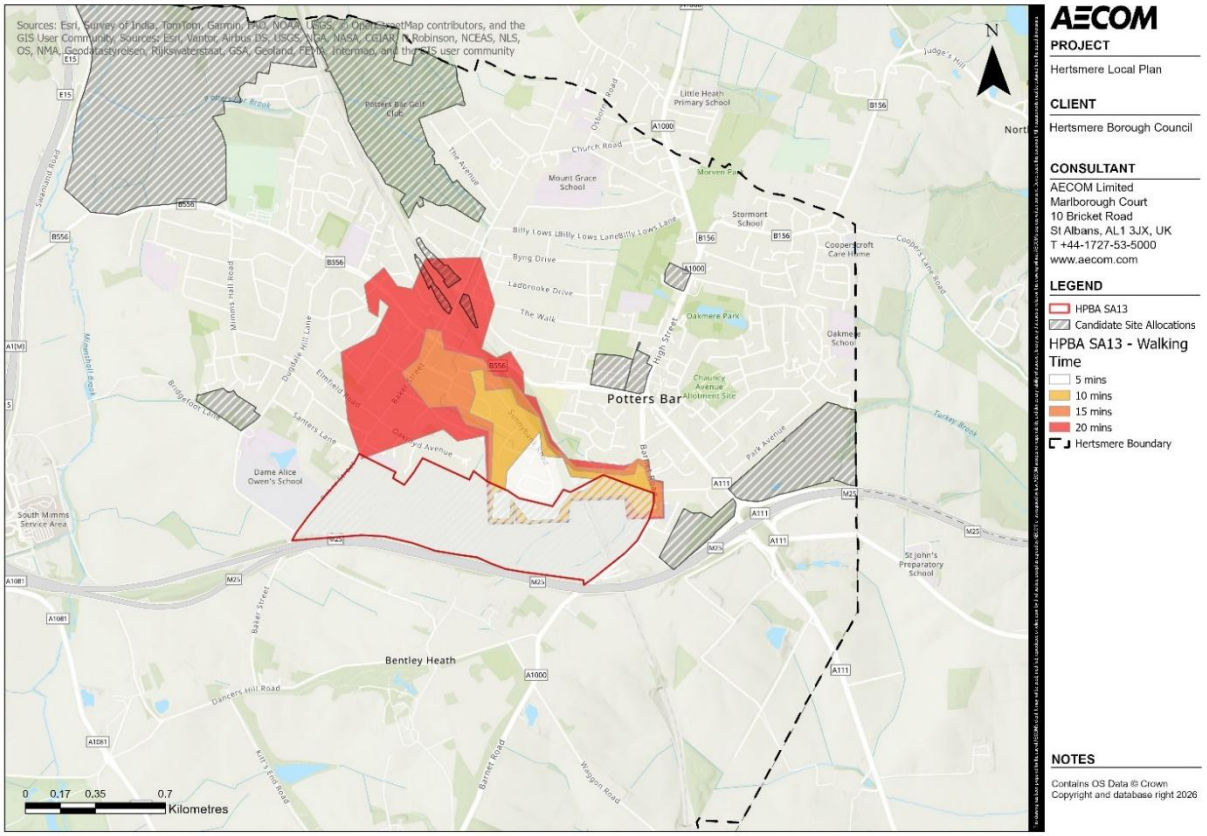


Figure 7: Walking time from centre point of HPBA SA13

- Most central areas of Potters Bar can be accessed within a 10-minute cycle, and the village of South Mimms can be accessed within a 15-minute cycle.

- Potters Bar train station is accessible by a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	491	4.914	4423
Cyclists	0.026	23	0.179	161
Pedestrians	0.316	284	1.892	1703
Public Transport Users	0.084	76	0.483	435

- Based on standard trip-rate assumptions for a C3 residential use and a total of 900 dwellings, the development is expected to generate approximately 491 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 4423 vehicle trips, 161 cycle trips, 1703 pedestrian trips and 435 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

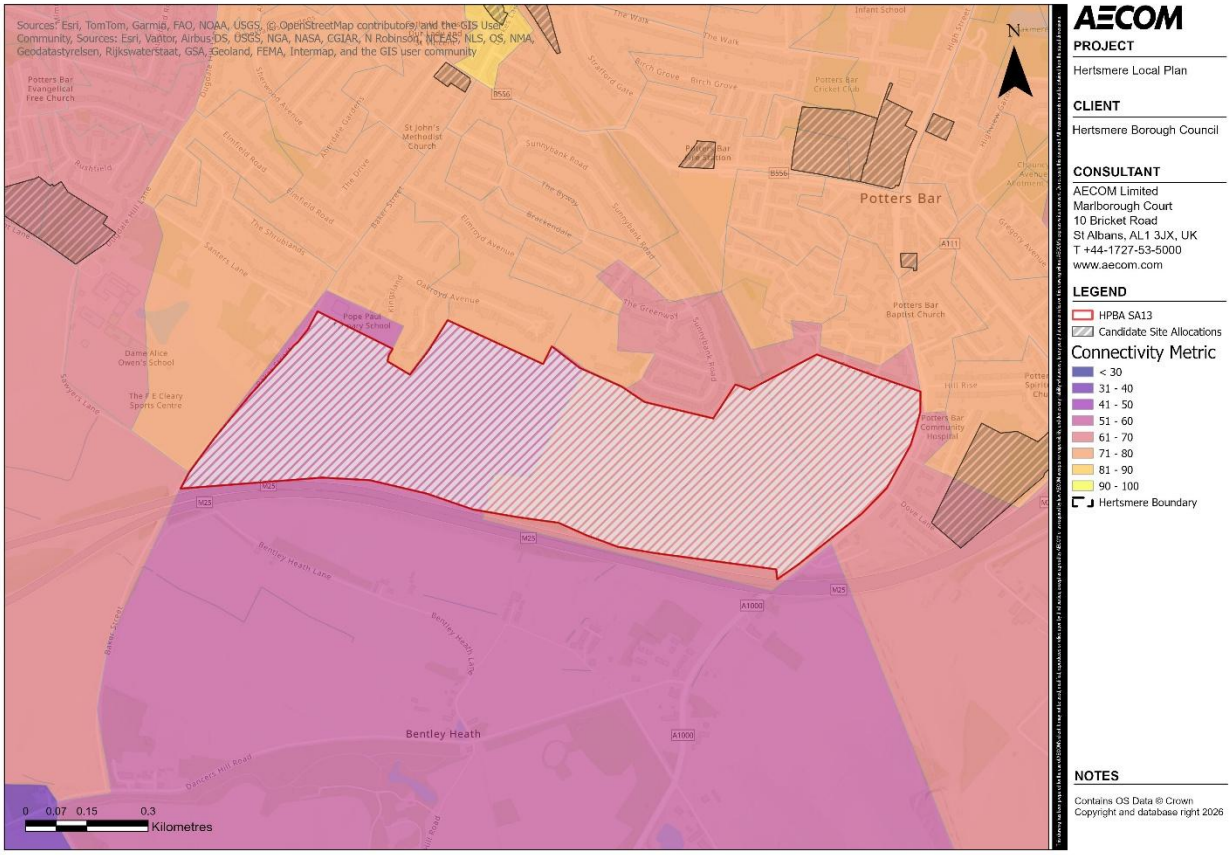


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors and there are bus services near to the site providing connections to Potters Bar and neighbouring towns. There is an existing Public Right of Way within the site. While pedestrian facilities within Potters Bar are generally adequate it will be important that the site is given direct access to these. Pedestrian infrastructure to the south is limited.

- Overall, the site allocation area falls within the 51st–80th percentiles for connectivity across most modes, with connectivity improving in the eastern half of the site.



Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HPBA SA14	**Site Address:** Land at Mutton Lane (north), Potters Bar
Typology: Strategic Urban Extension	**Proposed Number of Dwelling:** 1875
Land Use Type: Comprehensive strategic development, comprised of higher density residential, social/community infrastructure, open spaces, and main town centre uses.	**Site Area (Hectare):** 95.92Ha

Site Location

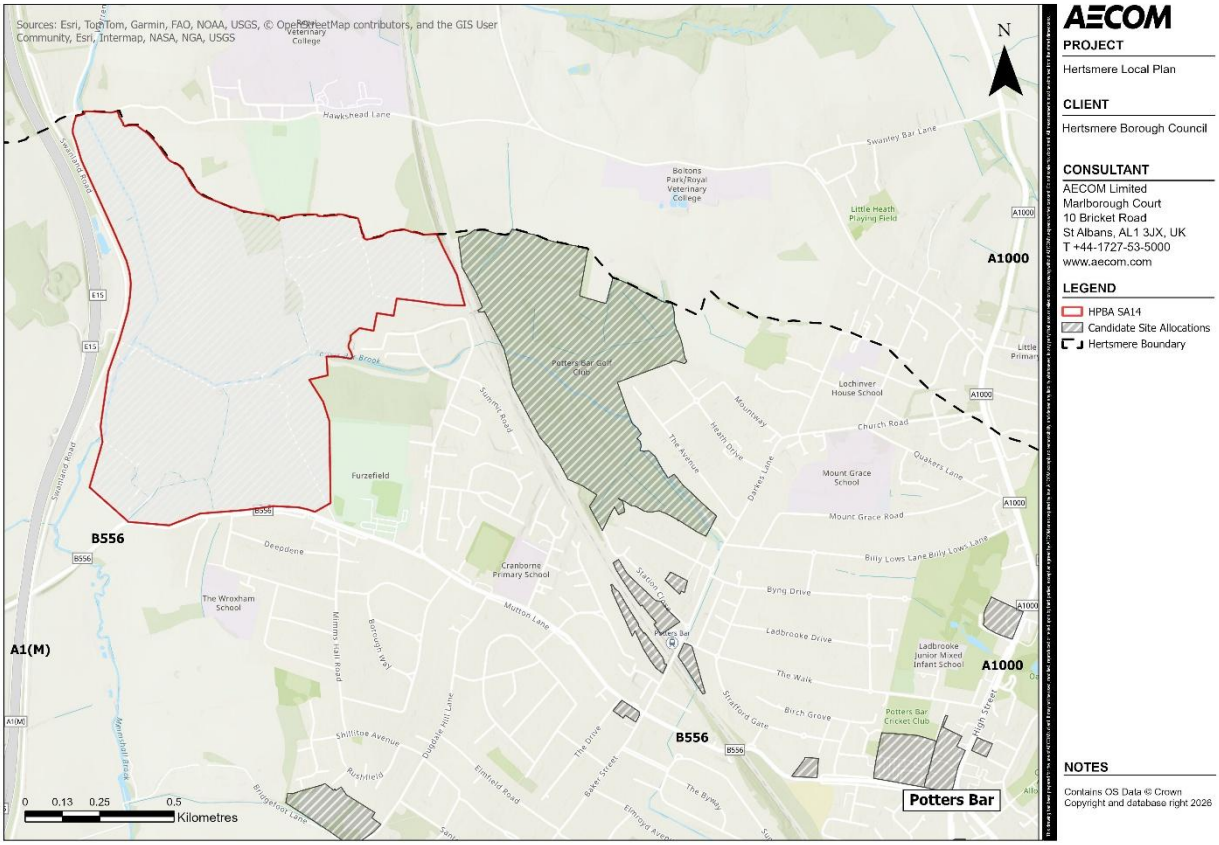


Figure 1: Land at Mutton Lane (north), Potters Bar site location

- The site is on the northwestern periphery of Potters Bar. The western boundary of the site borders the A1, which forms part of the Strategic Road Network (SRN).
- A portion of the site's eastern boundary borders the railway line, with Regulation 18 site 'Former Potters Bar Golf Course (HPBA SA16)' located immediately beyond.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.10
Potters Bar – high street	2.84

Bushey	12.41
Radlett	7.64
St Albans	10.03
Watford	14.04
Hemel Hempstead	18.56
Hatfield	6.37
Stanmore Underground Station	11.5
High Barnet Underground Station	6.44

- The site is just under 3km northwest of the centre of Potters Bar, with Barnet and Hatfield the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Borehamwood and Radlett lie to the southwest and west, respectively.

Proximity to Local Trip Attractors

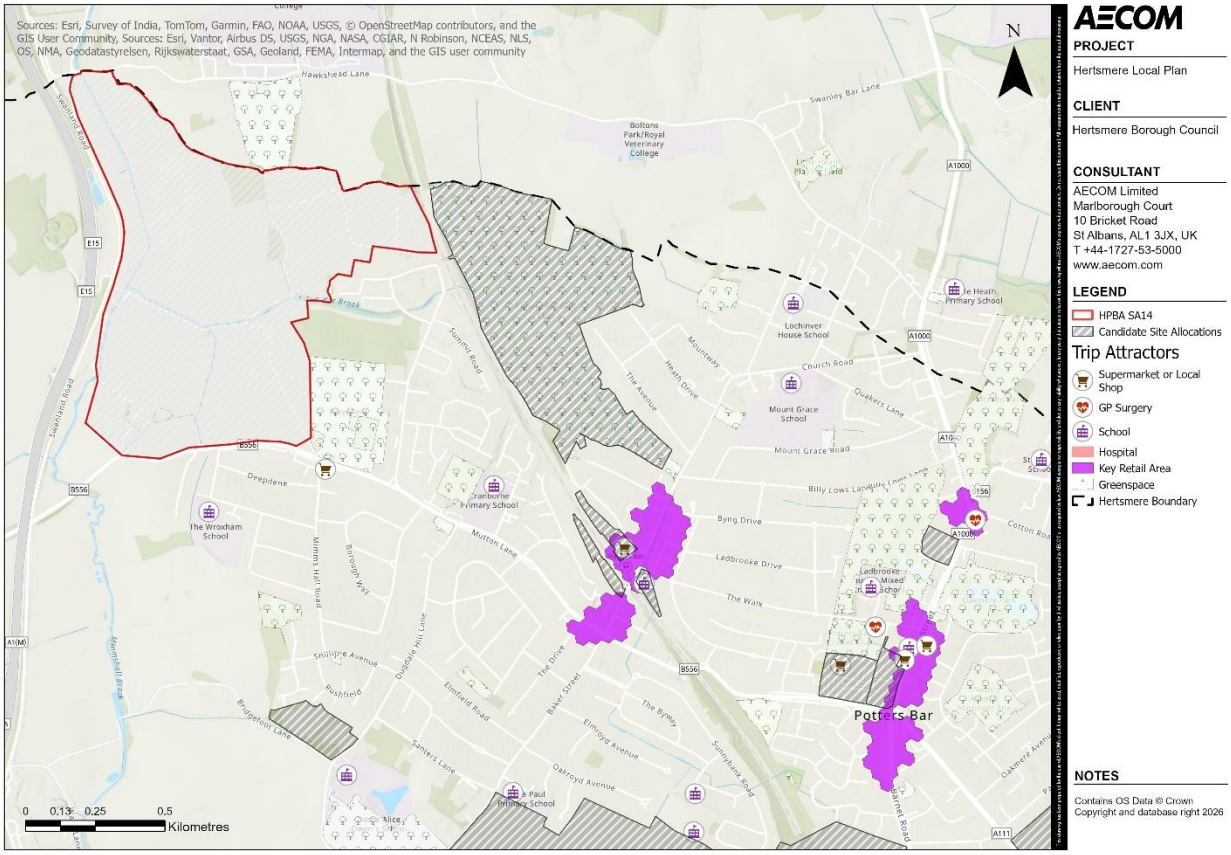


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	51 minutes	3.7 km	14 minutes	3.7 km
GP	Parkfield Medical Centre	45 minutes	3.2 km	14 minutes	3.6 km
Supermarket	Tesco Potters Bar Express	1 minute	0.07 km	1 minute	0.23 km
Primary School	The Wroxham School	4 minutes	0.3 km	1 minute	0.3 km
Secondary School	Dame Alice Owen's School	23 minutes	1.6 km	7 minutes	1.7 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; supermarkets and primary schools can be reached within a 5-minute walk.
- Some services, such as hospitals, GP surgeries, and secondary schools, are not within walking distance. Accessing these services by cycle takes 14, 14, and 7 minutes, respectively.

Highway Network

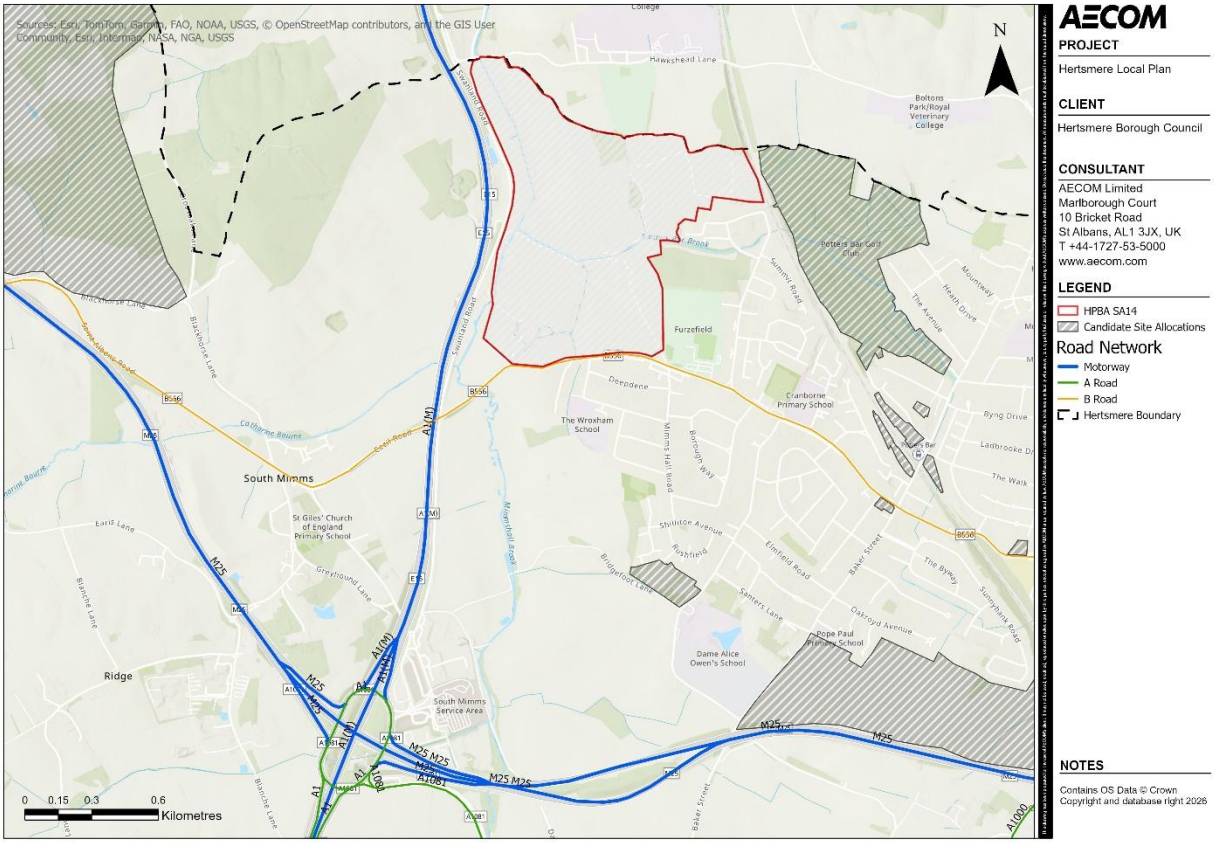


Figure 3: Map of the surrounding road network

- Mutton Lane runs to the south of the site and connects to the main thoroughfare in the town of Potters Bar. This route also connects south to Barnet and M25 Junction 24, and east to M25 Junction 22.

- The M25 (London orbital motorway) runs just under 2km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network.

- Swanland Road forms the western border of the site, with the A1 running north-south immediately to the west (accessible via the M25).

Public Transport Provision

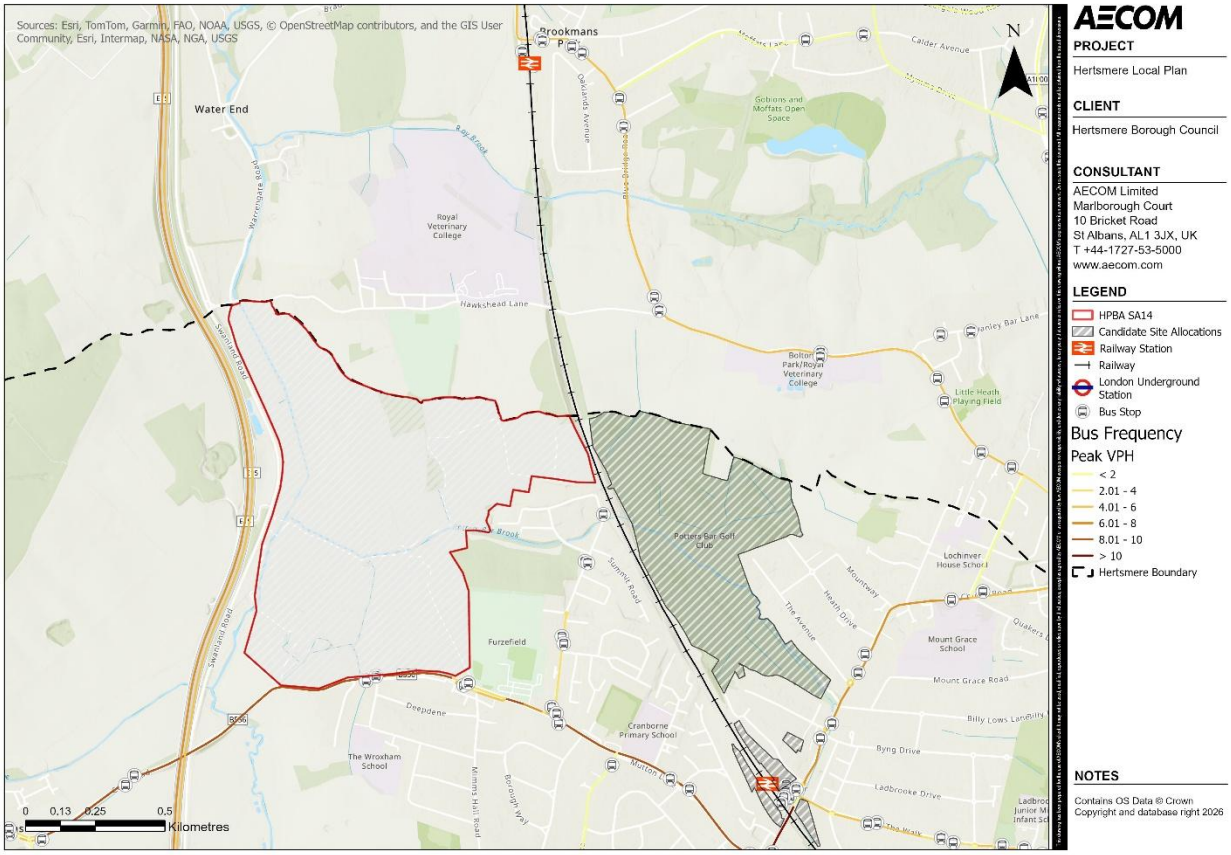


Figure 4: Map of nearby bus stops and railway stations

- There are six bus stops with regular services within 500m of the site, primarily on Mutton Lane to the south. These are served by the 84 (St Albans–Potters Bar) and 398 (Borehamwood–Potters Bar) services.

- These services have a combined frequency of ~3 VPH between 07:00–10:00 on an average weekday, in each direction.

- Potters Bar Train Station is located to the southeast of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

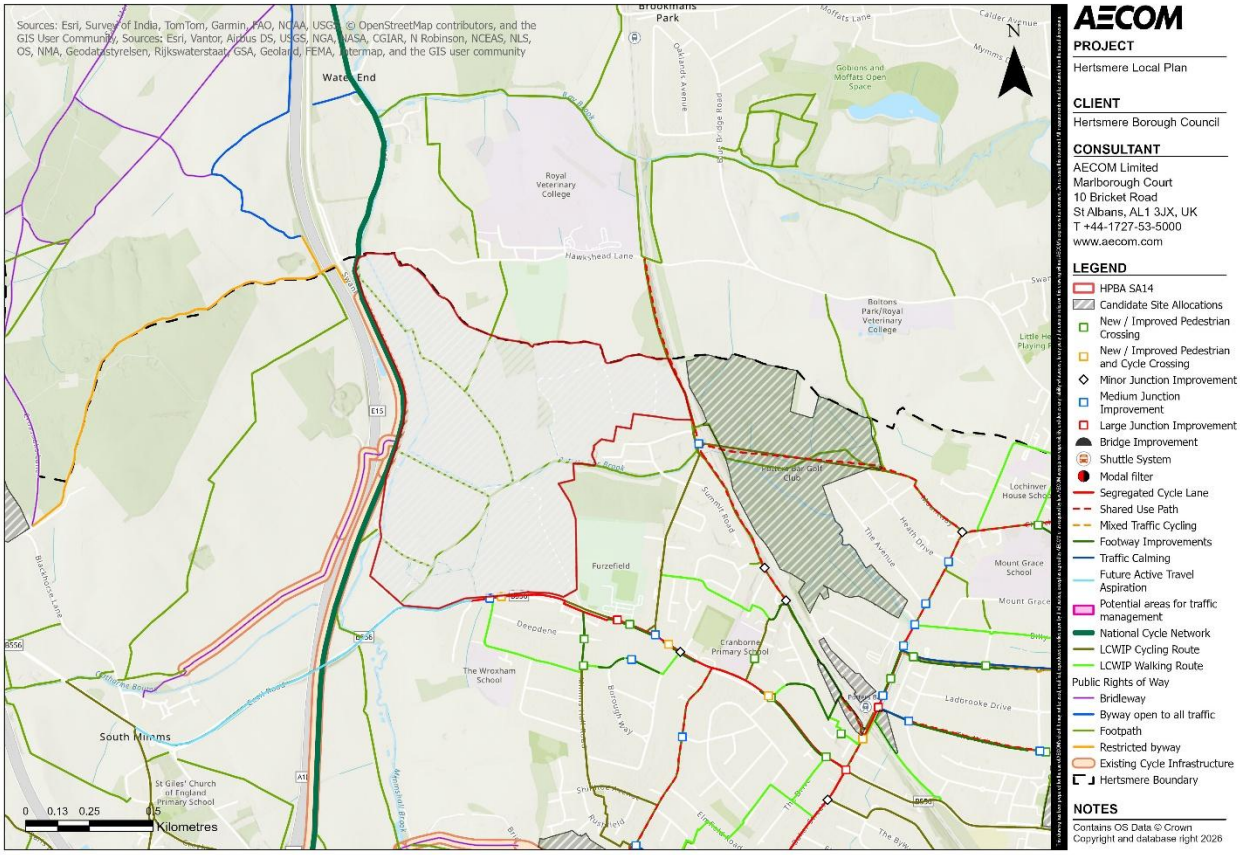


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are numerous existing footpaths running through the proposed development, connecting to Swanland Road to the west, Mutton Lane to the south, and Potters Bar to the southeast. Hawkshead Road does not have any pedestrian infrastructure in the vicinity of the site.

- The is adequate pedestrian infrastructure in the suburbs of Potters Bar to the south, although western portions of Mutton Lane could benefit from widened footways and increased lighting to reduced potential severance with the town.

- Warrengate Lane, bordering the site to the southwest, does not have any pedestrian infrastructure.

- NCN Route 12 runs along Swanland Road to the west of the site, connecting to Stevenage to the north and Enfield to the southeast.

- The Hertsmere LCWIP Cycling Network runs along Mutton Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

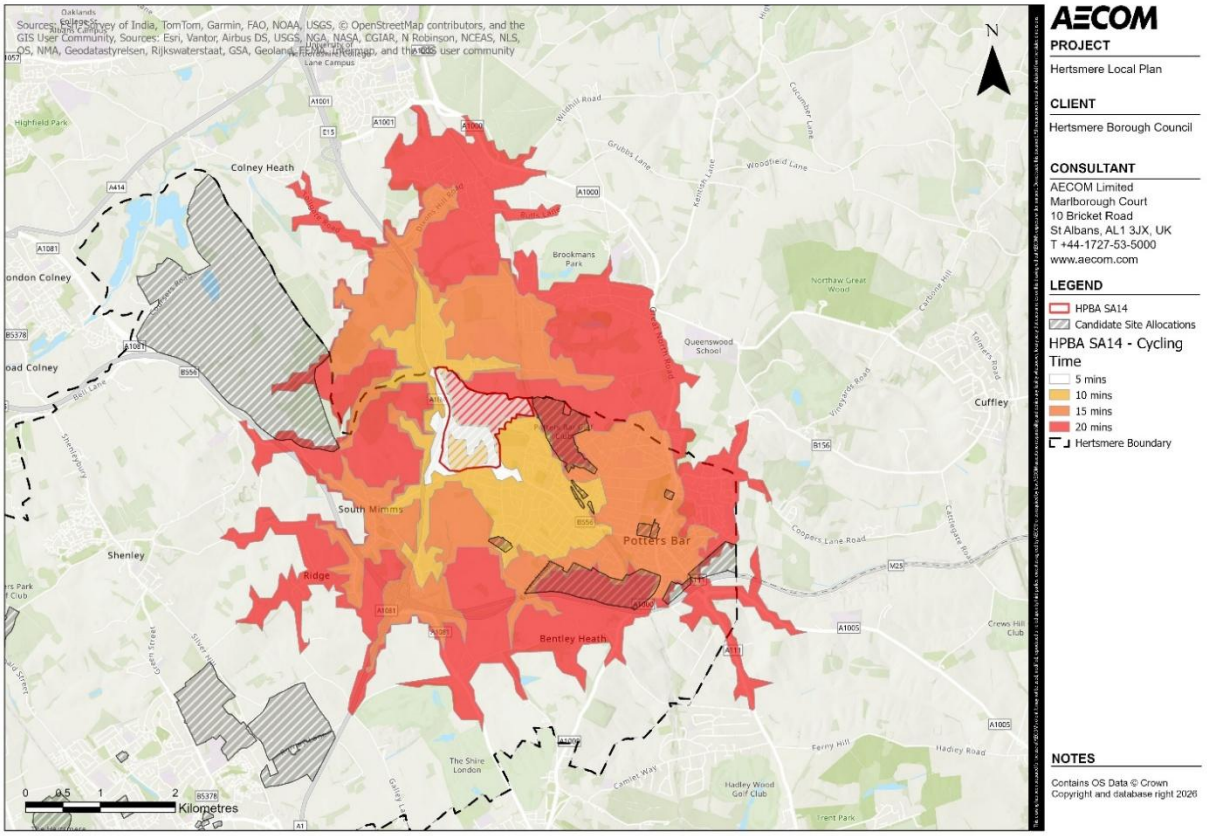


Figure 6: Cycling time from centre point of HPBA SA14

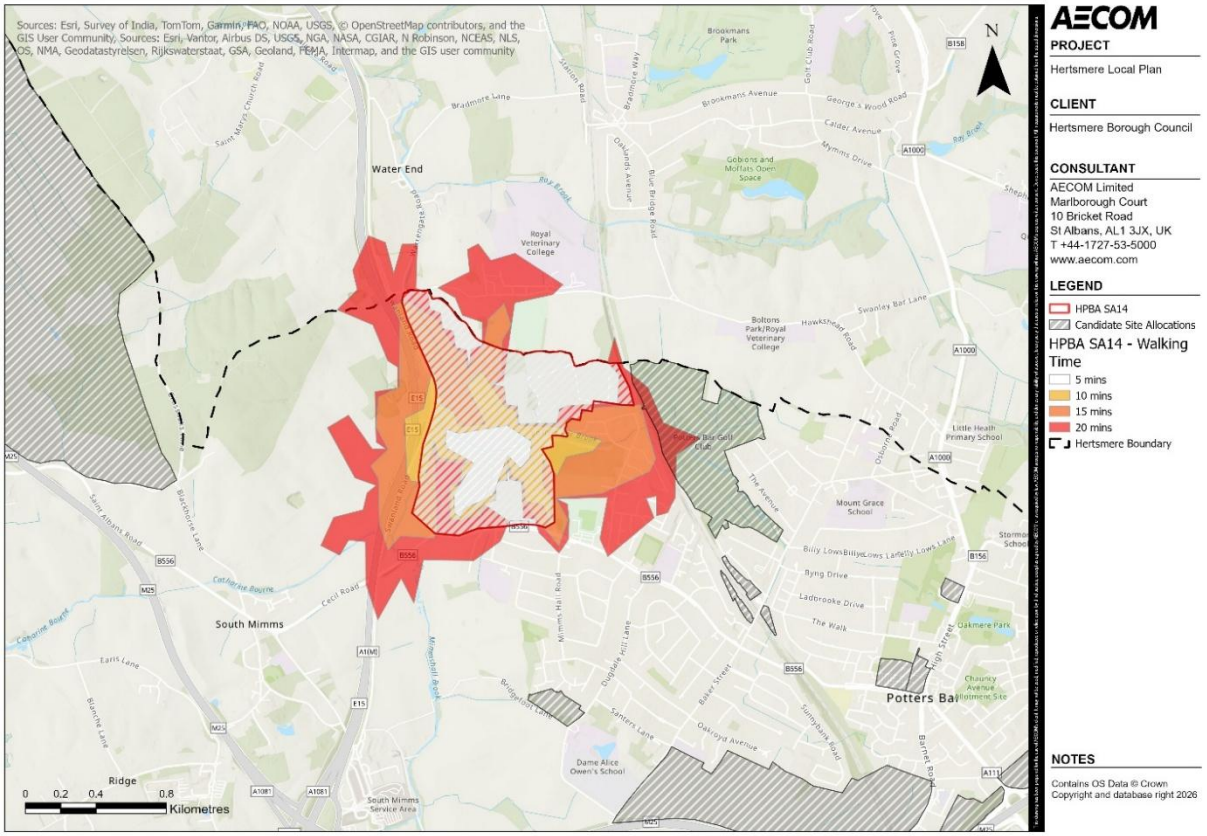


Figure 7: Walking time from centre point of HPBA SA14

- Most central areas of Potters Bar and the villages of South Mimms and Brookmans Park can be accessed within a 15-minute cycle.

- Northwestern areas of Potters Bar are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	1022	4.914	9214
Cyclists	0.026	49	0.179	336
Pedestrians	0.316	593	1.892	3548
Public Transport Users	0.084	158	0.483	906

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1875 dwellings, the development is expected to generate approximately 1022 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 9214 vehicle trips, 336 cycle trips, 3548 pedestrian trips and 906 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

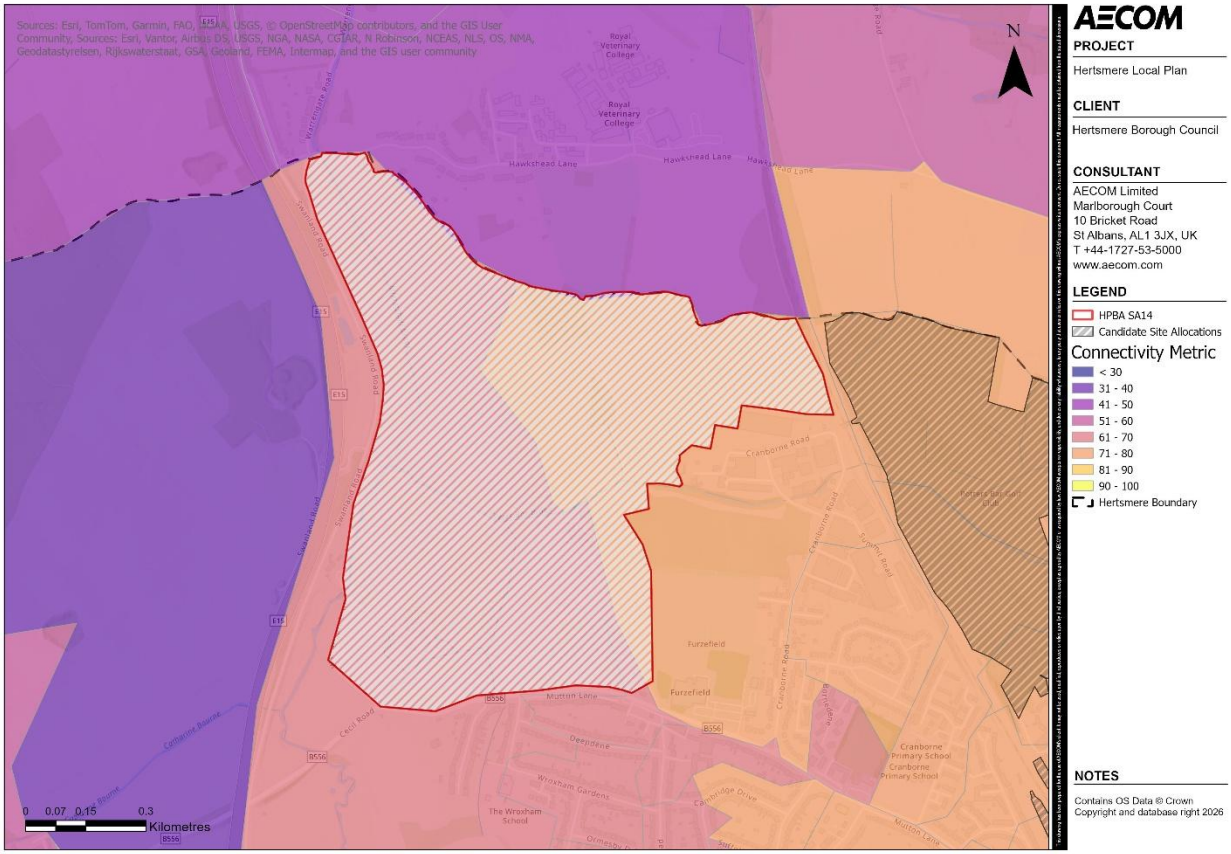


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies beyond a reasonable walking distance from most existing key trip attractors, which may place greater reliance on the car. There are bus services near to the site providing connections to the centre of Potters Bar and neighbouring towns, although these could benefit from increased frequency. There are numerous existing Public Rights of Way within and surrounding the site, and adequate pedestrian facilities in Potters Bar to the south; it will be important that the site is well-connected to these, however. It is notable that pedestrian infrastructure to the north and west of the site is limited.

- Overall, the site allocation area falls within the 61st–80th percentiles for connectivity across most modes, with connectivity improving towards Potters Bar to the southeast.

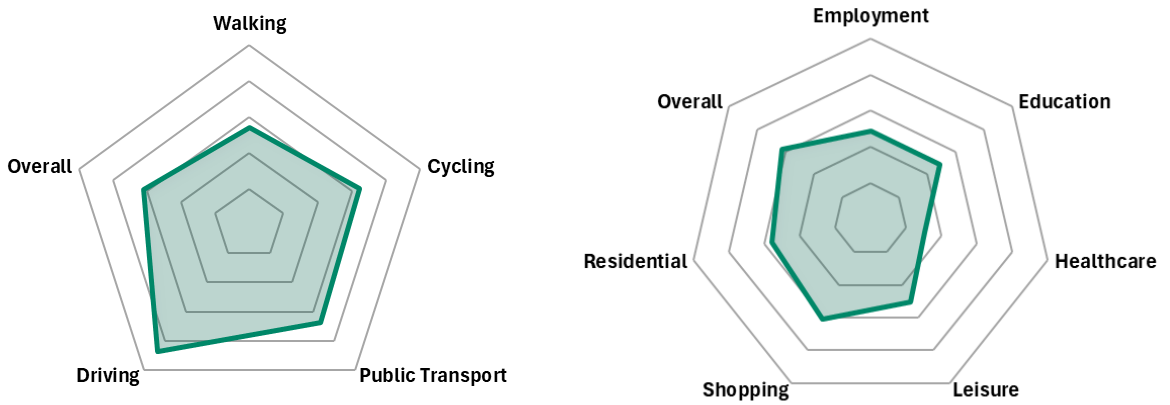


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA15	**Site Address:** Land rear of Park Avenue, Potters Bar
Typology: Urban Extension	**Proposed Number of Dwellings:** 260
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained woodland).	**Site Area (Hectares):** 17.38Ha

Site Location

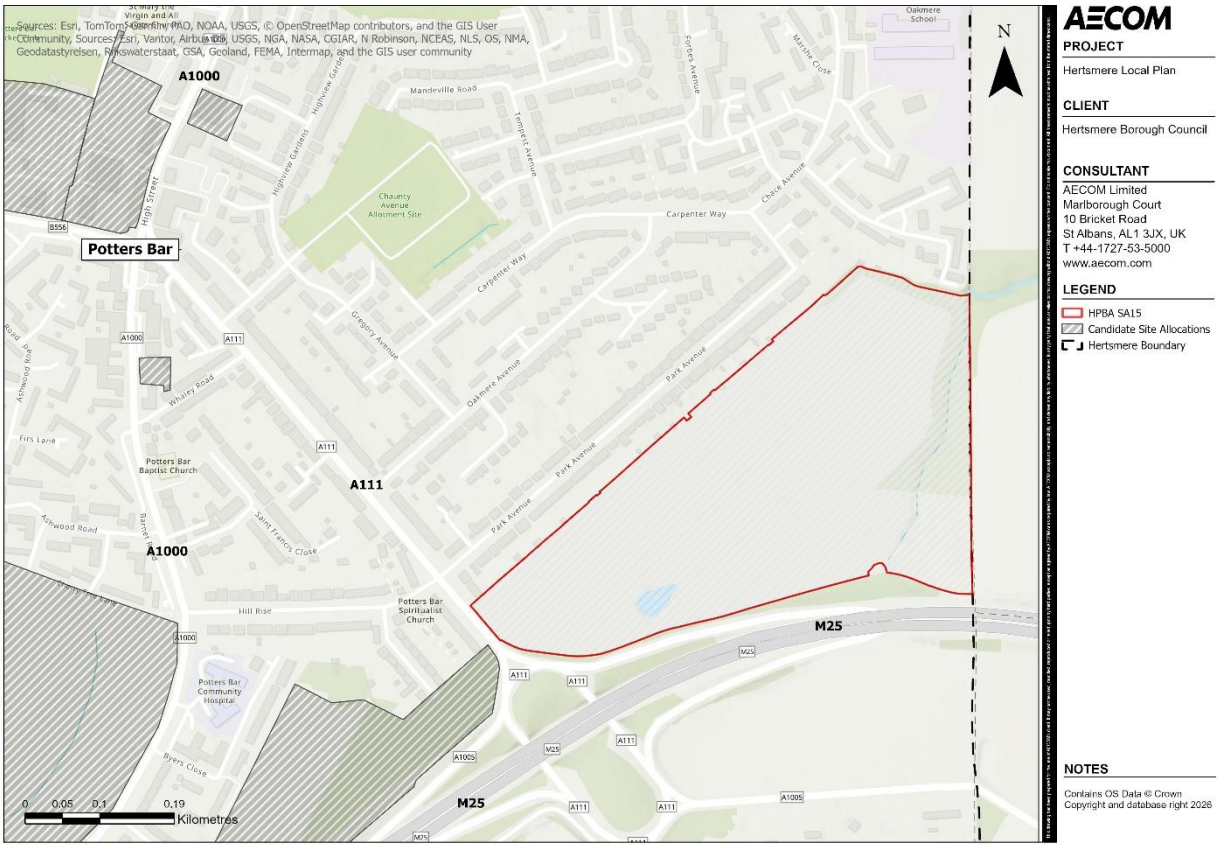


Figure 1: Land rear of Park Avenue, Potters Bar site location

- The site is located in Potters Bar, south of the town centre.
- The western boundary of the site borders the A111, beyond which lies an additional Regulation 18 site – 'Dove Lane, Potters Bar' (HPBA SA17).
- The southern boundary of the site borders M25 Junction 24, which forms part of the Strategic Road Network (SRN).
- The eastern boundary of the site borders the Hertsmere local authority district boundary.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	8.03
Potters Bar – high street	0.89
Bushey	14.34
Radlett	8.71
St Albans	10.36
Watford	16.44
Hemel Hempstead	22.4
Hatfield	9.07
Stanmore Underground Station	12.19
High Barnet Underground Station	4.74

- The site is just under 1km southeast of the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Radlett and Hatfield lie to the west and north, respectively.

Proximity to Local Trip Attractors

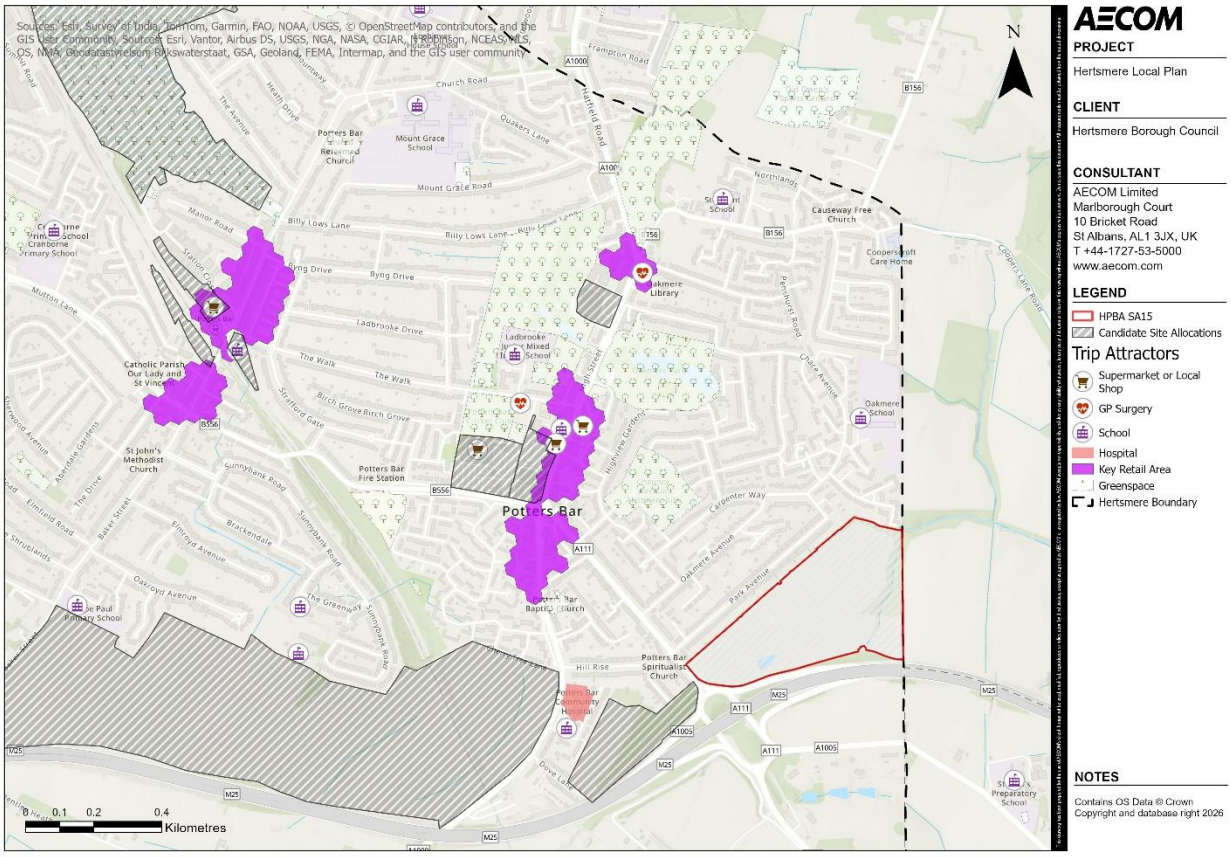


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	6 minutes	0.5 km	3 minutes	0.5 km
GP	Parkfield Medical Centre	16 minutes	1.1 km	5 minutes	1.1 km
Supermarket	M&S Potters Bar BP	11 minutes	0.75 km	4 minutes	0.8 km
Primary School	Oakmere Primary School	6 minutes	0.4 km	2 minutes	0.4 km
Secondary School	Dame Alice Owen's School	42 minutes	3.1 km	12 minutes	3.1 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, and primary schools can be reached within a 20-minute walk.

- Some services, such as secondary schools, are not within walking distance but can be accessed within a 12-minute cycle.

Highway Network

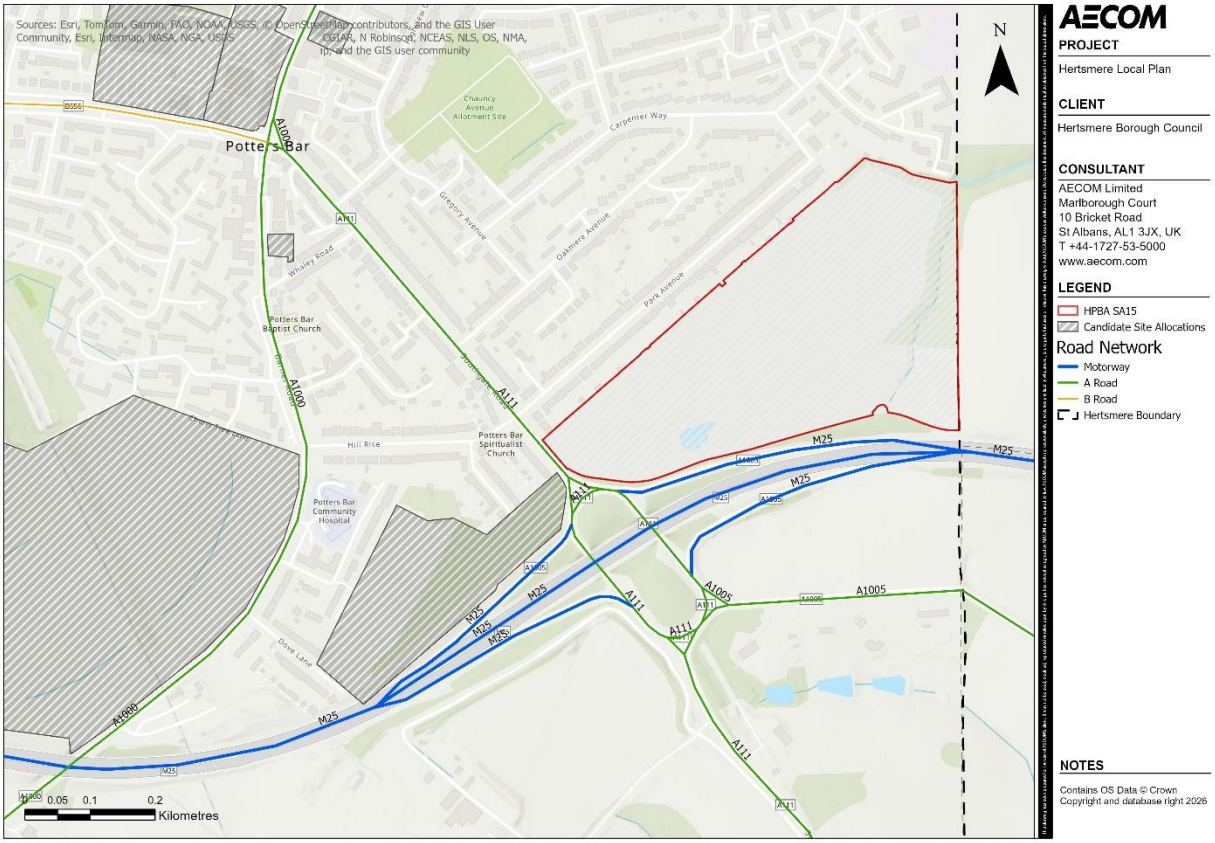


Figure 3: Map of the surrounding road network

- The A11 Southgate Road lies to the west of the site and connects it to the centre of Potters Bar

- The M25 (London orbital motorway) runs to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network; The motorway can be joined at Junction 24 immediately adjacent to the site.

Public Transport Provision

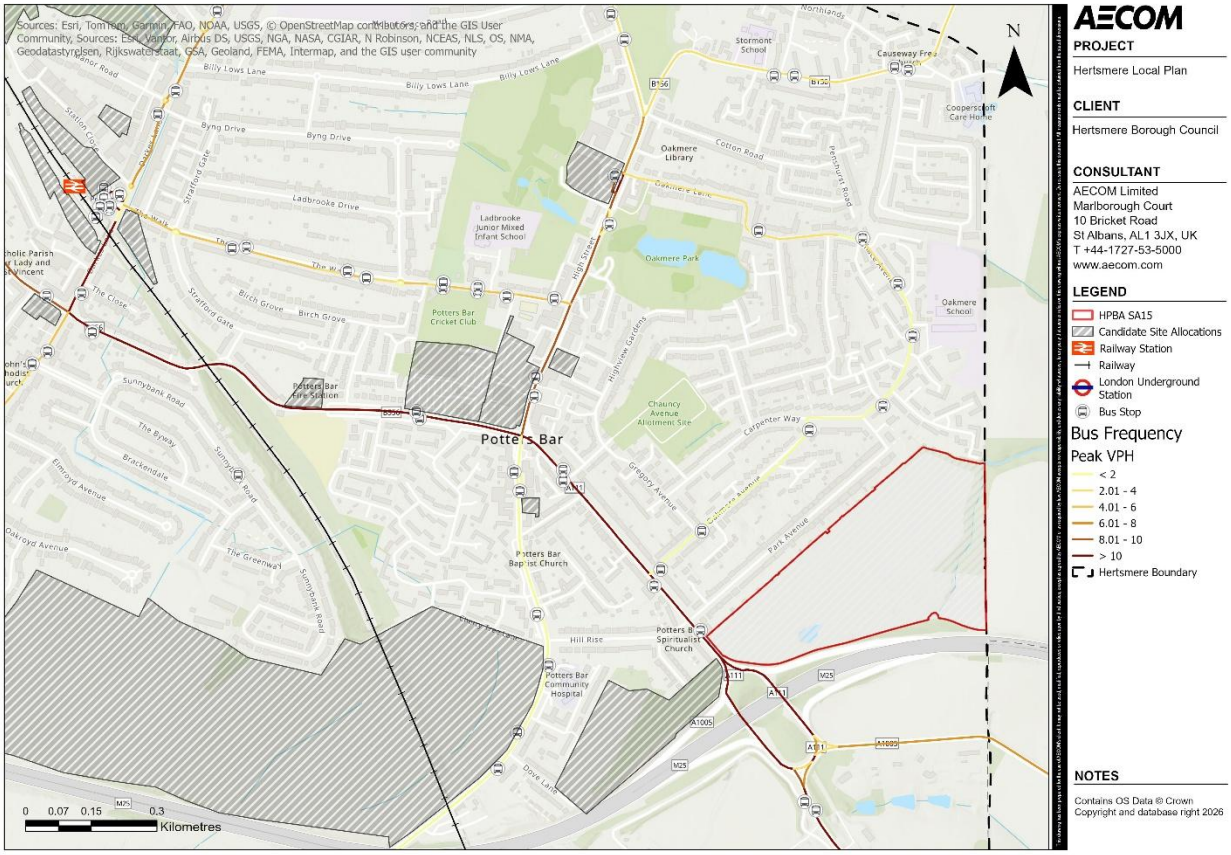


Figure 4: Map of nearby bus stops and railway stations

- There are fourteen bus stops with regular services within 500m of the site, although some of these lie south of the M25 and are not easily accessible to pedestrians.
- The stops are served by the PB1 (Potters Bar internal loop), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), and 298 (Arnos Grove–Potters Bar).
- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~7 VPH in each direction.
- Most of these services can be accessed on nearby Southgate Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.
- Potters Bar Train Station is located to the northwest of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

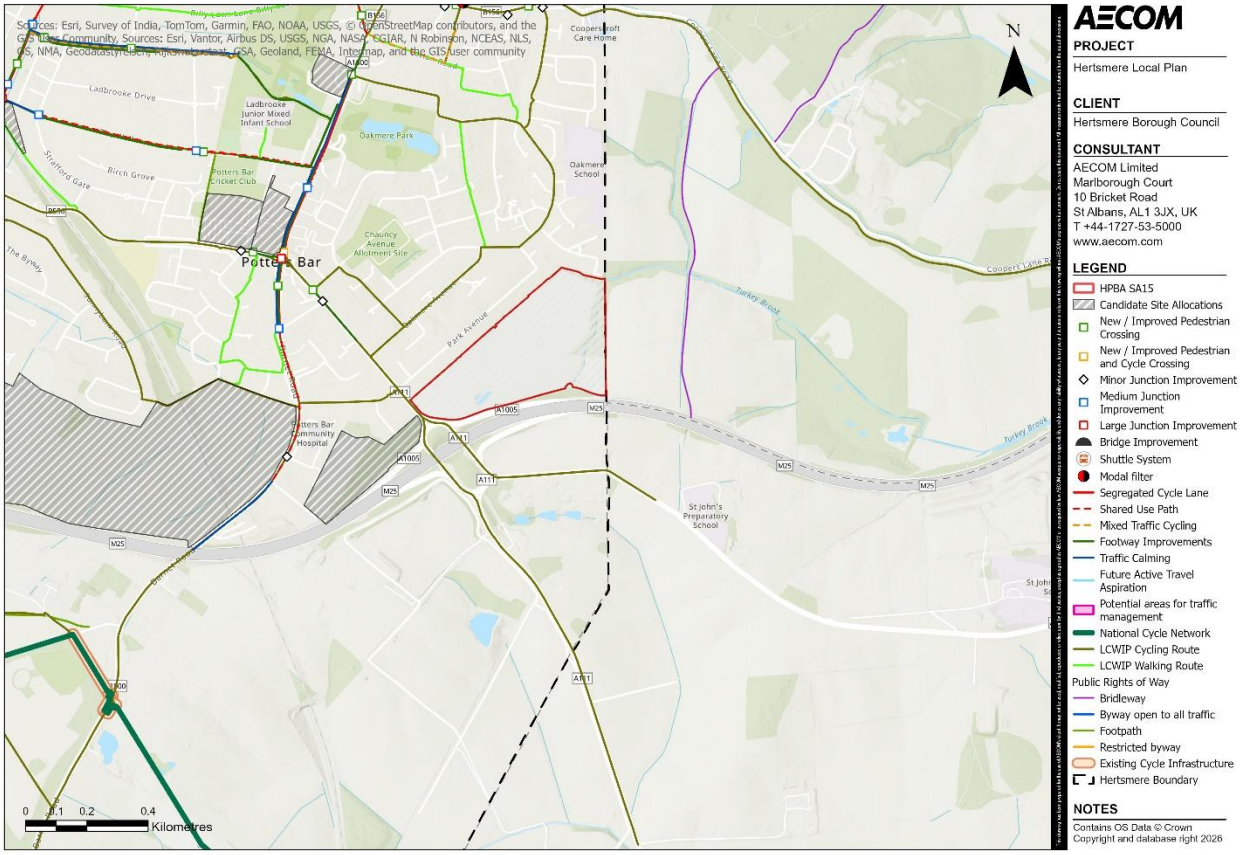


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the immediate vicinity of the site.
- While there are adequate pedestrian facilities in the neighbouring Potters Bar, it is important that the site connects to these, especially on A111 Southgate Road. Additional crossing points would be beneficial on this link.
- Pedestrian facilities to the south of the site are very limited, primarily due to the M25.
- NCN Route 12 runs along Waggon Road to the southwest of the site, connecting to Stevenage to the north and Enfield to the southeast.
- The Hertsmere LCWIP Cycling Network runs on A111 Southgate Road bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

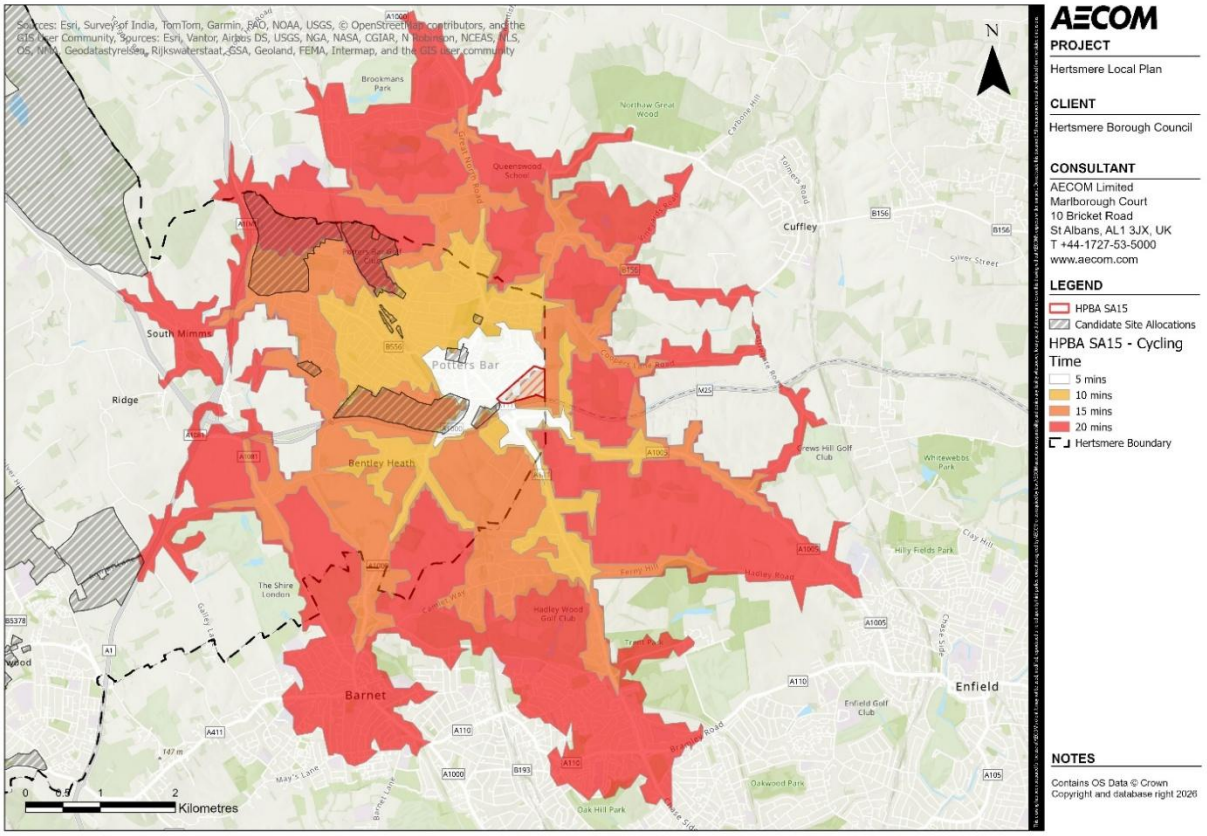


Figure 6: Cycling time from centre point of HPBA SA15

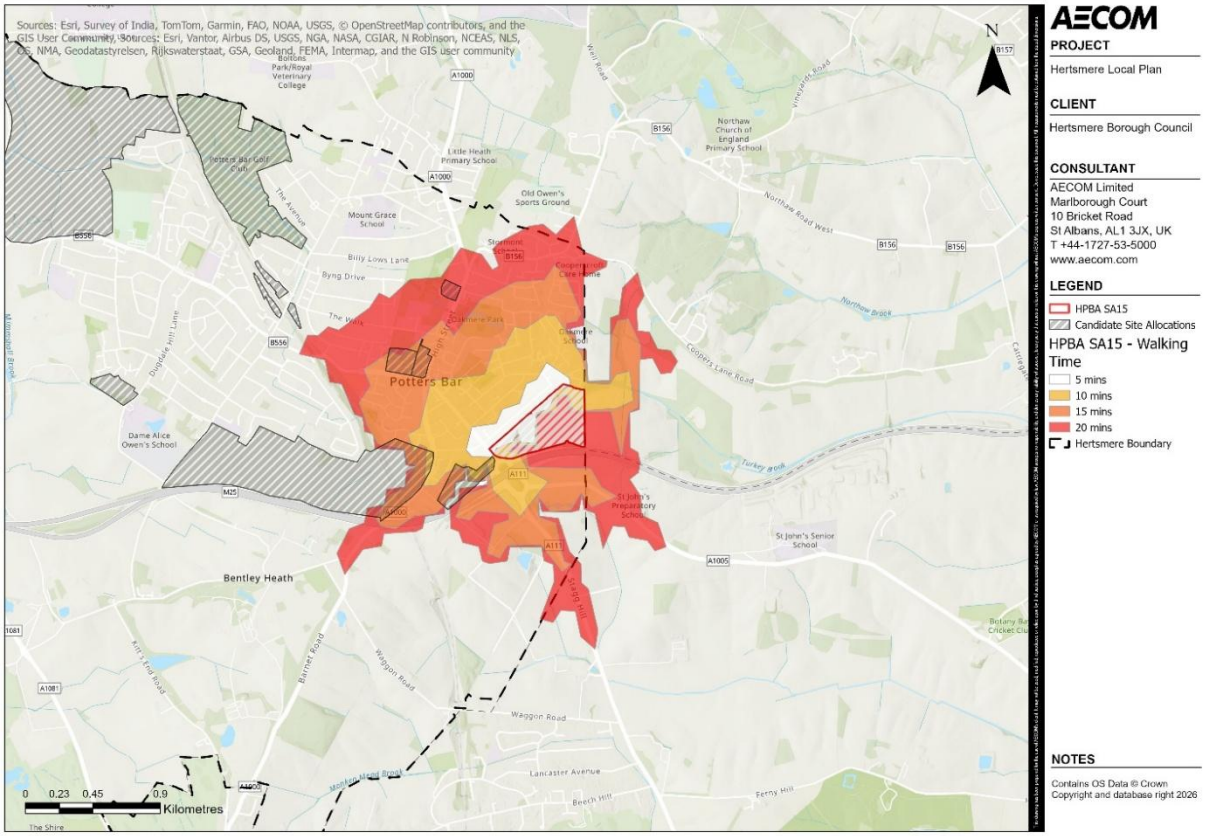


Figure 7: Walking time from centre point of HPBA SA15

- Most central areas of Potters Bar can be accessed within a 10-minute cycle, and South Mimms and central Barnet can be accessed within a 20-minute cycle.

- Most eastern areas of Potters Bar are accessible within a 20-minute walk

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	142	4.914	1278
Cyclists	0.026	7	0.179	47
Pedestrians	0.316	82	1.892	492
Public Transport Users	0.084	22	0.483	126

- Based on standard trip-rate assumptions for a C3 residential use and a total of 260 dwellings, the development is expected to generate approximately 142 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1278 vehicle trips, 47 cycle trips, 492 pedestrian trips and 126 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

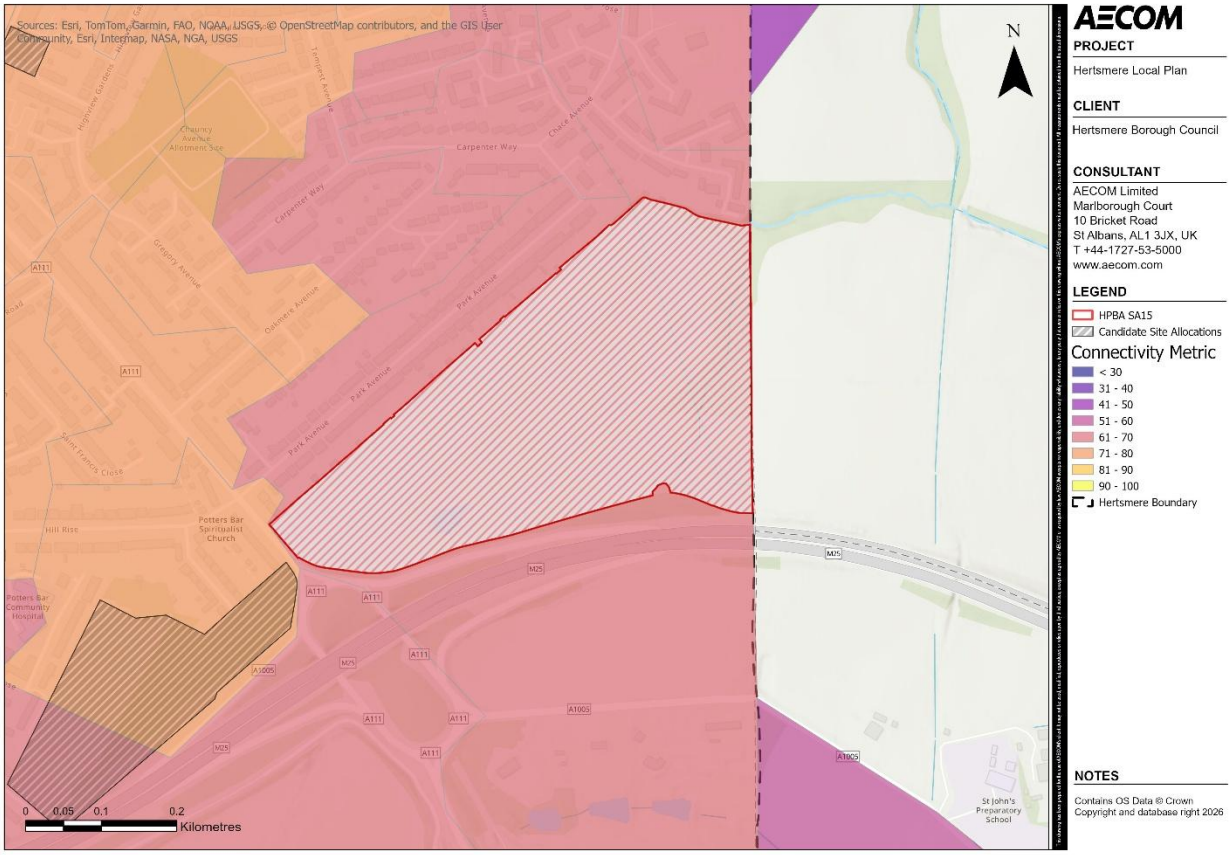


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors and there are bus services near to the site providing connection to neighbouring towns. There are no existing Public Rights of Way in the immediate vicinity of the site. While pedestrian facilities within Potters Bar are generally adequate it will be important that the site is given direct access to these. It is notable that pedestrian infrastructure to the south is limited.

- Overall, the site allocation area falls within the 61st–70th percentiles for connectivity across most modes.

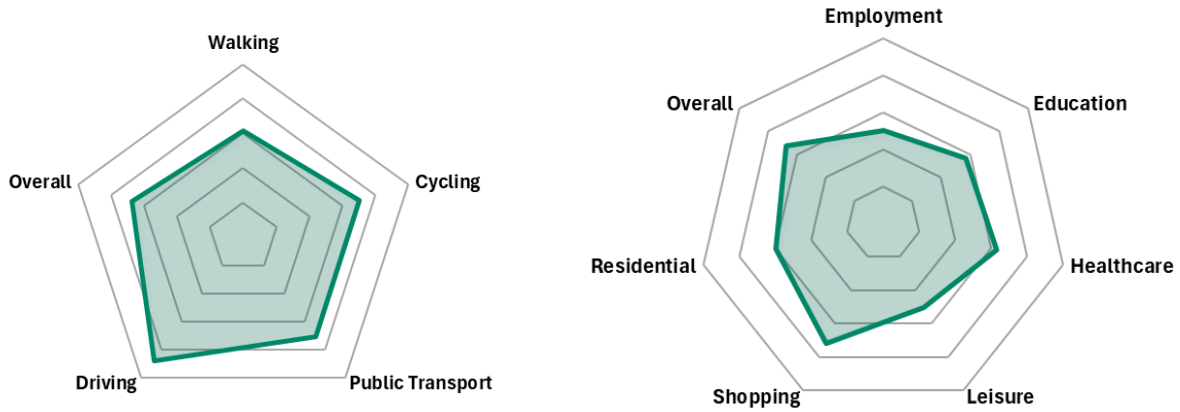


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show moderate relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to leisure by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HPBA SA16	**Site Address:** Former Potters Bar Golf Course
Typology: Urban Extension	**Proposed Number of Dwellings:** 400
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained trees and existing planting).	**Site Area (Hectares):** 40.90

Site Location

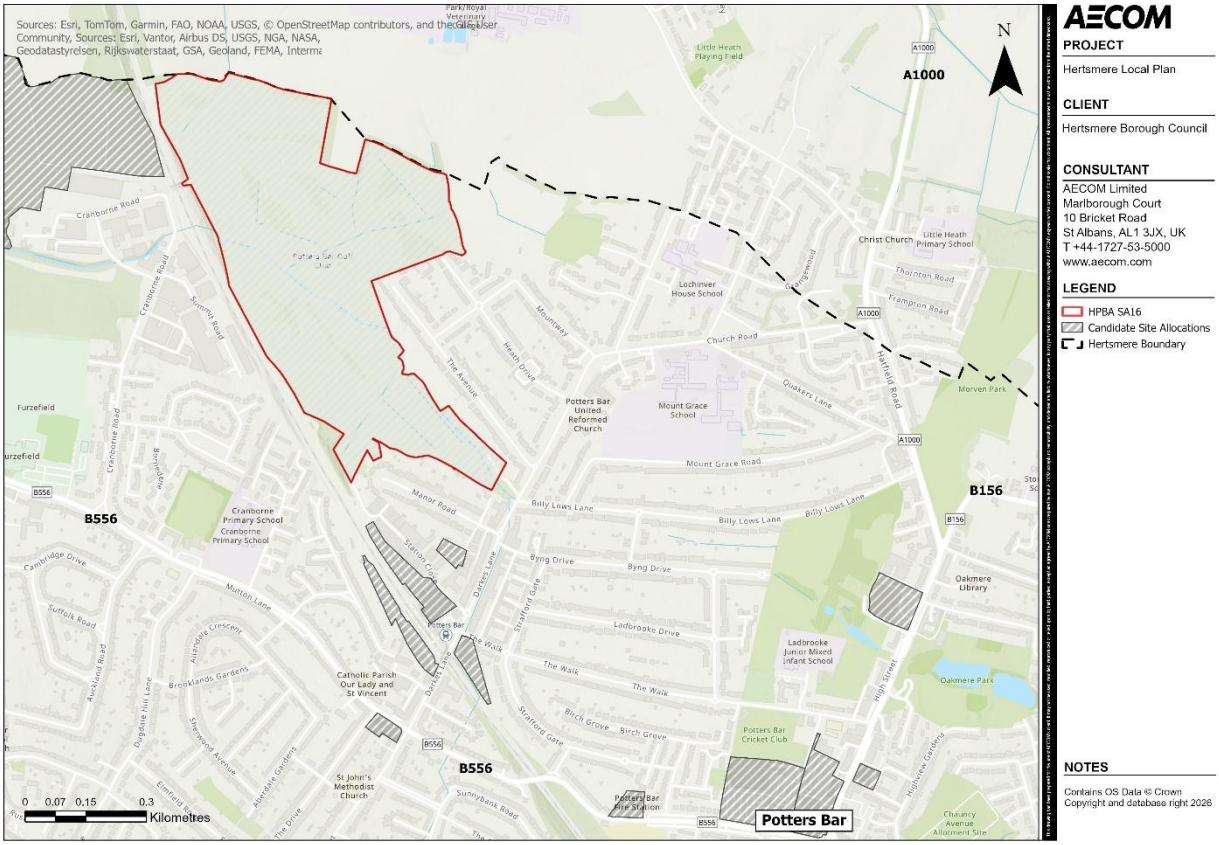


Figure 1: Former Potters Bar Golf Course, Potters Bar site location

- The site is located in Potters Bar, north of Potters Bar Rail Station.
- A cluster of Regulation 18 sites is located approximately 600m south of the site, surrounding the Rail Station.
- The western boundary of the site borders the railway line, beyond which lies an additional Regulation 18 site – Land at Mutton Lane (north), a strategic urban extension.
- The northern boundary of the site borders the Hertsmere local authority district boundary.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.45
Potters Bar – high street	1.83
Bushey	13.32
Radlett	8.71
St Albans	11.12
Watford	14.93
Hemel Hempstead	19.64
Hatfield	6.64
Stanmore Underground Station	12.08
High Barnet Underground Station	6.14

- The site is just under 2km northwest of the centre of Potters Bar, with Hatfield and Barnet the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Borehamwood and Radlett lie to the southwest and west, respectively.

Proximity to Local Trip Attractors

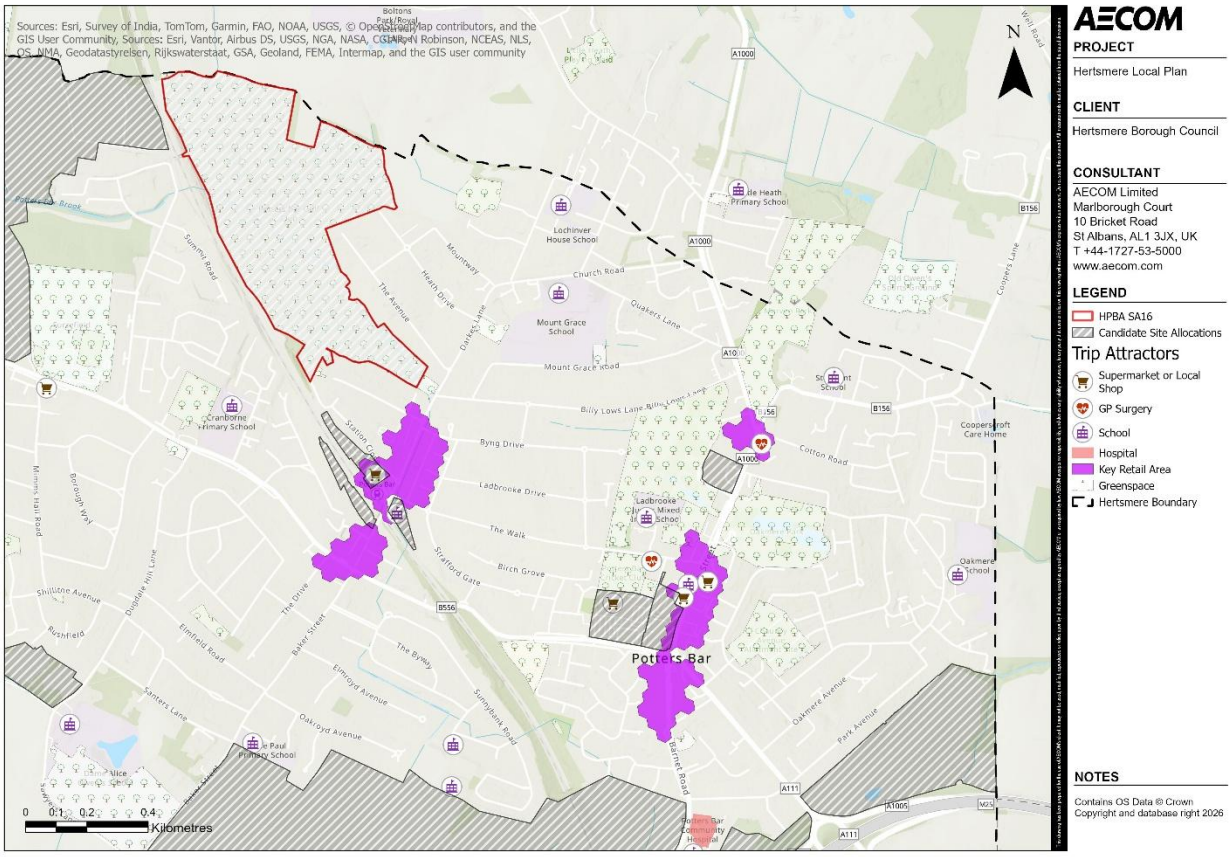


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	31 minutes	2.2 km	9 minutes	2.2 km
GP	Parkfield Medical Centre	20 minutes	1.4 km	6 minutes	1.4 km
Supermarket	Sainsbury's	6 minutes	0.45 km	2 minutes	0.5 km
Primary School	Cranborne Primary School	19 minutes	1.4 km	5 minutes	1.4 km
Secondary School	Dame Alice Owen's School	29 minutes	2.1 km	8 minutes	2.1 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; GP surgeries, supermarkets, and primary schools can be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 9 and 8 minutes, respectively.

Highway Network

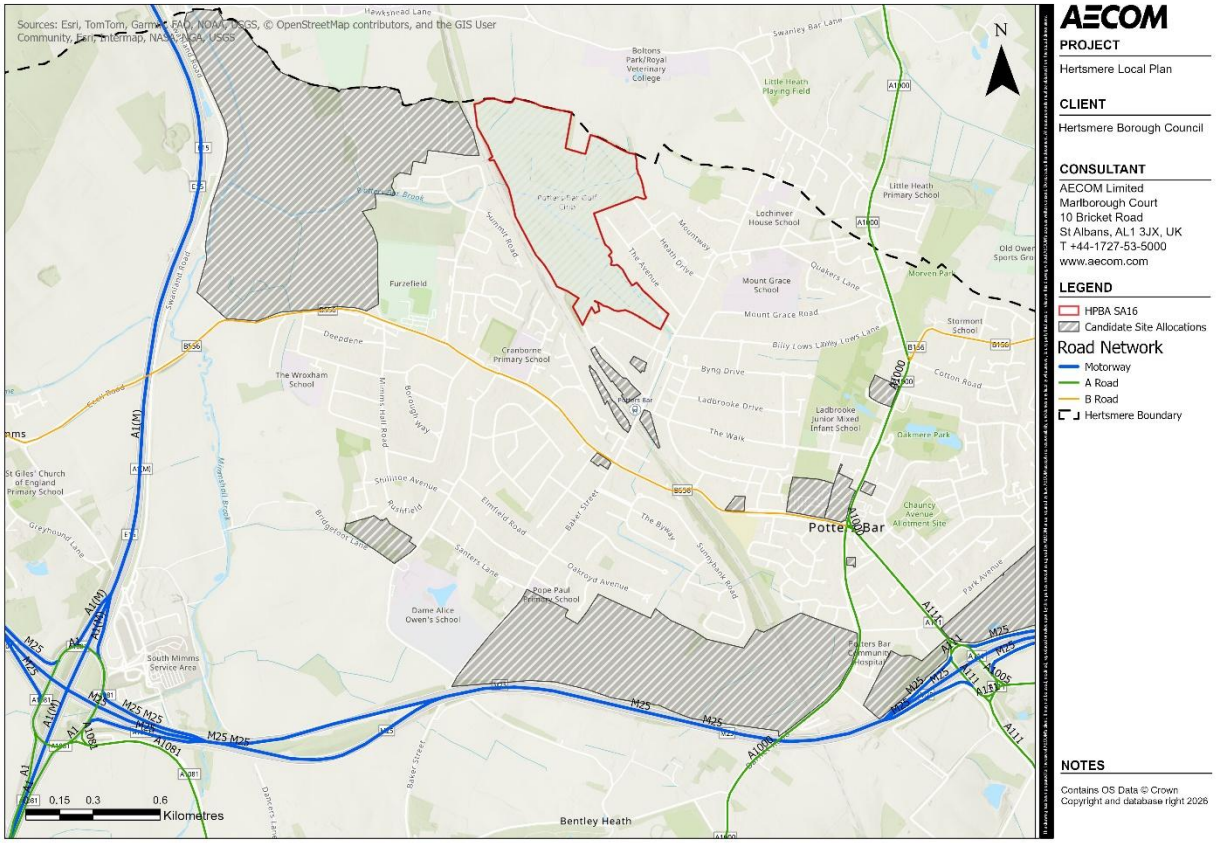


Figure 3: Map of the surrounding road network

- Darkes Lane runs to the south of the site and is the main thoroughfare through the town of Potters Bar. This route connects south to Barnet and M25 Junction 24.

- The M25 (London orbital motorway) runs just under 2km to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network;

- The A1 runs north-south ~1.4km west of the site and can be accessed via the M25.

Public Transport Provision

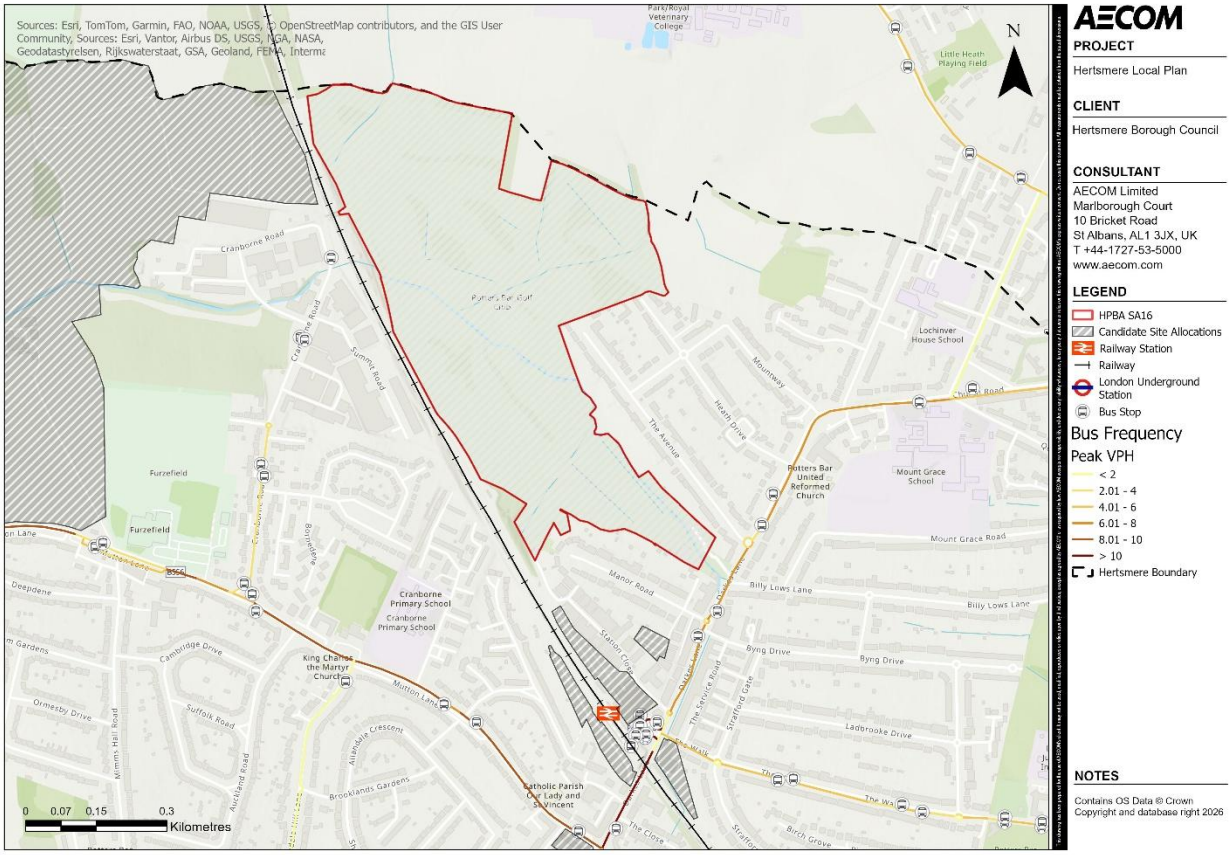


Figure 4: Map of nearby bus stops and railway stations

- There are twelve bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop), 242 (Hatfield–Waltham Cross), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), 84 (St Albans–Potters Bar), and 398 (Borehamwood–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~9 VPH in each direction.

- Most of these services can be accessed on nearby Darkes Lane, which has at least 6 VPH between 07:00–10:00 on an average weekday.

- Potters Bar Train Station is close to the site and provides regular services to destinations such as Stevenage and London.

Walking & Cycling Provision

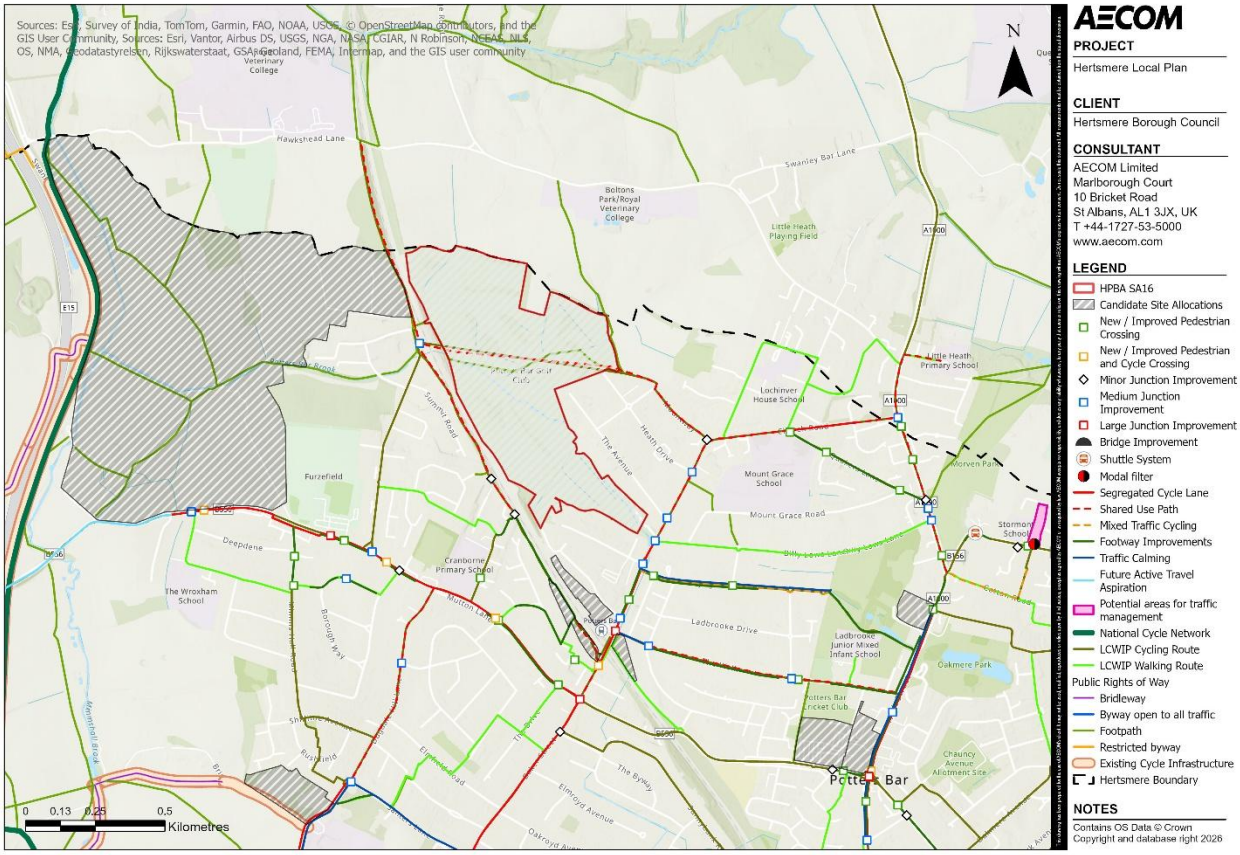


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There is an existing footpath running east-west through the proposed development, connecting to Hawkshead Road to the north and Darkes Lane to the east. Hawkshead Road does not have any pedestrian infrastructure in the vicinity of the site.

- The is adequate pedestrian infrastructure connecting the site to the suburbs of Potters Bar to the south.

- NCN Route 12 runs parallel to the A1(M) to the west of the site, connecting to Stevenage to the north and Enfield to the southeast.

- The Hertsmere LCWIP Cycling Network runs alongside the railway line bordering the site to the west, connecting it to other parts of Potters Bar and the surrounding areas.

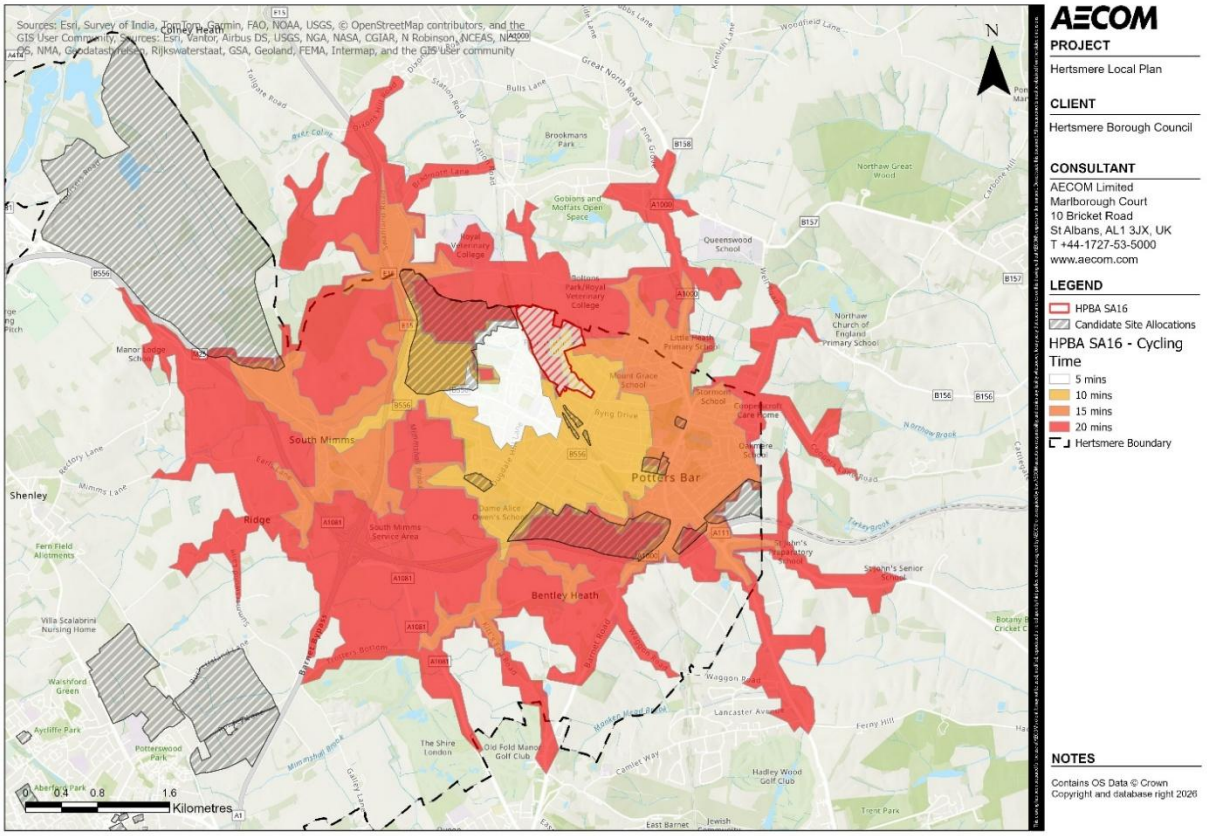


Figure 6: Cycling time from centre point of HPBA SA16

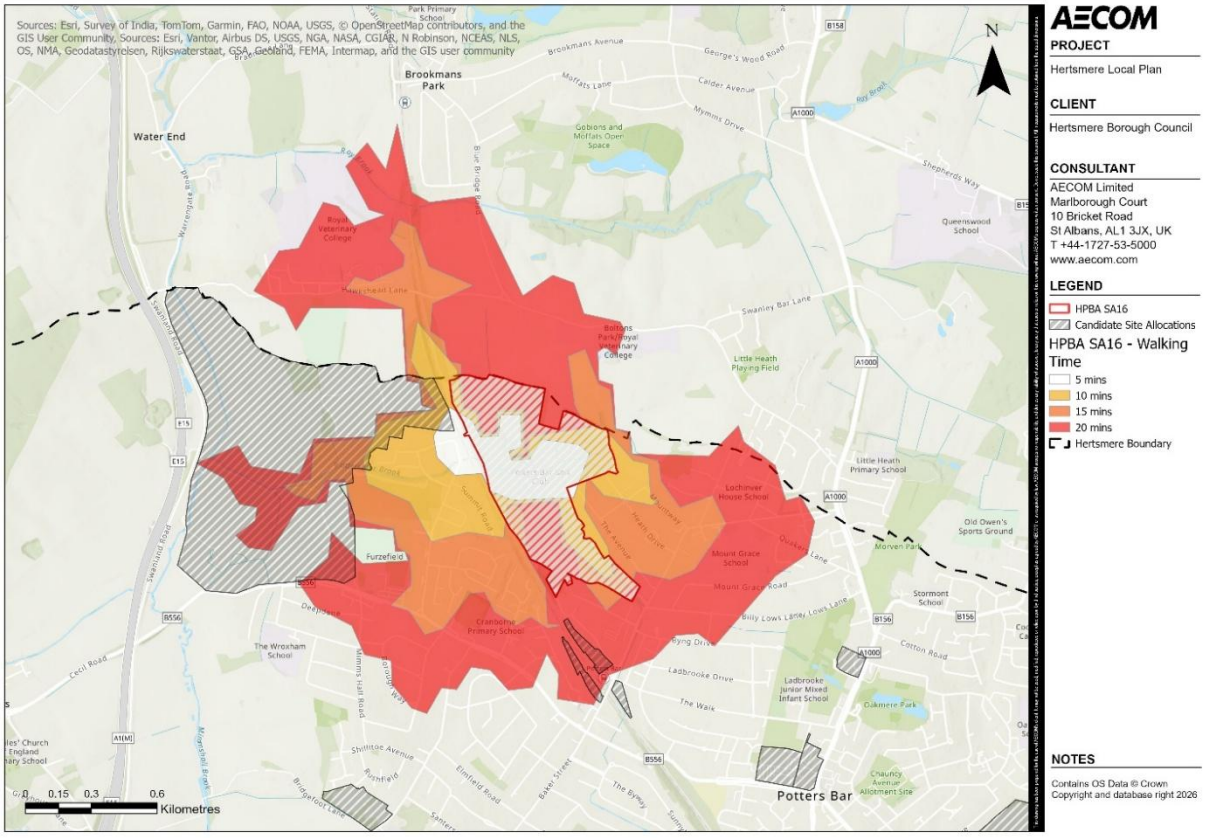


Figure 7: Walking time from centre point of HPBA SA16

- Most central areas of Potters Bar and the village of South Mimms can be accessed within a 15-minute cycle.

- Most northern areas of Potters Bar are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	218	4.914	1966
Cyclists	0.026	10	0.179	72
Pedestrians	0.316	126	1.892	757
Public Transport Users	0.084	34	0.483	193

- Based on standard trip-rate assumptions for a C3 residential use and a total of 400 dwellings, the development is expected to generate approximately 218 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 1966 vehicle trips, 72 cycle trips, 757 pedestrian trips and 193 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

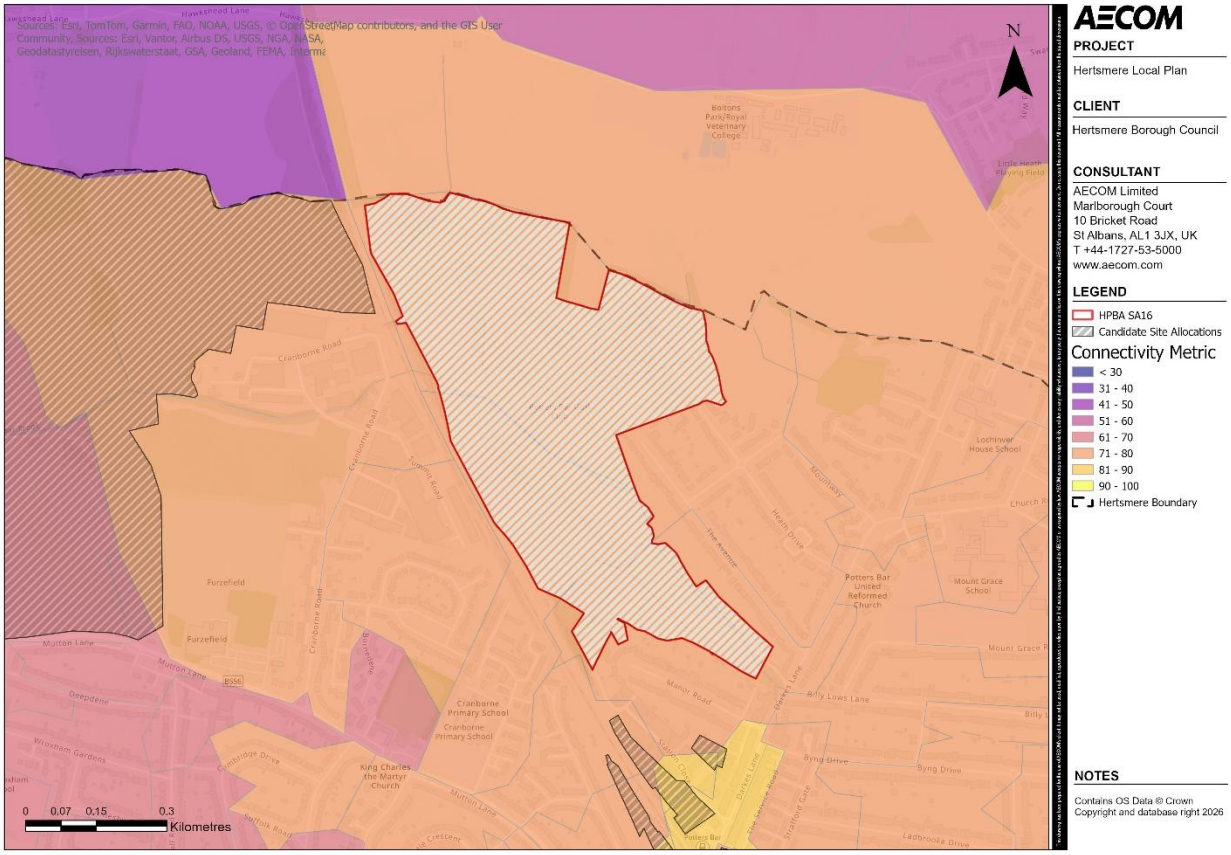


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors, although others are a significant distance away which may place greater reliance on the car. There are frequent bus and rail services near to the site providing connections to local and regional destinations. There are numerous existing Public Rights of Way in the immediate vicinity of the site, and adequate pedestrian facilities in Potters Bar to the south. It is notable that pedestrian infrastructure to the north of the site is limited.

- Overall, the site allocation area falls within the 71st–80th percentiles for connectivity across most modes.

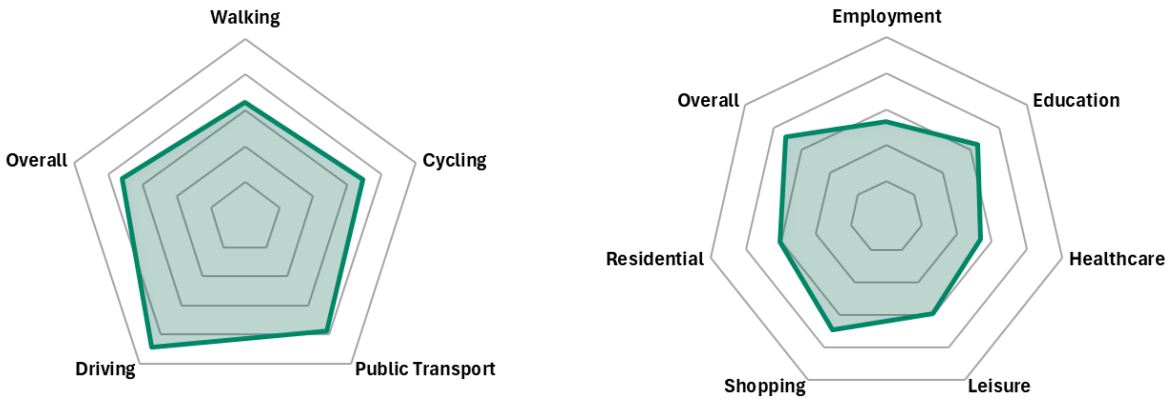


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment by sustainable modes remains lower than other trip attractors. Overall, the site scores highly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HPBA SA17	**Site Address:** Dove Lane, Potters Bar
Typology: TBC	**Proposed Number of Dwellings:** 82
Land Use Type: TBC	**Site Area (Hectares):** 5.49Ha

Site Location

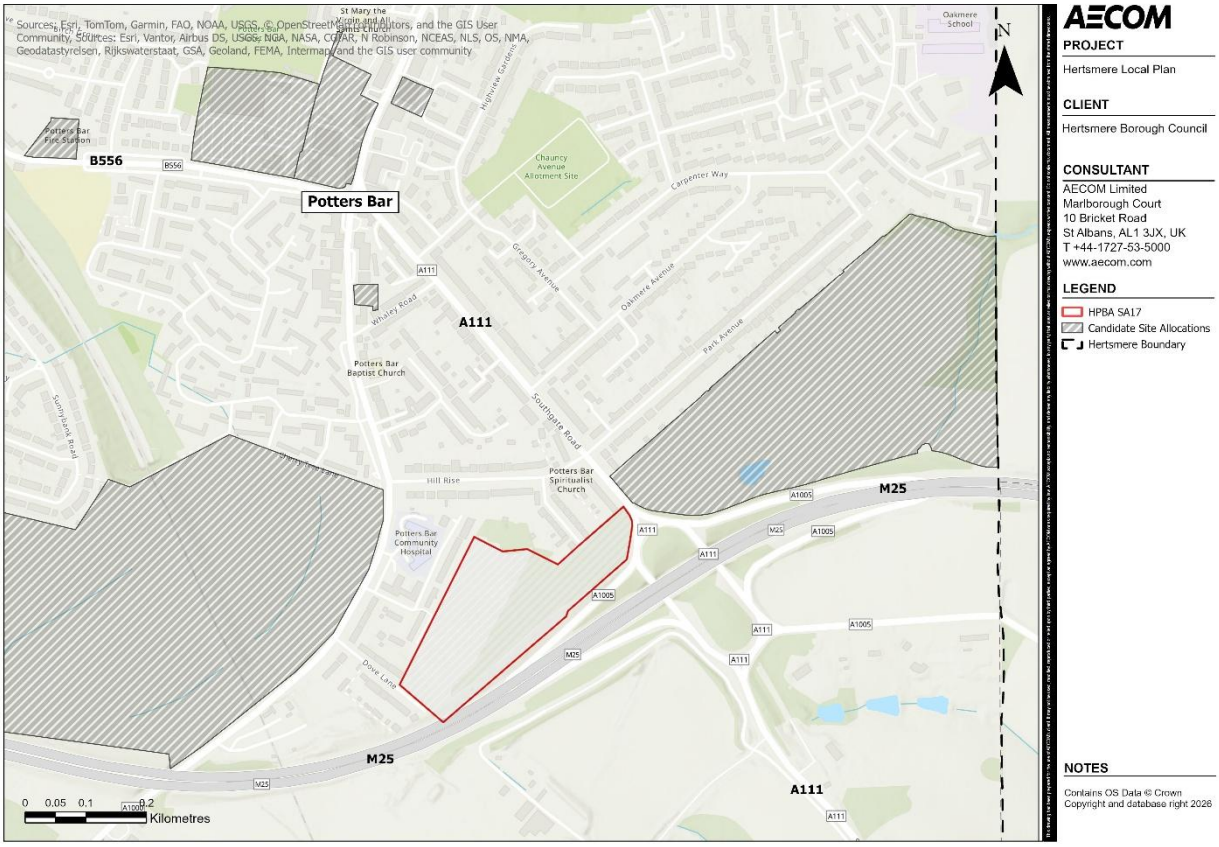


Figure 1: Dove Lane, Potters Bar site location

- The site is located in Potters Bar, south of the town centre.
- The eastern boundary of the site borders the A111, beyond which lies an additional Regulation 18 site – 'Land rear of Park Avenue' (HPBA SA15).
- The southern boundary of the site borders M25 Junction 24, which forms part of the Strategic Road Network (SRN).
- An additional Regulation 18 Strategic Urban Extension site – 'Land at Baker Street (east)' (HPBA SA13) - is located 200m to the west of the site.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	7.36
Potters Bar – high street	0.86
Bushey	13.67
Radlett	9.78
St Albans	13.46
Watford	15.8
Hemel Hempstead	21.98
Hatfield	9.18
Stanmore Underground Station	11.51
High Barnet Underground Station	4.2

- The site is just under 1km south of the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Radlett and Hatfield lie to the west and north, respectively.

Proximity to Local Trip Attractors

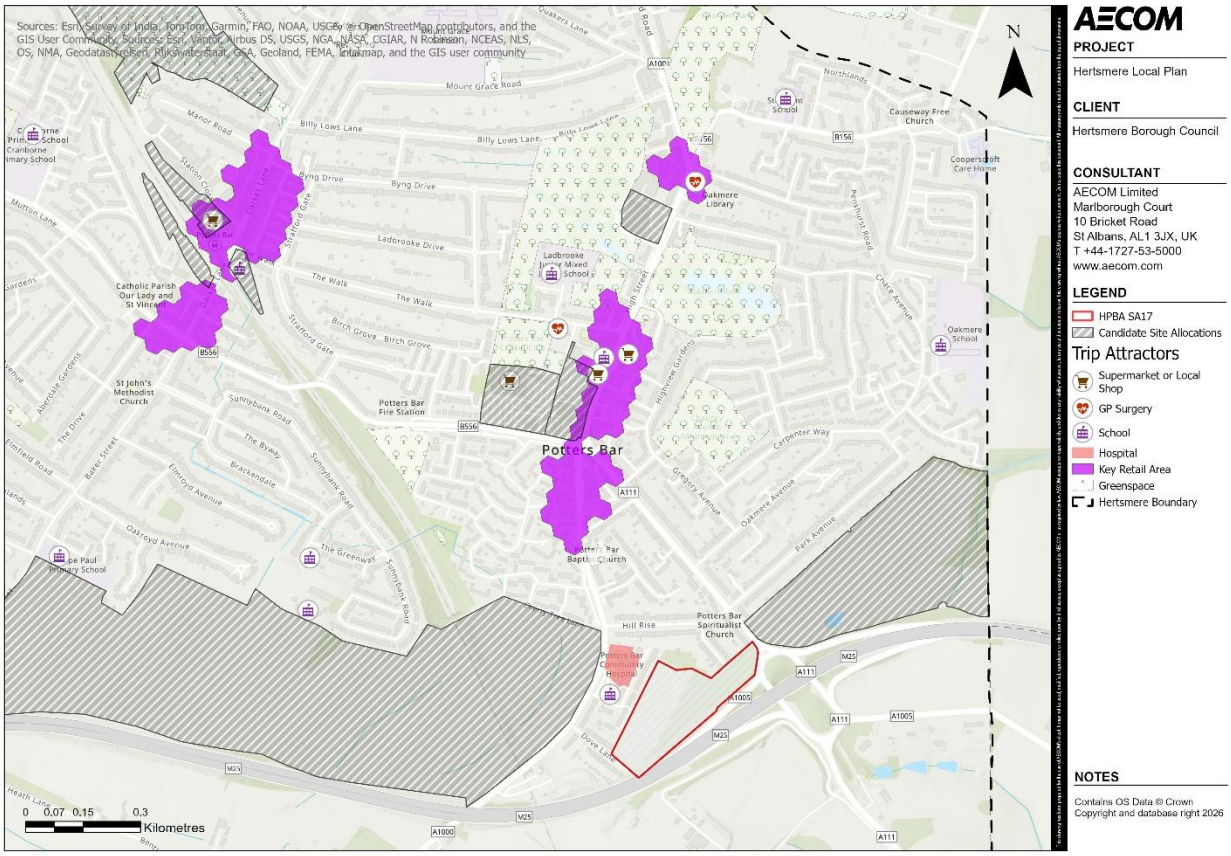


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	2 minutes	0.12 km	1 minute	0.13 km
GP	Parkfield Medical Centre	19 minutes	1.3 km	6 minutes	1.3 km
Supermarket	M&S Potters Bar BP	14 minutes	0.95 km	5 minutes	0.95 km
Primary School	Ladbrooke JMI School	20 minutes	1.4 km	6 minutes	1.4 km
Secondary School	Dame Alice Owen's School	43 minutes	3.1 km	12 minutes	3.2 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; hospitals, GP surgeries, supermarkets, and primary schools can be reached within a 20-minute walk.

- Some services, such as secondary schools, are not within walking distance and can be accessed within a 12-minute cycle.

Highway Network

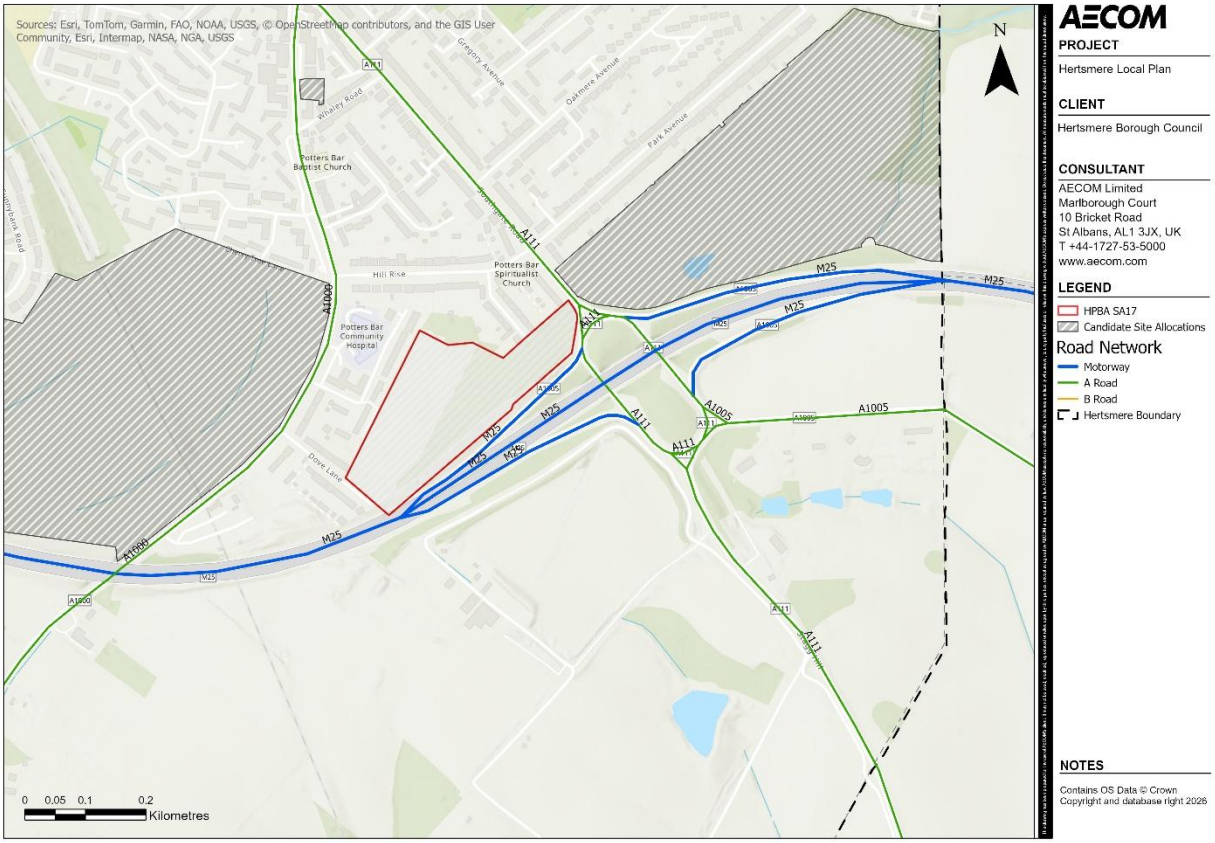


Figure 3: Map of the surrounding road network

- The A11 Southgate Road lies to the east of the site and connects it to the centre of Potters Bar

- The M25 (London orbital motorway) runs to the south of the site, providing access towards East Anglia and the south coast, as well as the wider strategic road network; The motorway can be joined at Junction 24 immediately adjacent to the site.

Public Transport Provision

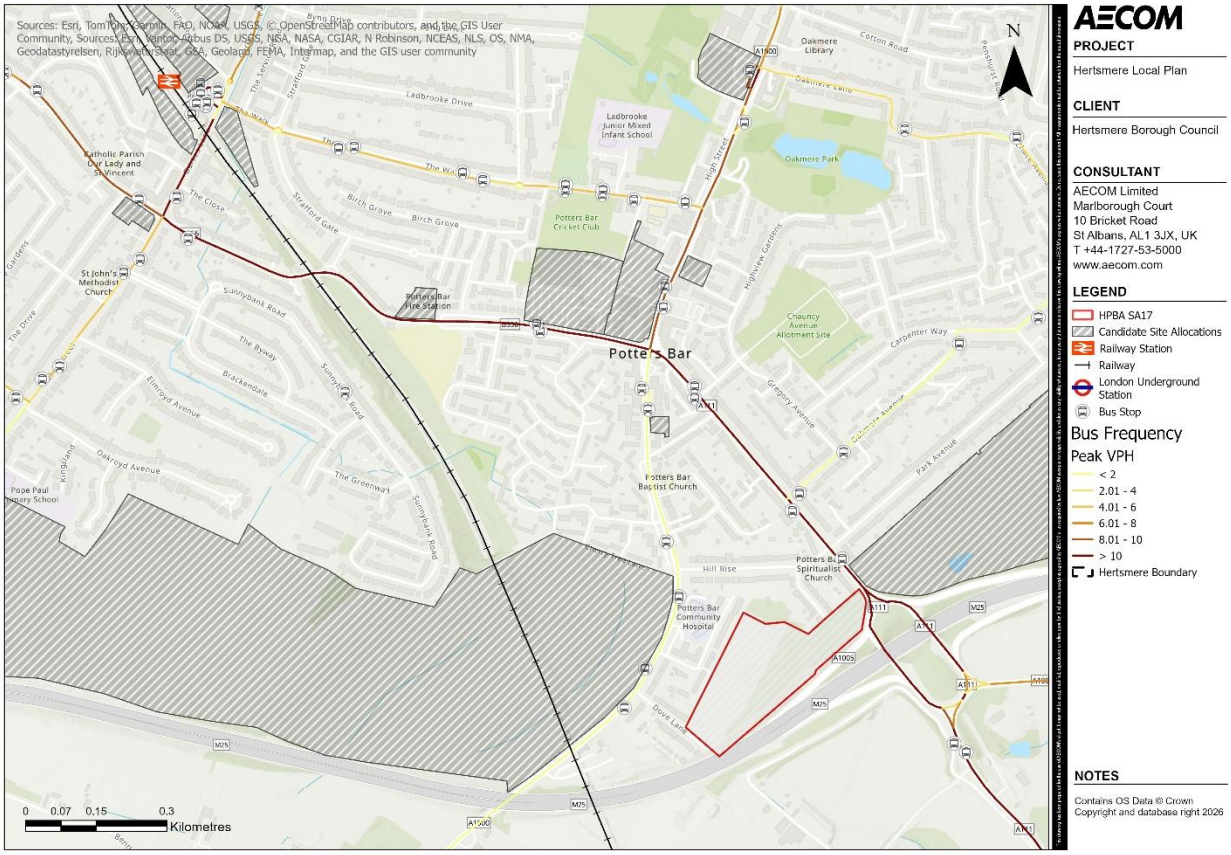


Figure 4: Map of nearby bus stops and railway stations

- There are thirteen bus stops with regular services within 500m of the site, although some of these lie south of the M25 and are not easily accessible to pedestrians.
- The stops are served by the PB1 (Potters Bar internal loop), 243 (Hatfield–Barnet), 313 (Chingford–Potters Bar), and 298 (Arnos Grove–Potters Bar).
- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The remaining services have a combined frequency of ~7 VPH in each direction.
- Most of these services can be accessed on nearby Southgate Road, which has at least 10 VPH between 07:00–10:00 on an average weekday.
- Potters Bar Train Station is located to the northwest of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

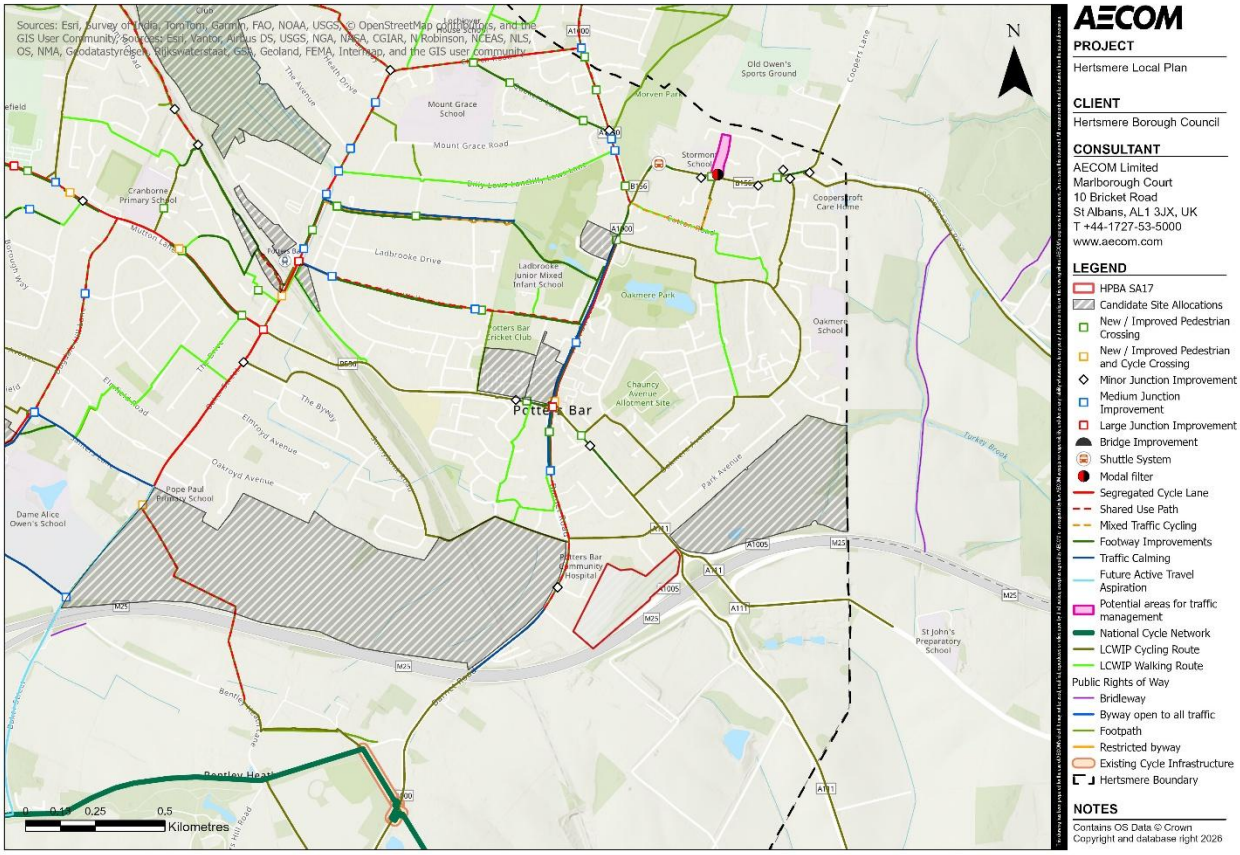


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are no existing Public Rights of Way in the immediate vicinity of the site.
- While there are adequate pedestrian facilities in the neighbouring Potters Bar, it is important that the site connects to these, especially on A111 Southgate Road. Additional crossing points would be beneficial on this link.
- Pedestrian facilities to the south of the site are very limited, primarily due to the M25.
- NCN Route 12 runs along Waggon Road to the southwest of the site, connecting to Stevenage to the north and Enfield to the southeast.
- The Hertsmere LCWIP Cycling Network runs on A111 Southgate Road bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

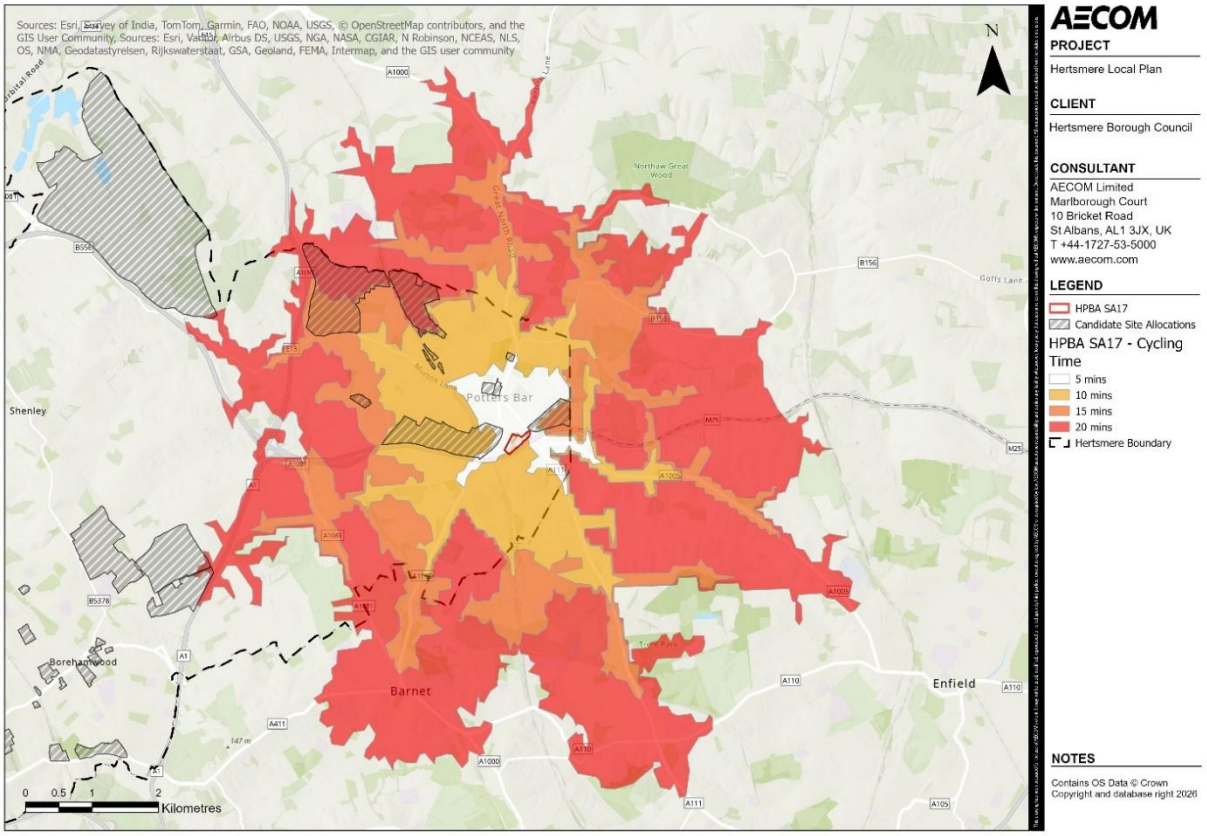


Figure 6: Cycling time from centre point of HPBA SA17

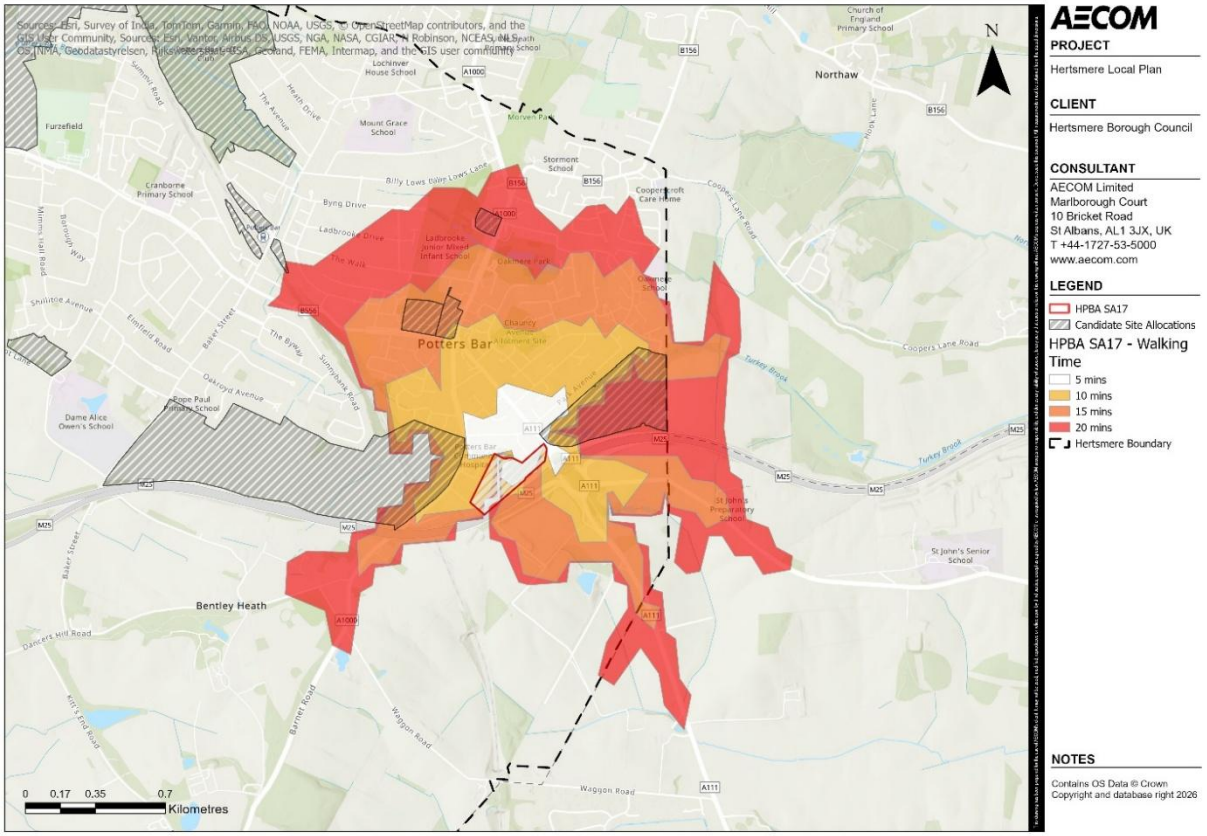


Figure 7: Walking time from centre point of HPBA SA17

- Most central areas of Potters Bar can be accessed within a 5-minute cycle, and central Barnet can be accessed within a 20-minute cycle.

- Most eastern areas of Potters Bar are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	45	4.914	403
Cyclists	0.026	2	0.179	15
Pedestrians	0.316	26	1.892	155
Public Transport Users	0.084	7	0.483	40

- Based on standard trip-rate assumptions for a C3 residential use and a total of 82 dwellings, the development is expected to generate approximately 45 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 403 vehicle trips, 15 cycle trips, 155 pedestrian trips and 40 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

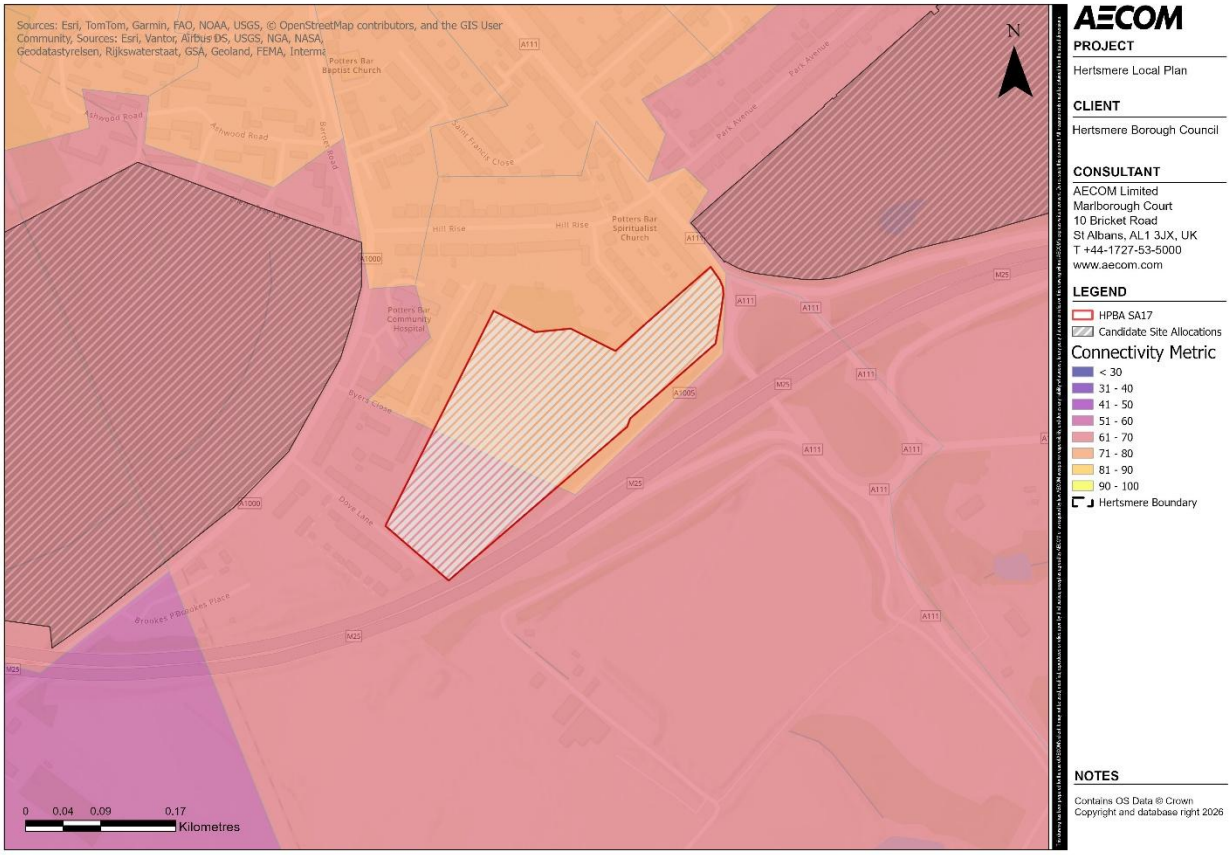


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors and there are bus services near to the site providing connection to neighbouring towns. There are no existing Public Rights of Way in the immediate vicinity of the site. While pedestrian facilities within Potters Bar are generally adequate it will be important that the site is given direct access to these. It is notable that pedestrian infrastructure to the south is limited.

- Overall, the site allocation area falls within the 61st–80th percentiles for connectivity across most modes, with connectivity improving towards the eastern boundary of the site.

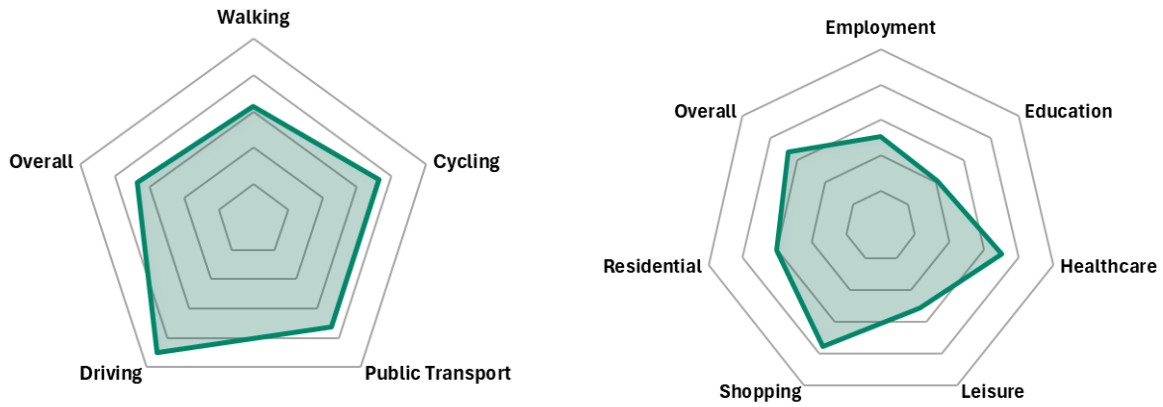


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to education by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HPBA SA18	**Site Address:** Bridgefoot Lane (north), Potters Bar
Typology: TBC	**Proposed Number of Dwellings:** 80
Land Use Type: TBC	**Site Area (Hectares):** 3.49Ha

Site Location

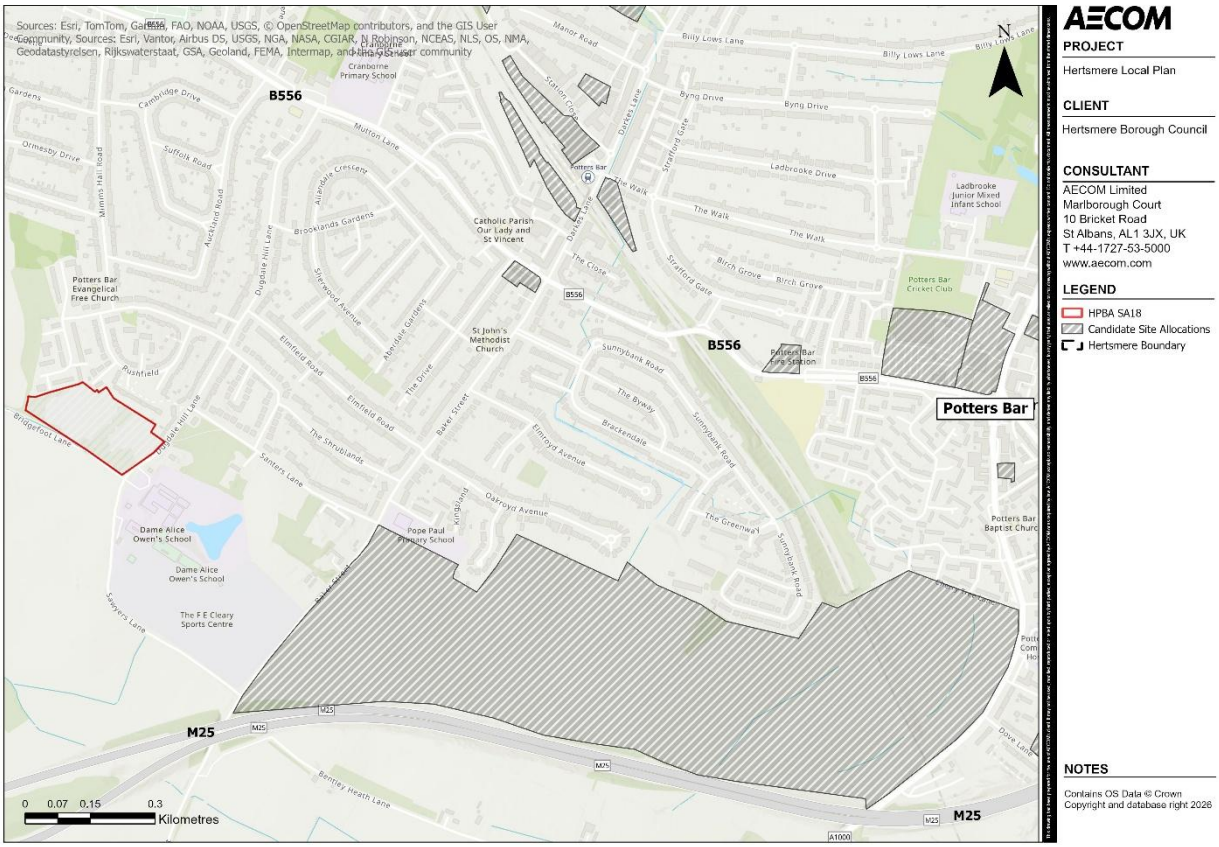


Figure 1: Bridgefoot Lane (north), Potters Bar site location

- The Site is located on the southwest periphery of the town of Potters Bar, just over a kilometre from Junction 23 of the M25.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	5.8
Potters Bar – high street	2.13
Bushey	11.84
Radlett	7.54
St Albans	11.18
Watford	13.51

Hemel Hempstead	19.31
Hatfield	7.90
Stanmore Underground Station	10.38
High Barnet Underground Station	4.77

- The site is just over 2km from the centre of Potters Bar, with Barnet and Borehamwood the next closest centres. Barnet is located to the south and represents the closest town forming part of the Greater London urban area.

- Radlett and Hatfield lie to the west and north, respectively.

Proximity to Local Trip Attractors

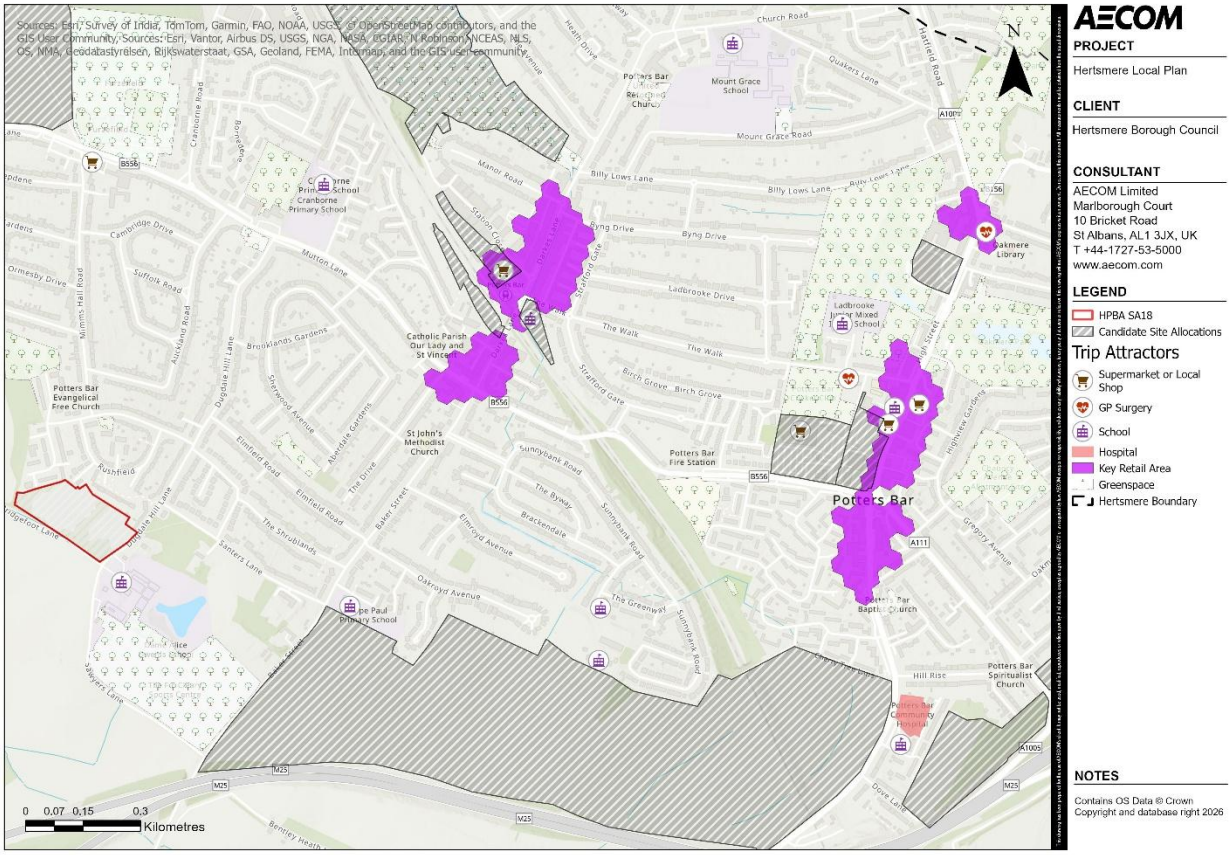


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Potters Bar Community Hospital	41 minutes	3 km	13 minutes	3.4 km

GP	Parkfield Medical Centre	37 minutes	2.6 km	12 minutes	3.1 km
Supermarket	Tesco Potters Bar Express	18 minutes	1.3 km	7 minutes	1.4 km
Primary School	The Wroxham School	20 minutes	1.5 km	7 minutes	1.6 km
Secondary School	Dame Alice Owen's School	2 minutes	0.05 km	1 minute	0.05 km

- Some key services are in Potters Bar, within walking and cycling distance of the site; supermarkets, primary schools, and secondary schools can be reached within a 20-minute walk.

- Some services, such as hospitals and GP surgeries, are not within walking distance. Accessing these services by cycle takes 13 and 12 minutes, respectively.

Highway Network

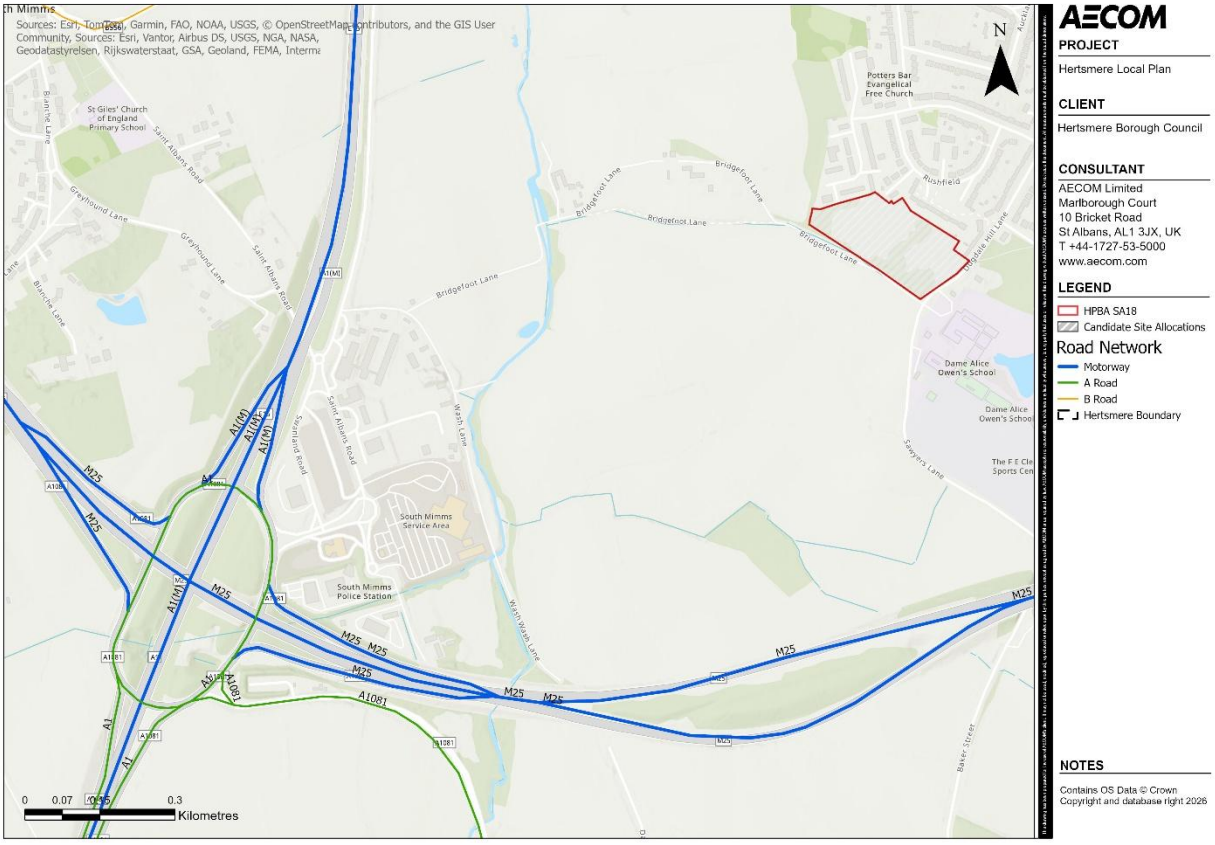


Figure 3: Map of the surrounding road network

- The site is bordered by Bridgefoot Lane to the south, Dugdale Hill Lane to the east, and the western suburbs of Potters Bar to the north.

- The A1 runs north-south just under 1km to the west of the site, and the M25 runs east-west ~600m to the south.

- The M25 is an orbital motorway around London and provides access towards East Anglia and the south coast, as well as the wider strategic road network; The motorway can be joined at Junction 24 2.5km east of the site.

Public Transport Provision

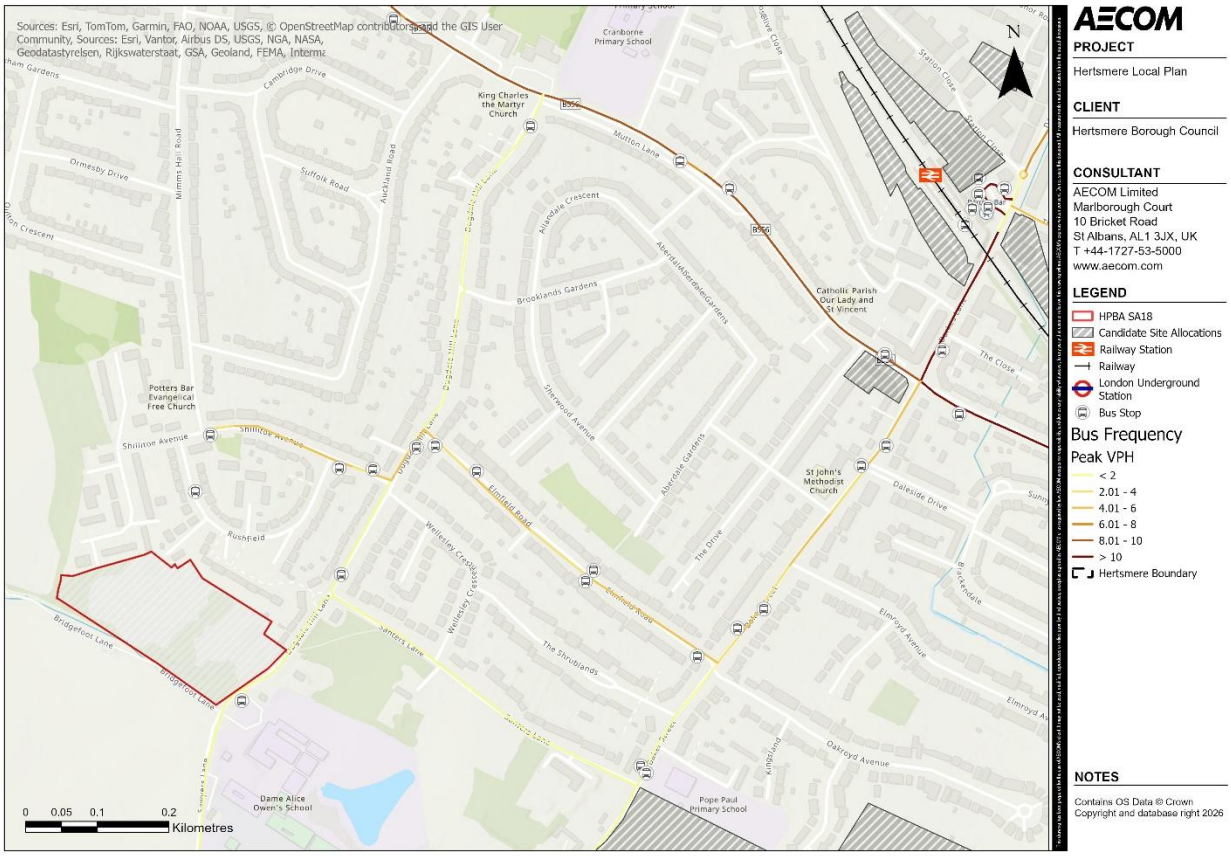


Figure 4: Map of nearby bus stops and railway stations

- There are nine bus stops with regular services within 500m of the site. These are served by the PB1 (Potters Bar internal loop) and 313 (Chingford–Potters Bar).

- The PB1 service runs at just over one vehicle per hour (VPH) between 07:00–10:00 on an average weekday. The 313 service runs at three vehicle per hour (VPH) between 07:00–10:00 on an average weekday, in each direction.

- There are additional services that provide access to Dame Alice Owen's School from neighbouring towns on school days.

- Potters Bar Train Station is located to the northeast of the site. The rail station offers regular services to London and Stevenage.

Walking & Cycling Provision

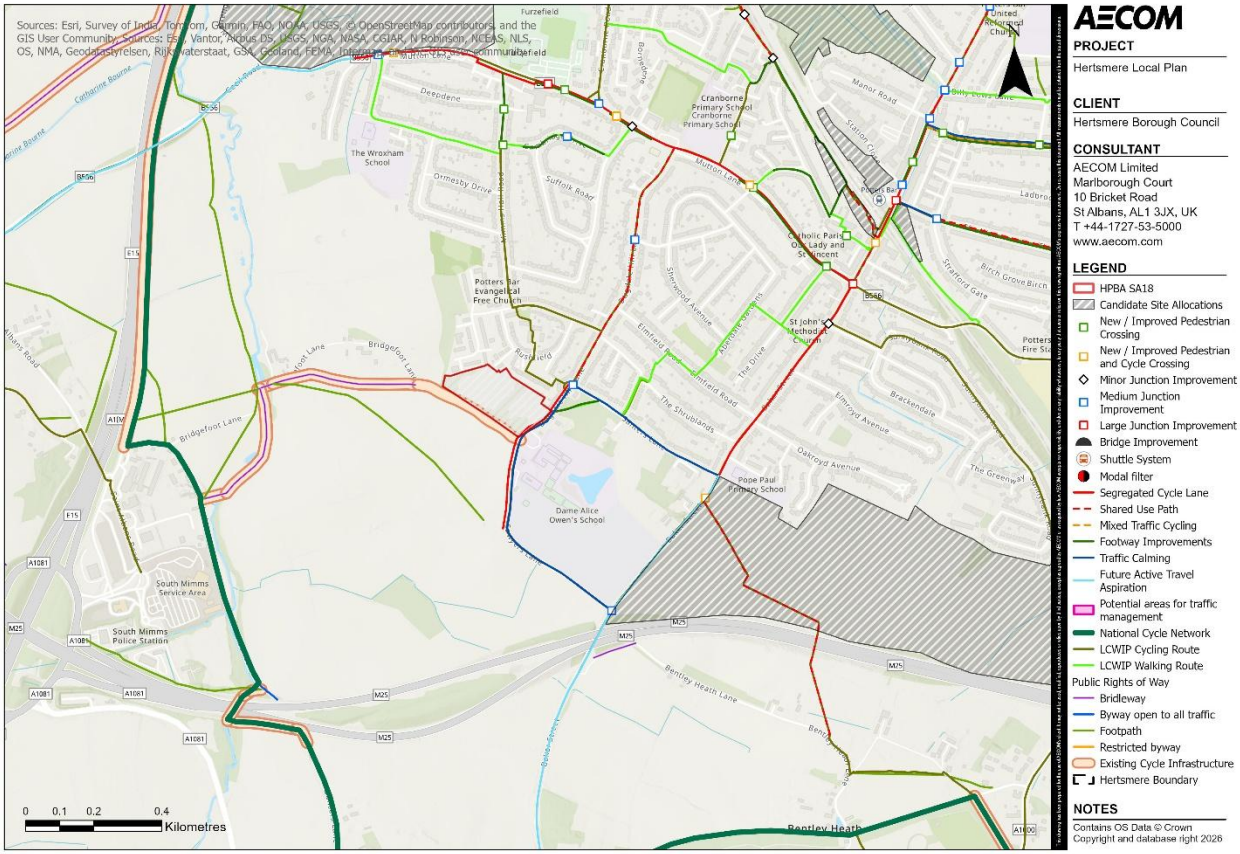


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- The site is well connected via pedestrian facilities to Potters Bar to the north, and Dugdale Hill Lane has adequate pedestrian infrastructure north of Dame Alice Owen's School. However, there is no existing pedestrian infrastructure on this road south of the school. Similarly, there is no pedestrian infrastructure on Bridgefoot Lane, potentially causing severance with areas to the south of the site

- There are multiple footpaths and bridleways in the vicinity of the site, primarily to the west.

- NCN Route 12 runs along Swanland Road to the west of the site, connecting to Stevenage to the north and Enfield to the southeast.

- The Hertsmere LCWIP Cycling Network runs on Dugdale Hill Lane bordering the site, connecting it to other parts of Potters Bar and the surrounding areas.

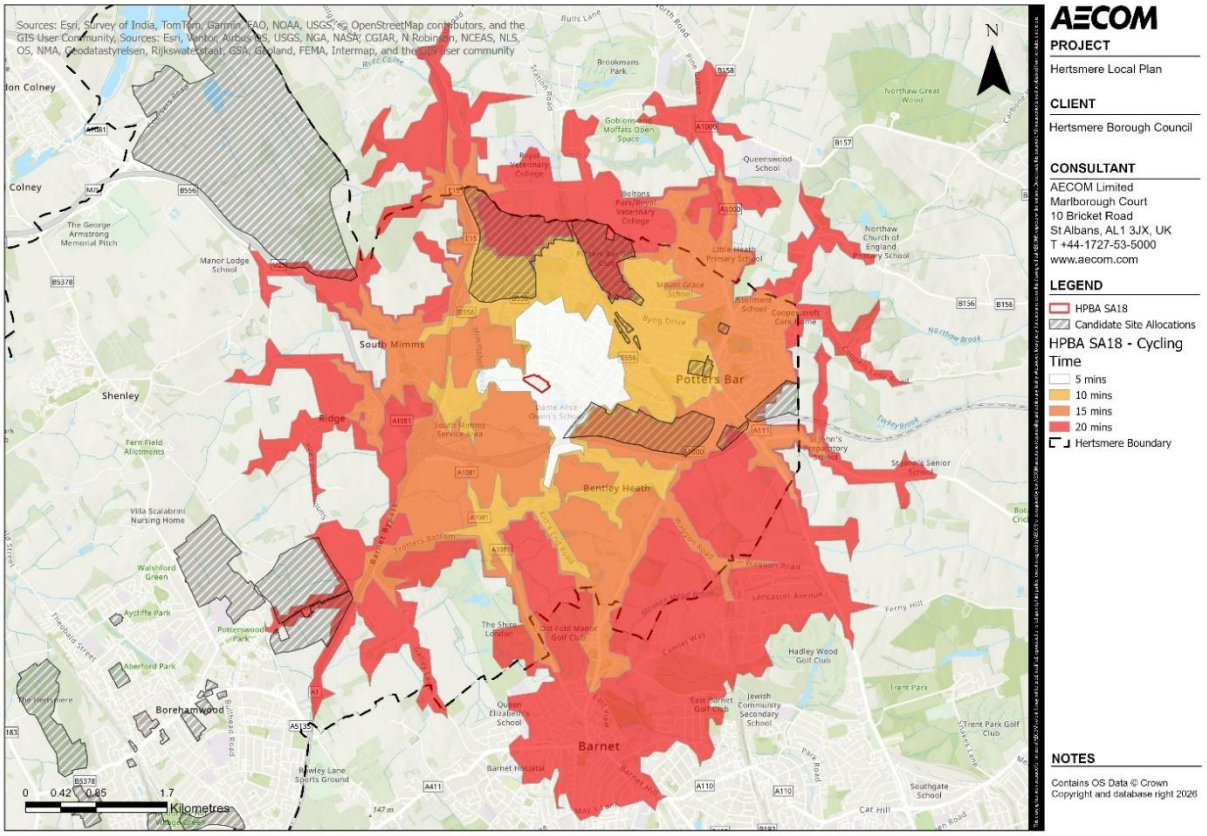


Figure 6: Cycling time from centre point of HPBA SA18

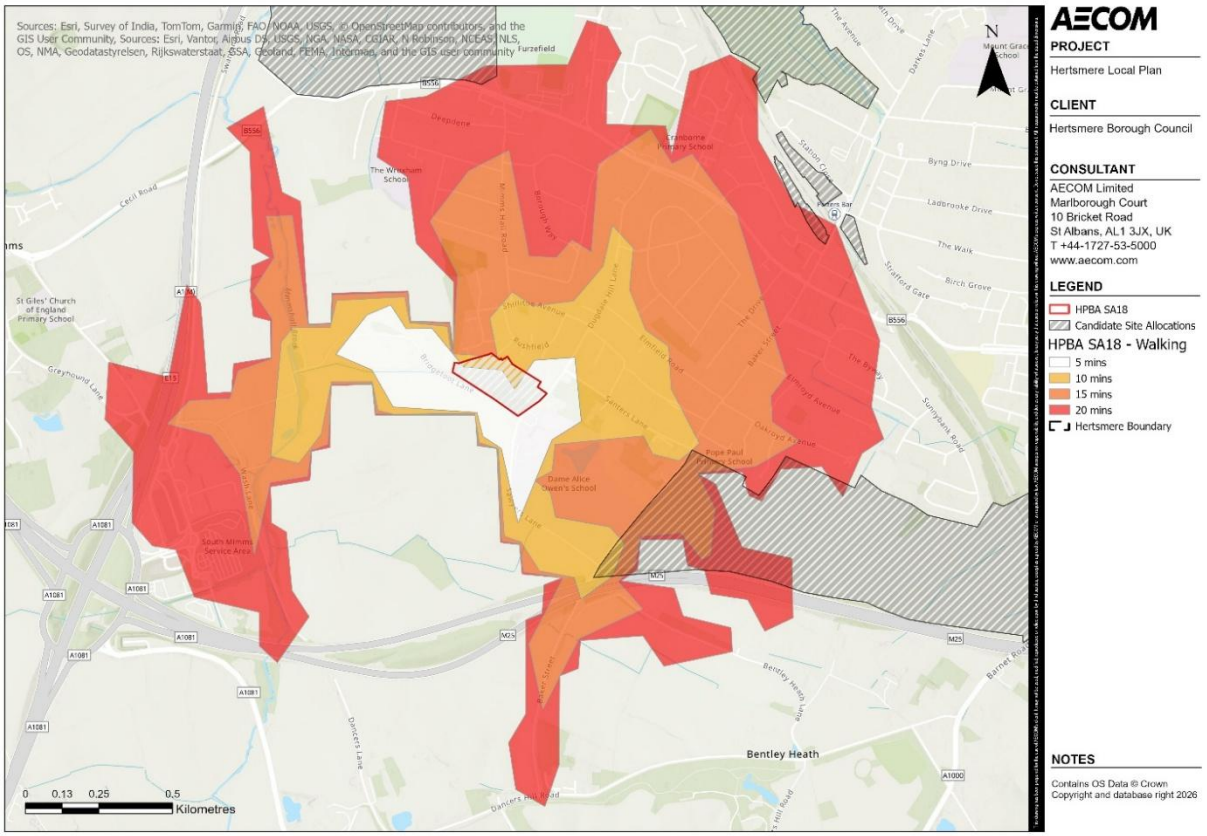


Figure 7: Walking time from centre point of HPBA SA18

- Most areas of Potters Bar can be accessed within a 15-minute cycle, and central areas of Barnet can be accessed within a 20-minute cycle.

- Most western areas of Potters Bar are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	44	4.914	393
Cyclists	0.026	2	0.179	14
Pedestrians	0.316	25	1.892	151
Public Transport Users	0.084	7	0.483	39

- Based on standard trip-rate assumptions for a C3 residential use and a total of 80 dwellings, the development is expected to generate approximately 44 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 393 vehicle trips, 14 cycle trips, 151 pedestrian trips and 39 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

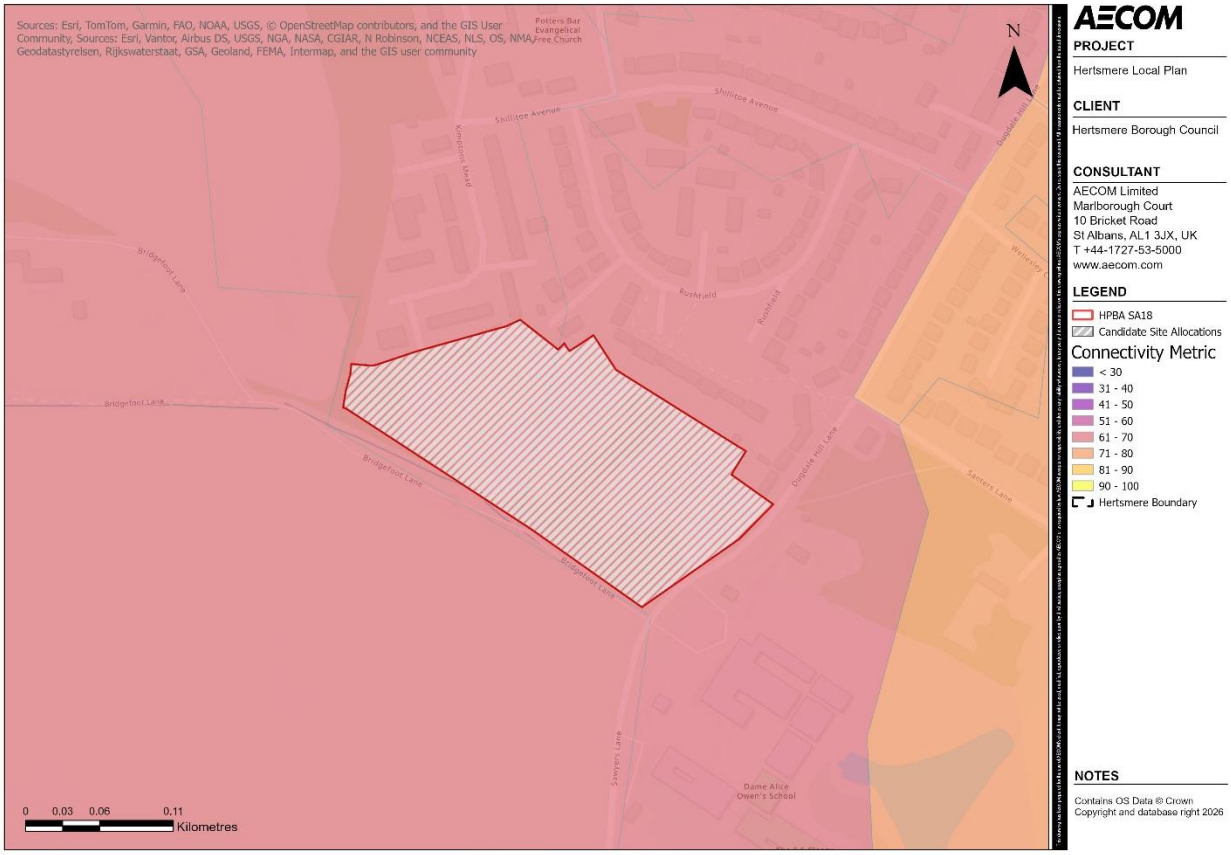
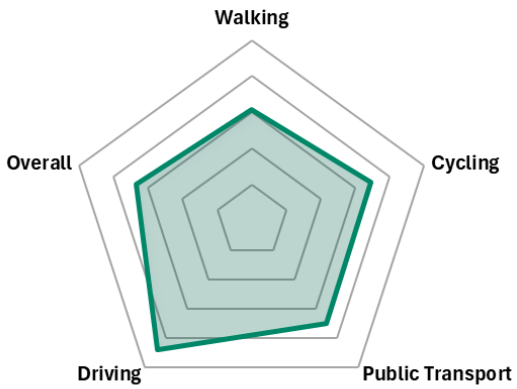


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors, although others are a significant distance away which may place greater reliance on the car. There are bus services near to the site providing connection to neighbouring towns, although these could benefit from increased frequency. There are existing Public Rights of Way in the immediate vicinity of the site and adequate pedestrian facilities within Potters Bar, generally. It is notable that pedestrian infrastructure to the south is limited, however.

- Overall, the site allocation area falls within the 61st–70th percentiles for connectivity across most modes, with connectivity improving away from the southern boundary of the site.



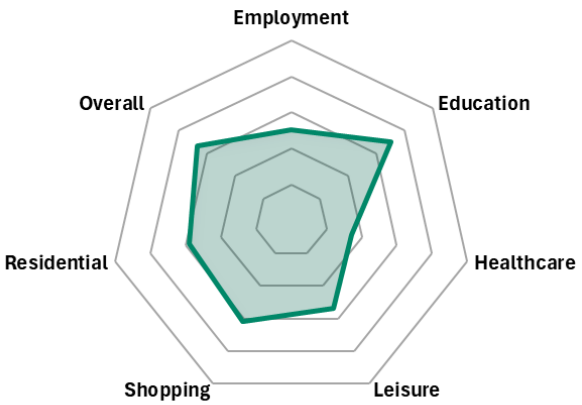


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show moderate relative connectivity overall, with stronger performance by driving and weaker performance by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to education by sustainable modes is higher than other trip attractors. Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HRA SA2	**Site Address:** Car Park, The Brook, Radlett
Typology: Urban Site	**Proposed Number of Dwelling:** 53
Land Use Type: Comprehensive redevelopment comprised of residential uses (with vertical intensification).	**Site Area (Hectares):** 1.06Ha

Site Location

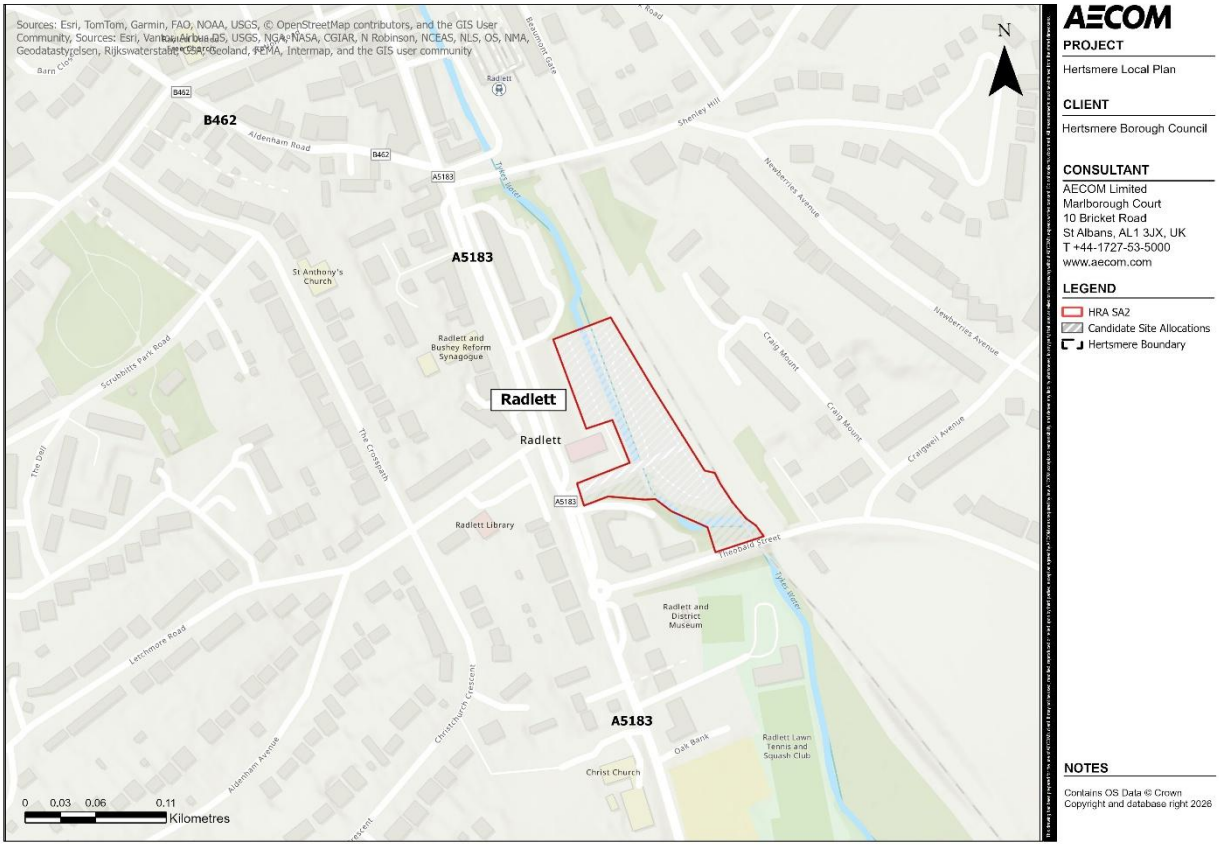


Figure 1: Car Park, The Brook, Radlett site location

- The site is located south of the centre of the village of Radlett, approximately 6km northeast of Watford.
- The A5183 Watling Street lies immediately west of the site, connecting St Albans to the north with M1 Junction 4 to the south.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	4.12
Potters Bar – high street	9.58
Bushey	5.39

Radlett	0.08
St Albans	7.91
Watford	6.36
Hemel Hempstead	13.44
Hatfield	10.9
Stanmore Underground Station	7.02
High Barnet Underground Station	9.14

- The site is adjacent to the centre of Radlett, with Borehamwood and Bushey forming the next nearest centres.

- Watford and St Albans lie to the west and north, respectively. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

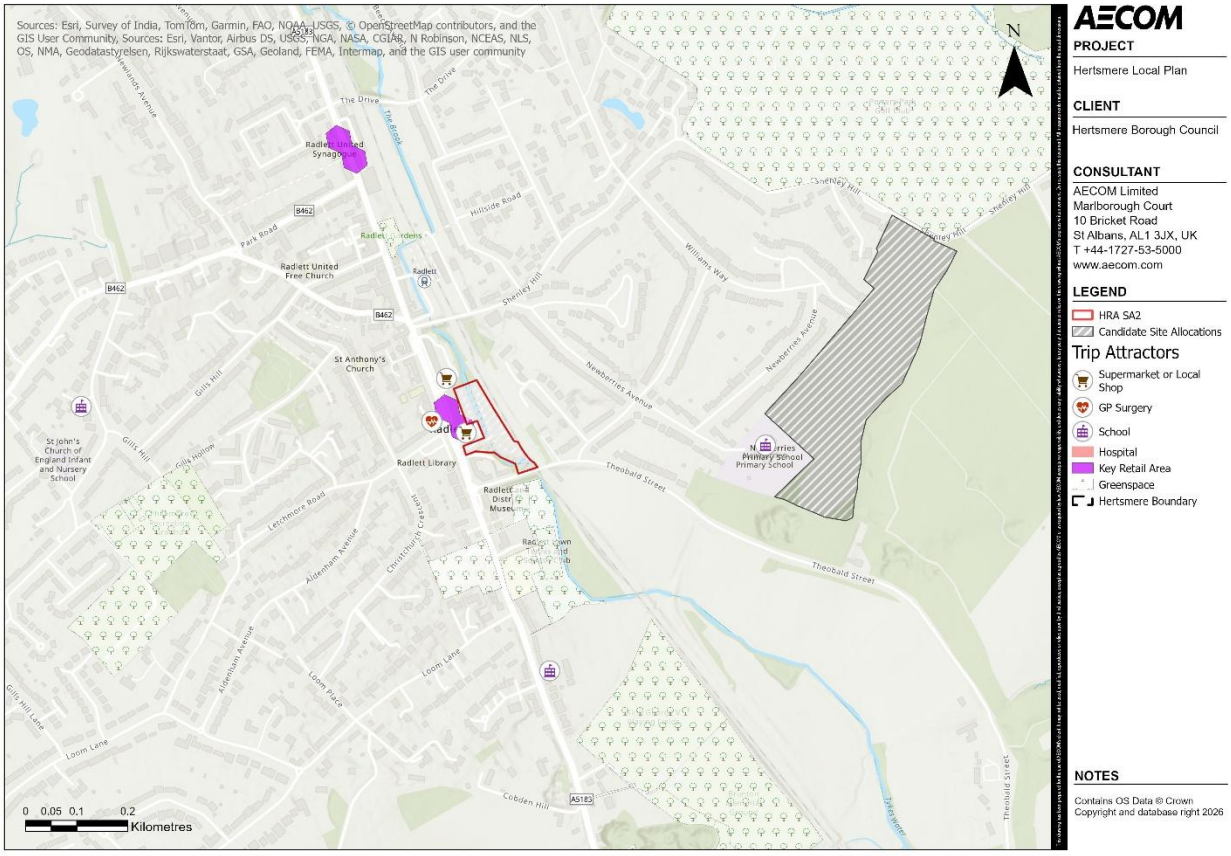


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	52 minutes	3.8 km	13 minutes	3.8 km
GP	Red House Surgery	3 minutes	0.18 km	1 minute	0.18 km
Supermarket	Budgens Radlett	1 minute	0.09 km	1 minute	0.09 km
Primary School	Newberries Primary School	12 minutes	0.8 km	4 minutes	0.8 km
Secondary School	Hertswood Academy	71 minutes	5.2 km	19 minutes	5.3 km

- Some key services are in Radlett, within a walking and cycling distance of the site; GP surgeries, supermarkets and primary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 13 and 19 minutes, respectively.

Highway Network

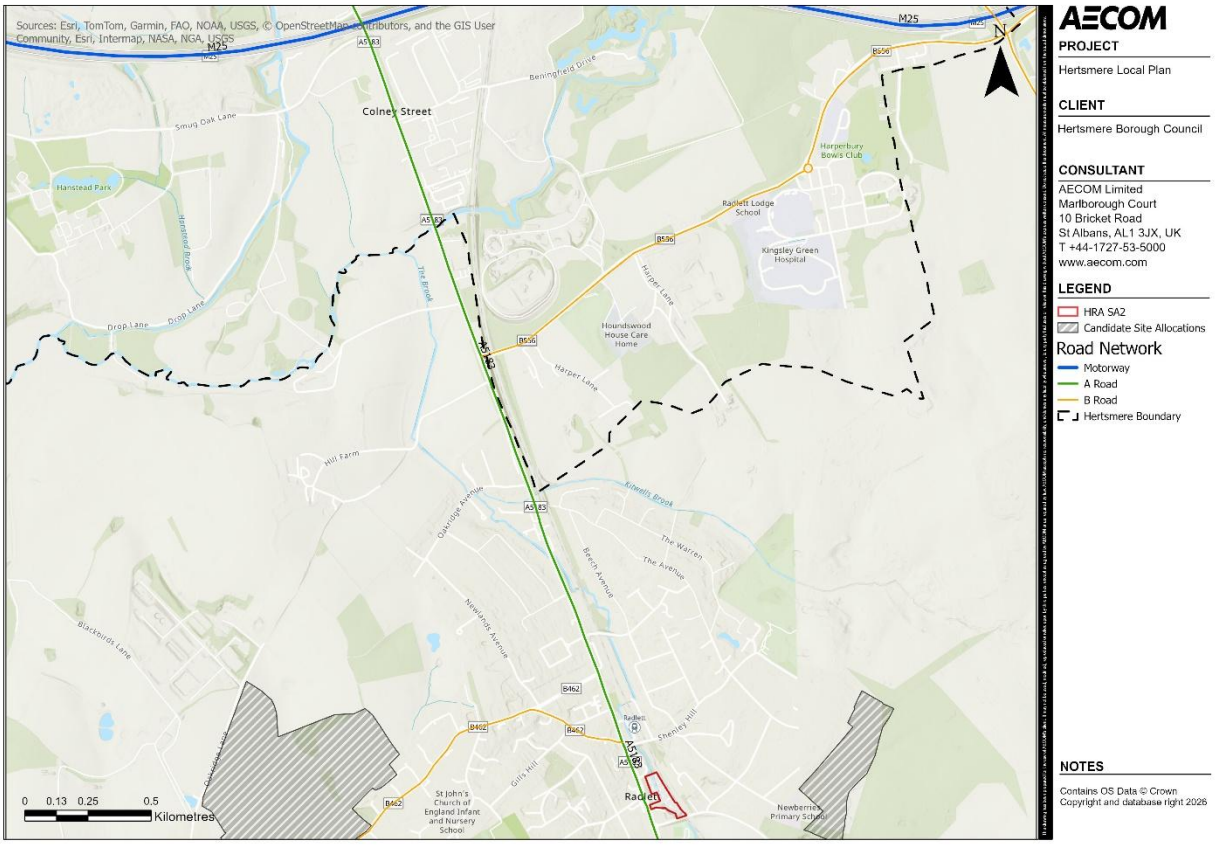


Figure 3: Map of the surrounding road network

- The nearest main road to the site is the A5183 Watling Street immediately to the west, leading northwards towards St Albans and southwards to M1 Junction 4 and the Greater London urban area.

- Alternatively, the M1 can be joined at Junction 5 ~3.8km west of the site. The M1 provides connection to the M25, the wider Southeast and East Midlands to the north, and the wider Strategic Road Network (SRN).

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the South East, the South Coast and East Anglia.

Public Transport Provision

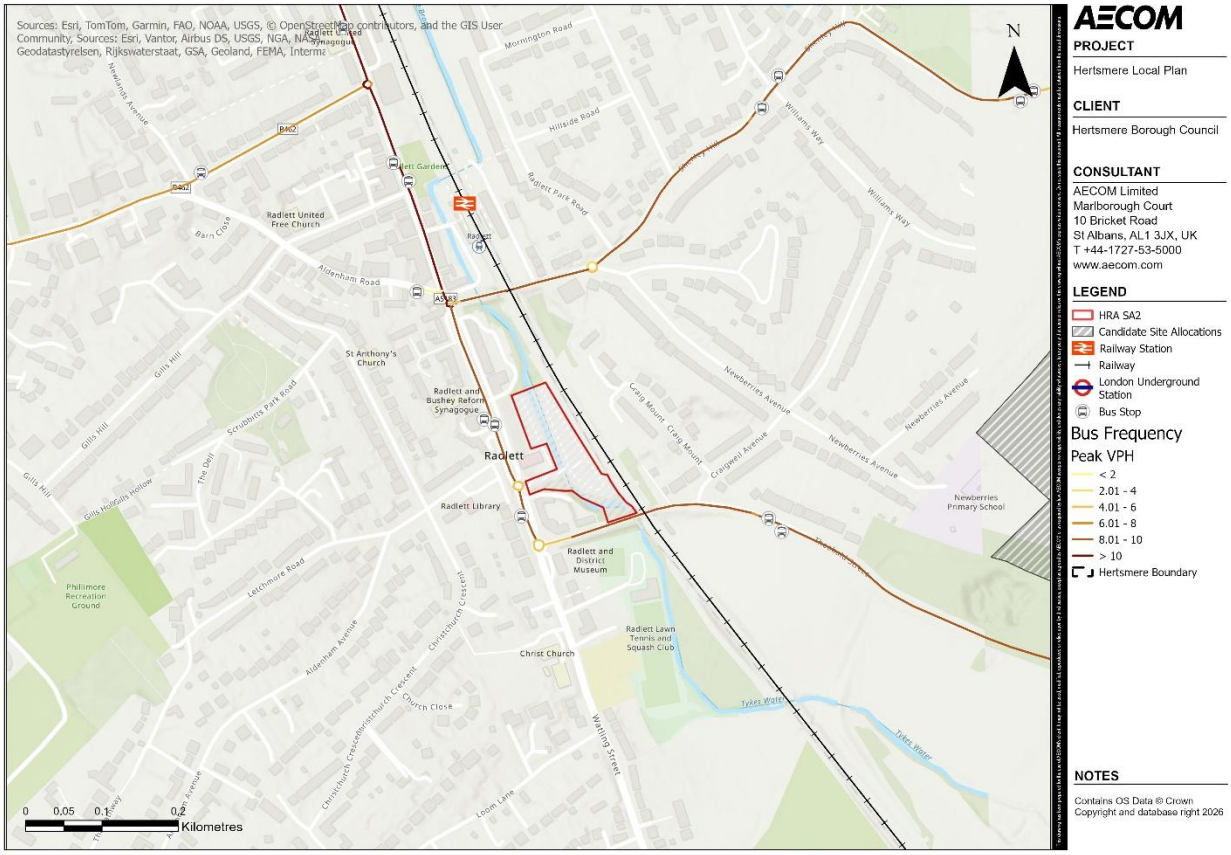


Figure 4: Map of nearby bus stops and railway stations

- There are seven bus stops within 500m of the site, with numerous on or near Watling Street, where the 602 service runs between Watford and Hatfield via St Albans. This service runs at roughly two vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- There are also nearby stops served by the 361, 362, and 398 services, which travel from Borehamwood to St Albans and Potters Bar to Watford. These services provide a collective ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Most of these services can be accessed on nearby Watling Street, which has at least 6 VPH between 07:00–10:00 on an average weekday.

- Radlett Train Station is close to the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision



Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- Due to the proximity of the site to Radlett centre there is ample pedestrian infrastructure in the immediate surrounds, including pedestrian footpaths.

- The Hertsmere LCWIP Cycling Network runs on Watling Street bordering the site, connecting it to other parts of Radlett and the surrounding areas.

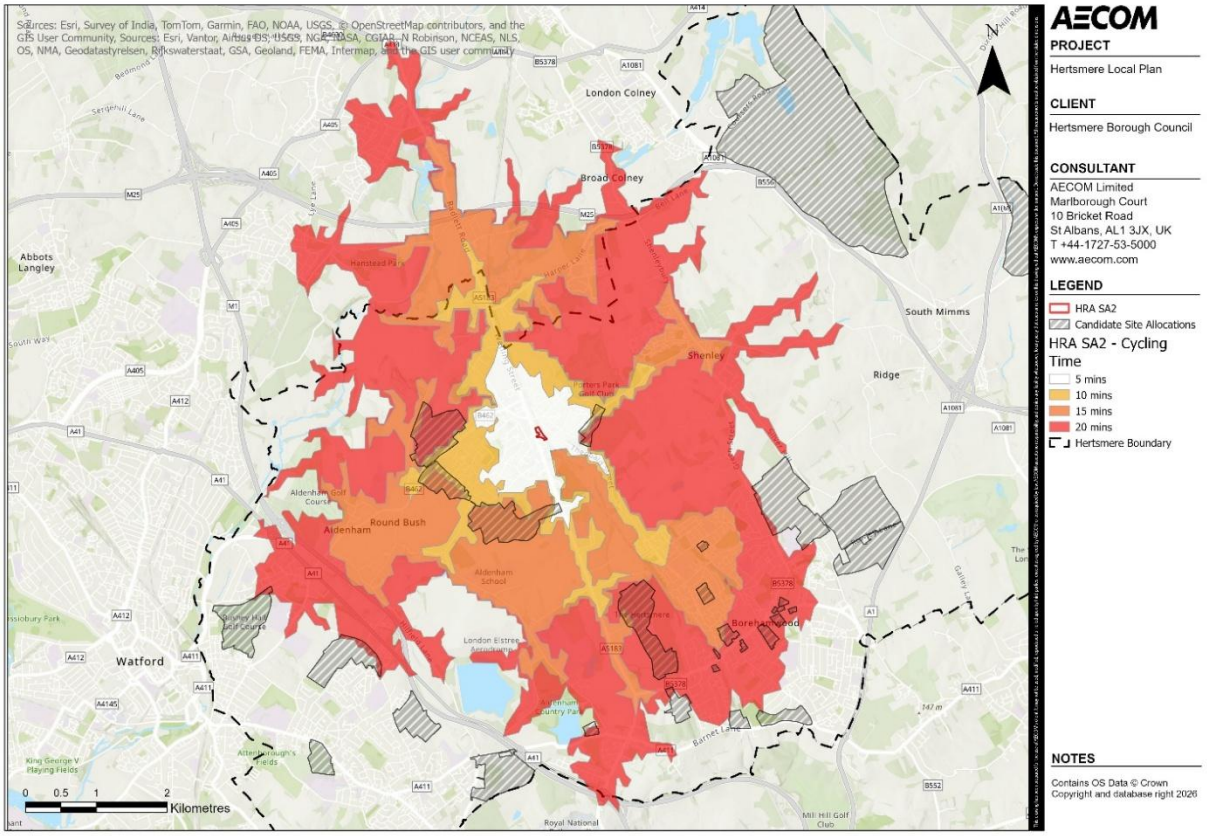


Figure 6: Cycling time from centre point of HRA SA2

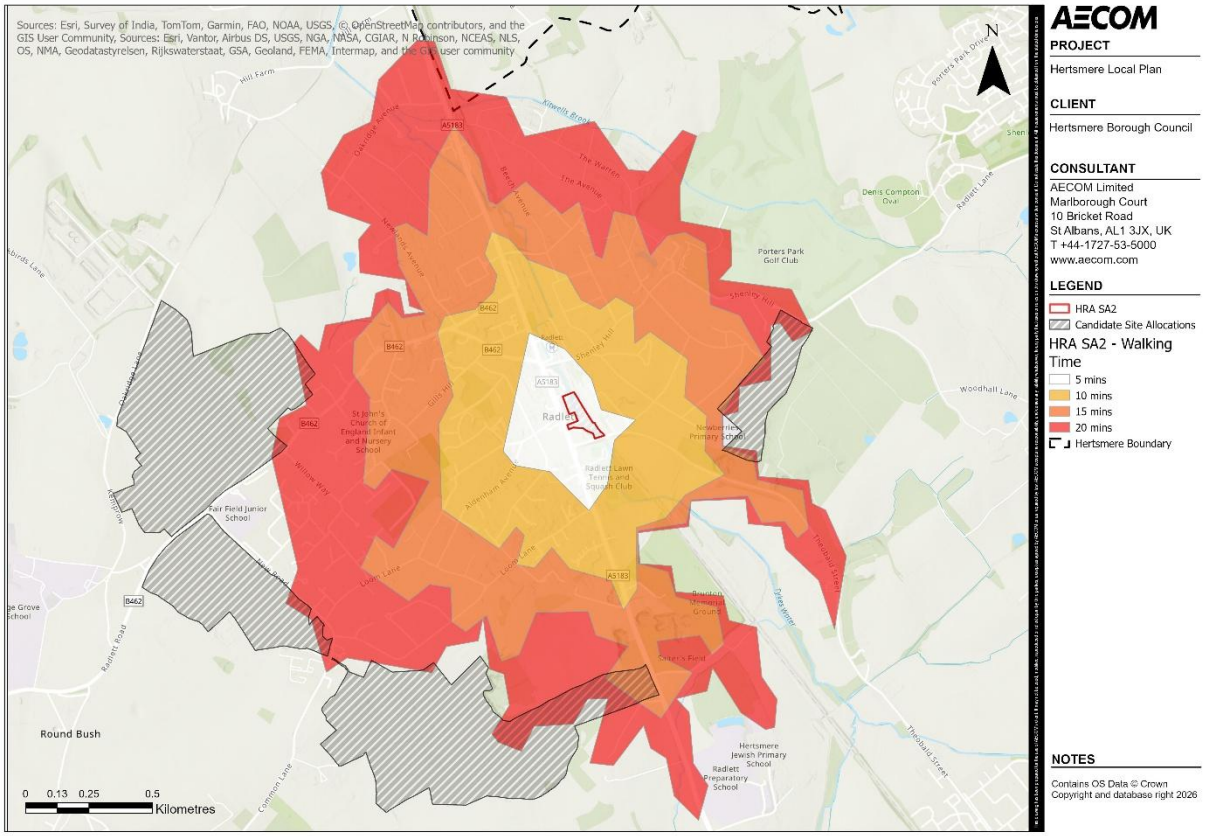


Figure 7: Walking time from centre point of HRA SA2

- Central areas of Radlett can be accessed within a 5-minute cycle, and central areas of Borehamwood can be accessed within a 20-minute cycle.

- Almost all areas of Radlett are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	29	4.914	260
Cyclists	0.026	1	0.179	9
Pedestrians	0.316	17	1.892	100
Public Transport Users	0.084	4	0.483	26

- Based on standard trip-rate assumptions for a C3 residential use and a total of 53 dwellings, the development is expected to generate approximately 29 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 260 vehicle trips, 9 cycle trips, 100 pedestrian trips and 26 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

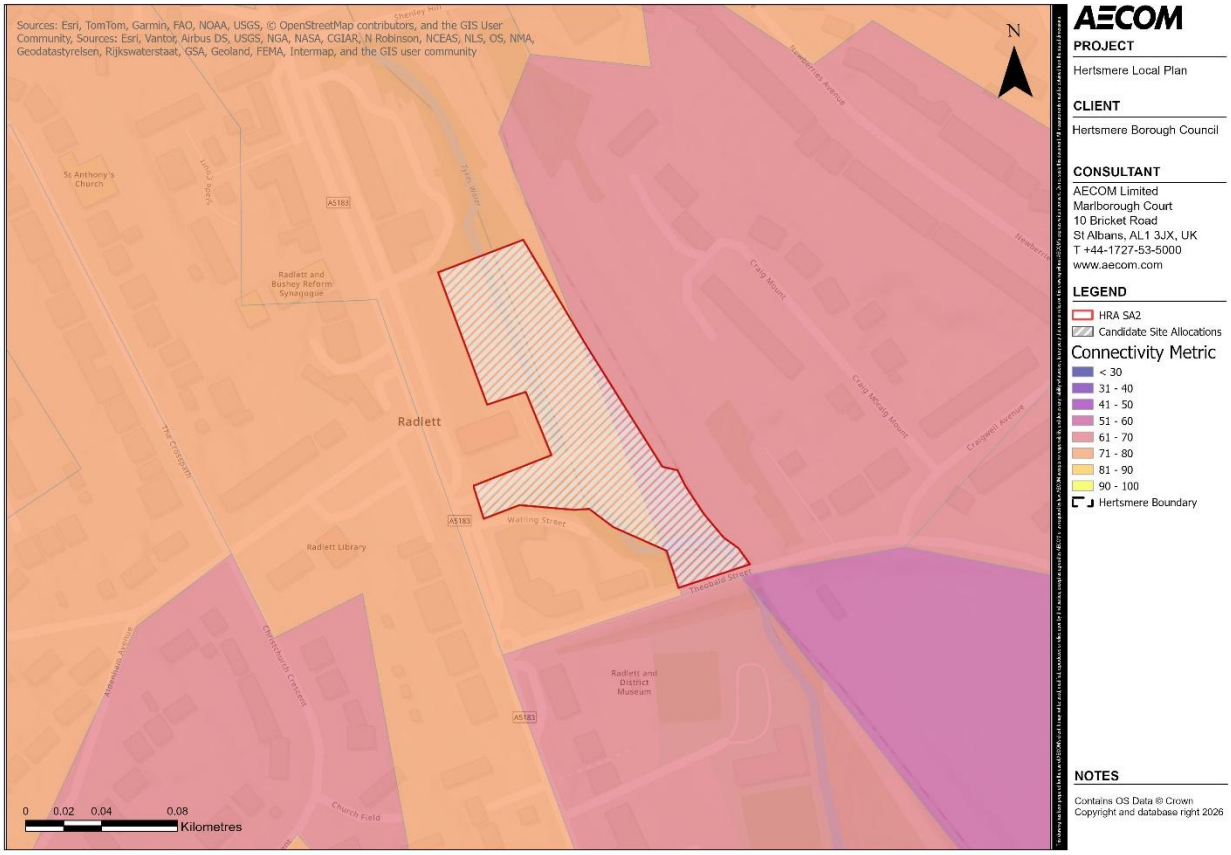
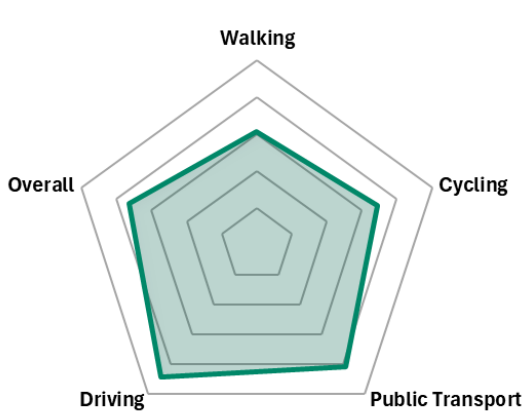


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors, although others are a significant distance away which may place greater reliance on the car. There are bus and rail services near to the site providing connections to local and regional destinations, although some bus services could benefit from increased frequency. There are existing Public Rights of Way in the immediate vicinity of the site and adequate pedestrian facilities within Radlett, generally.

- Overall, the site allocation area falls within the 61st–80th percentiles for connectivity across most modes, with connectivity improving towards the west of the site.



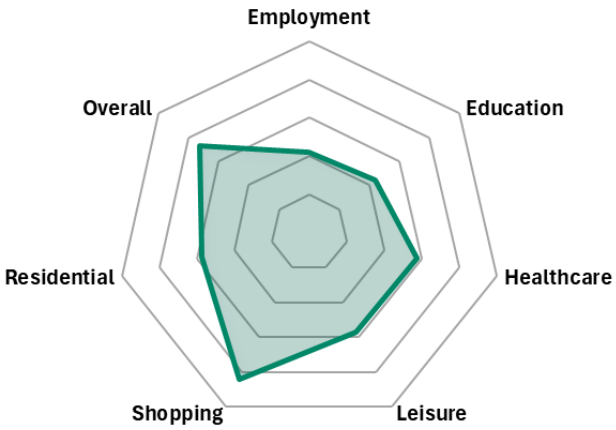


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show consistently strong relative connectivity across all modes. This indicates the potential for significant sustainable modal share for this site.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to employment and education by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HRA SA5	**Site Address:** Land on Watford Road (north), Radlett
Typology: Urban Extension	**Proposed Number of Dwellings:** 972
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained woodland and hedgerows).	**Site Area (Hectares):** 42.26Ha

Site Location

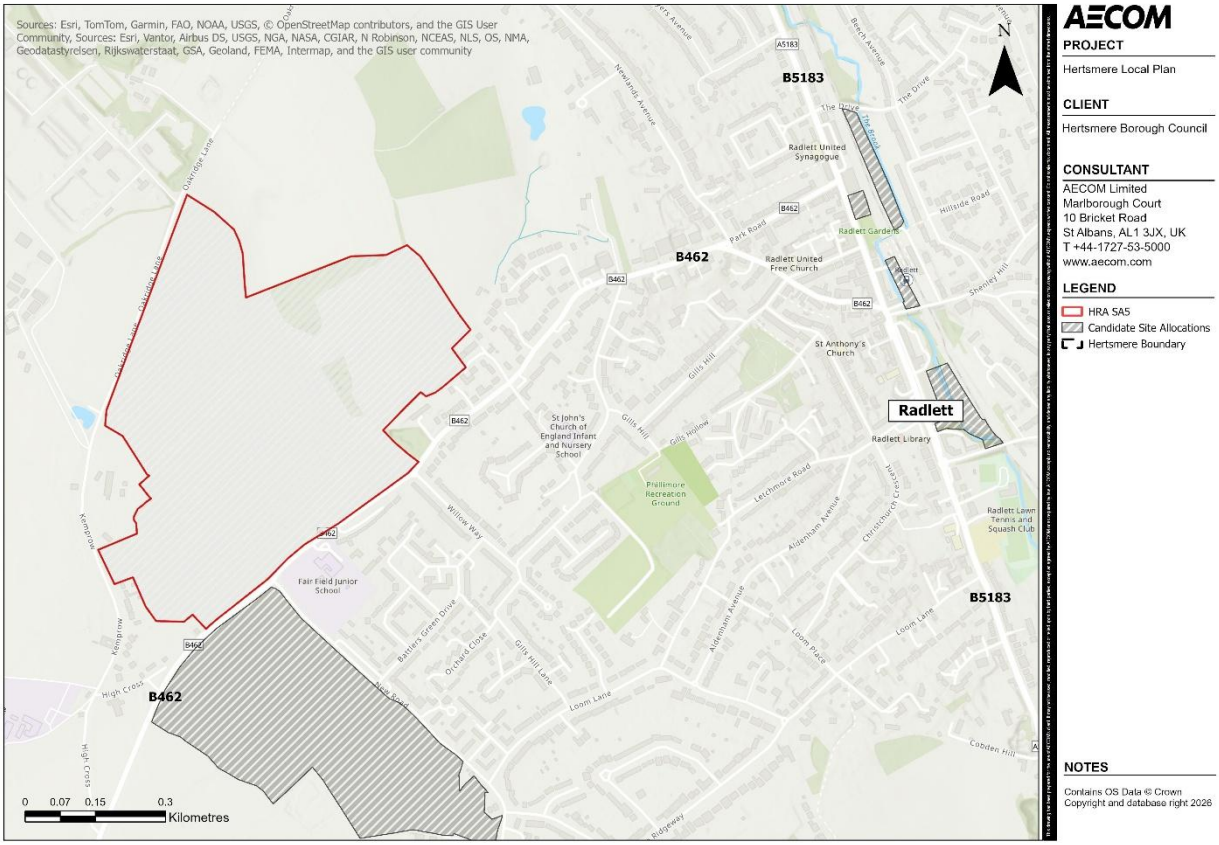


Figure 1: Land on Watford Road (north), Radlett site location

- The site is located to the west of the village of Radlett, approximately 4.5km northeast of Watford.
- The site is adjacent to the Regulation 18 site 'Land on Watford Road (south), Radlett'.
- The B462 Radlett Road lies immediately south of the site, connecting Radlett and Watford.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	5.32
Potters Bar – high street	11.06
Bushey	4.72
Radlett	1.4
St Albans	7.72
Watford	5.26
Hemel Hempstead	12.26
Hatfield	11.8
Stanmore Underground Station	7.37
High Barnet Underground Station	10.54

- The site is over 1km from Radlett, with Bushey and Watford the next nearest centres.

- Borehamwood and St Albans lie to the southeast and north, respectively. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

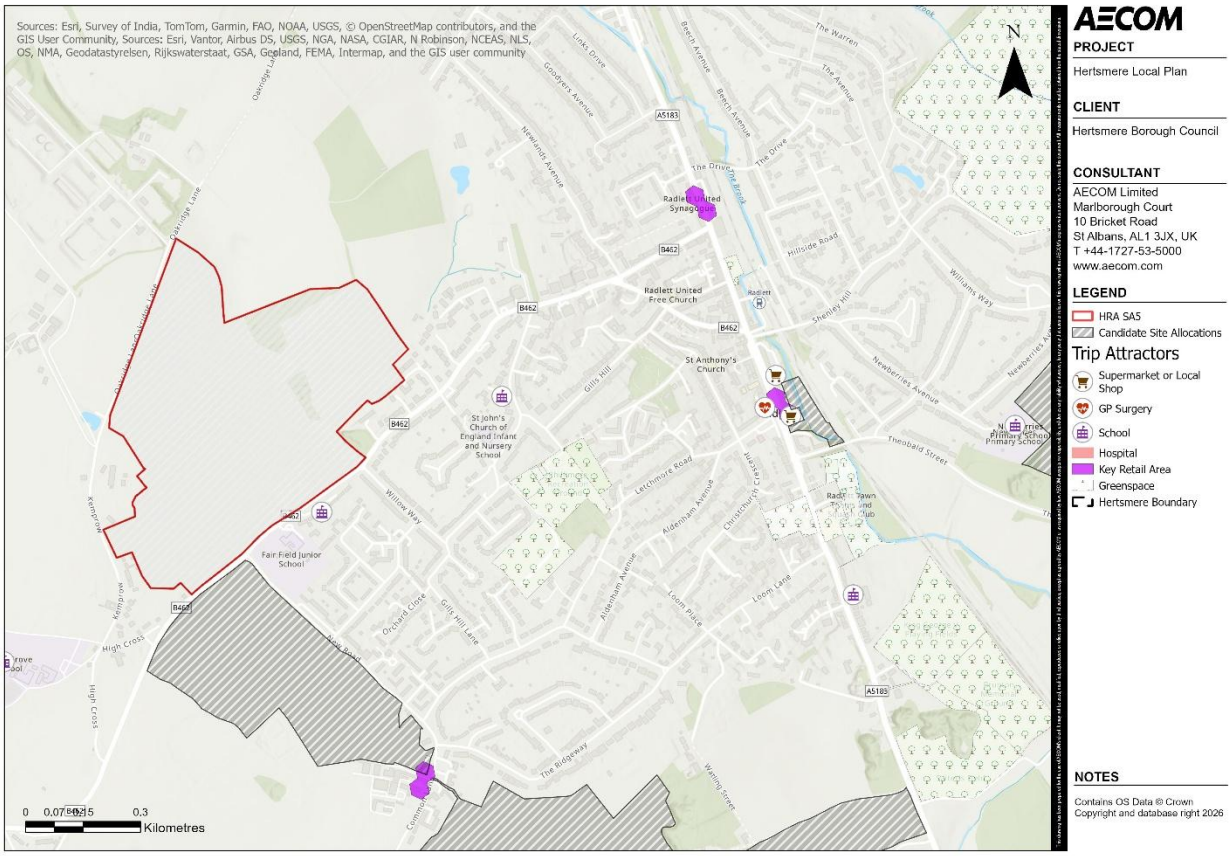


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	58 minutes	4.3 km	14 minutes	4.3 km
GP	Red House Surgery	19 minutes	1.4 km	5 minutes	1.5 km
Supermarket	Tesco Radlett Watling Express	18 minutes	1.3 km	6 minutes	1.6 km
Primary School	Fair Field Junior School	4 minutes	0.28 km	1 minute	0.28 km
Secondary School	Queens' School	51 minutes	3.8 km	12 minutes	3.8 km

- Some key services are in Radlett, within walking and cycling distance of the site; GP surgeries, supermarkets and primary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 14 and 12 minutes, respectively.

Highway Network

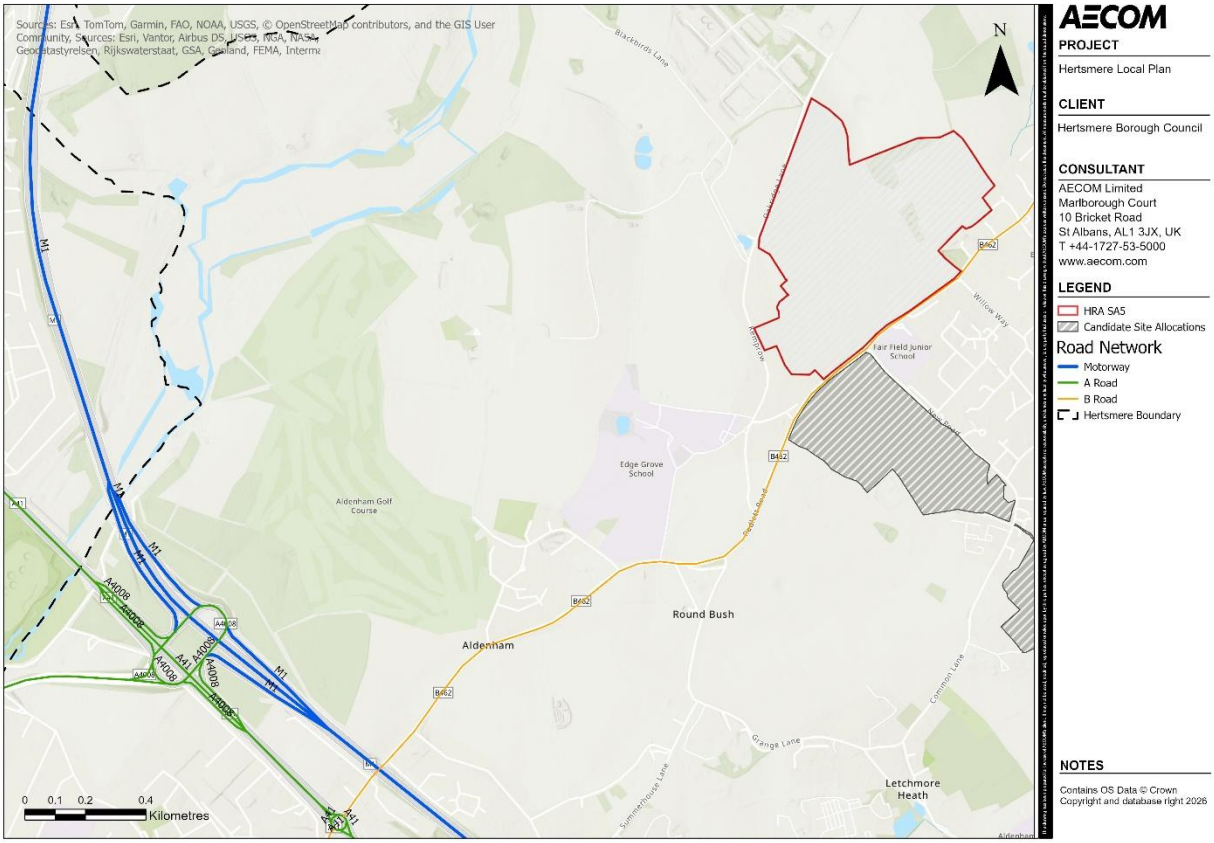


Figure 3: Map of the surrounding road network

- The site is bordered by the Radlett Road to the south, leading east to Radlett and west to Watford and M1 Junction 5.

- The M1 provides connection to the M25, the wider Southeast and East Midlands to the north, and the wider Strategic Road Network (SRN).

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the South East, the South Coast and East Anglia.

Public Transport Provision

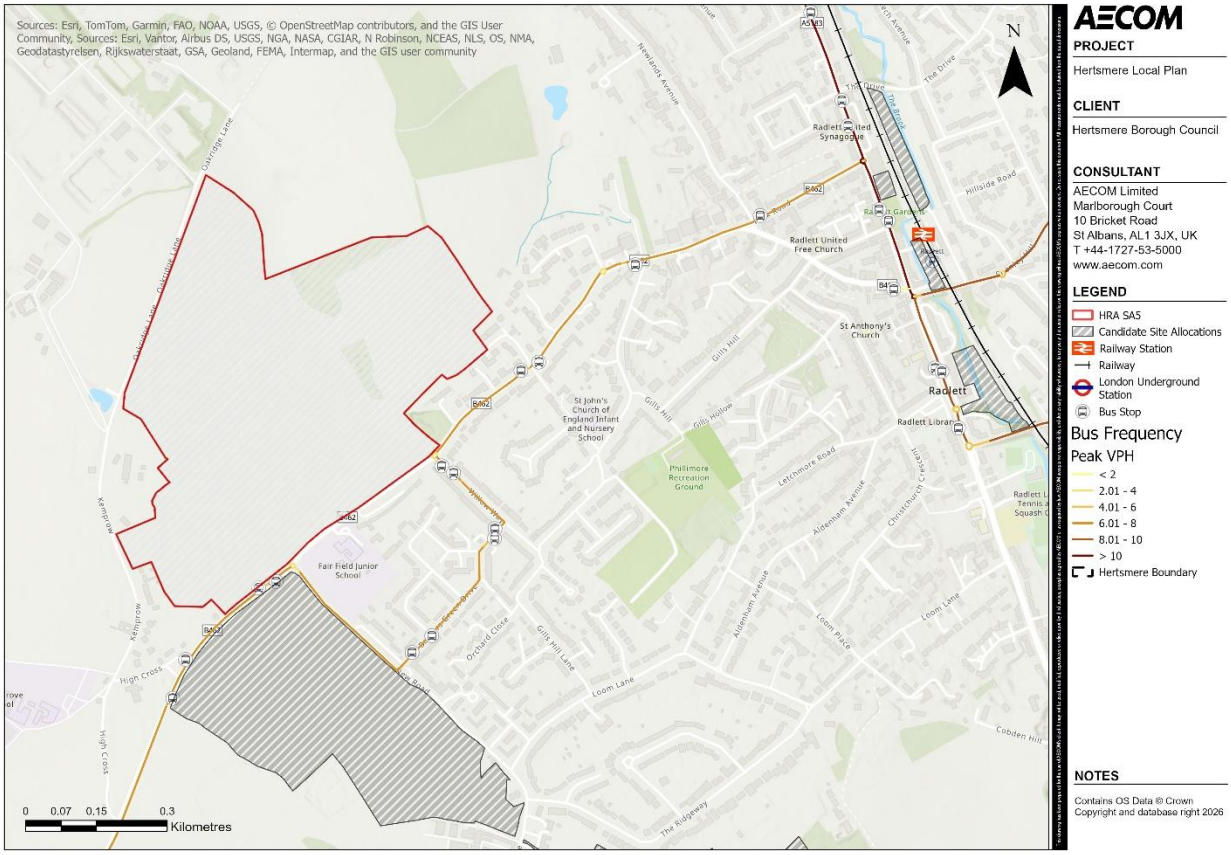


Figure 4: Map of nearby bus stops and railway stations

- There are 13 bus stops within 500m of the site, primarily served by the 602 service. The closest of these stops are immediately adjacent to the site on Watford Road.

- This service runs between Watford and Hatfield via St Albans at roughly two vehicles per hour (VPH), in each direction, between 07:00–10:00 on an average weekday.

- Radlett Train Station lies to the east of the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision

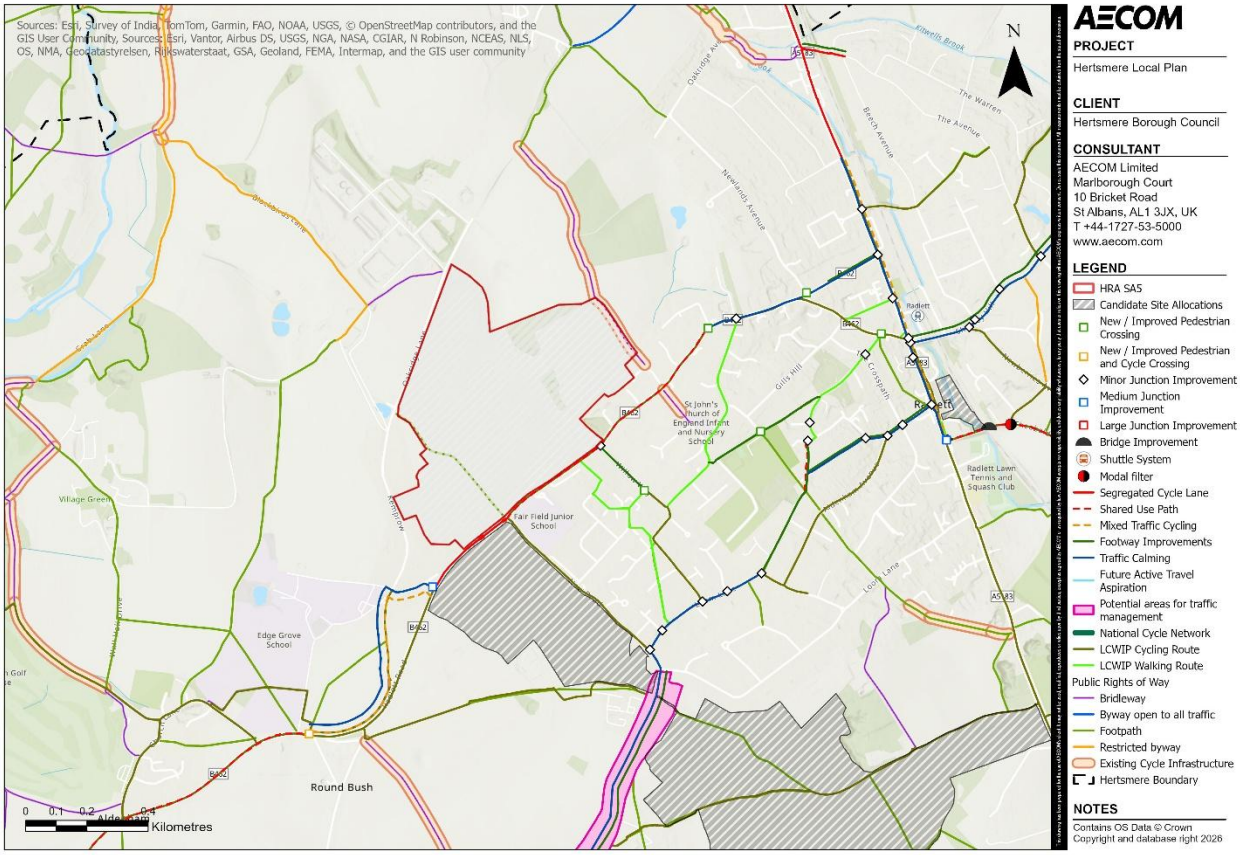


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs through the southwest of the site connecting Watford Road with Oakridge Lane. There is also a bridleway on the site's eastern border connecting Dellfield Close with Oakridge Lane.

- A footpath/bridleway links the northernmost edge of the site with the nearby hamlet of Roundbush.

- Pedestrian facilities are adequate in the residential area of Radlett immediately to the southeast of the site. There are limited footways along sections of Radlett Road bordering the site to the south and no pedestrian facilities on Oakridge Lane, which forms the site's northwestern border.

- The Hertsmere LCWIP Cycling Network runs on Watford Road bordering the site, connecting it to other parts of Radlett and the surrounding areas.

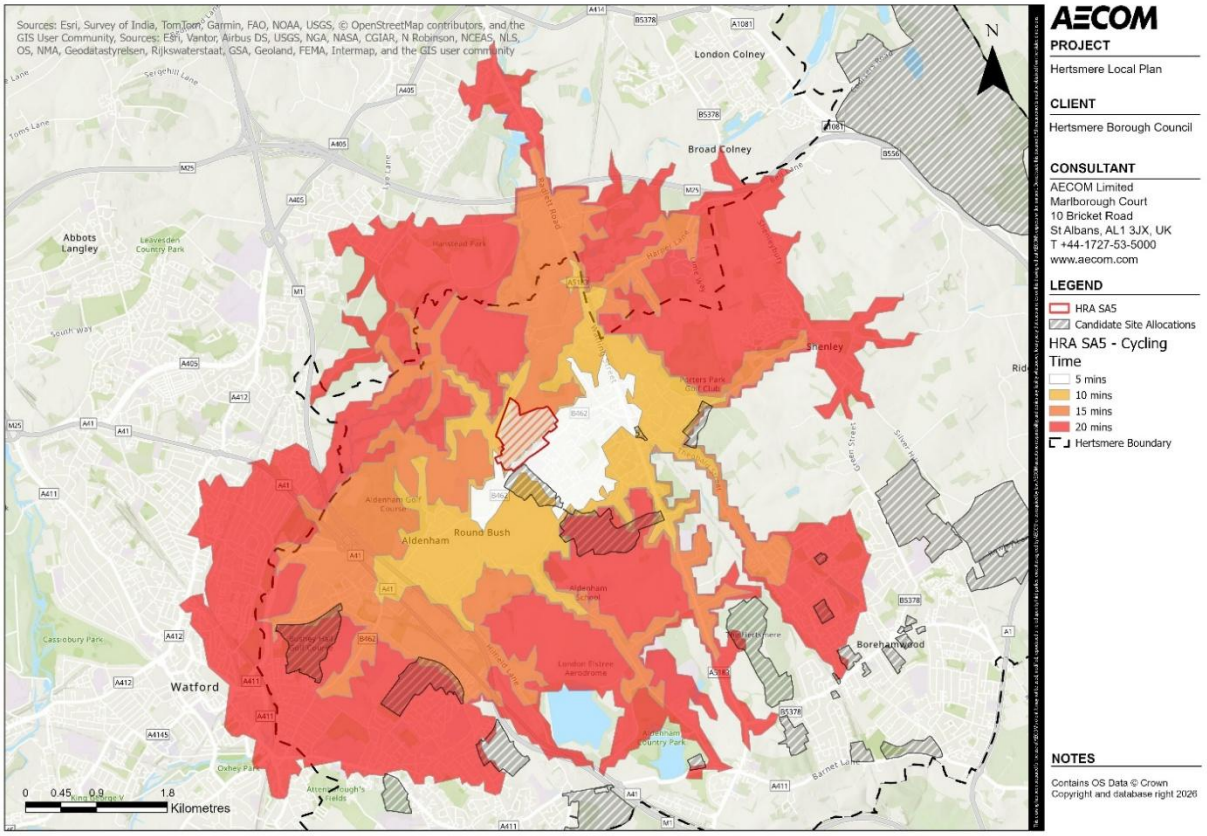


Figure 6: Cycling time from centre point of HRA SA5

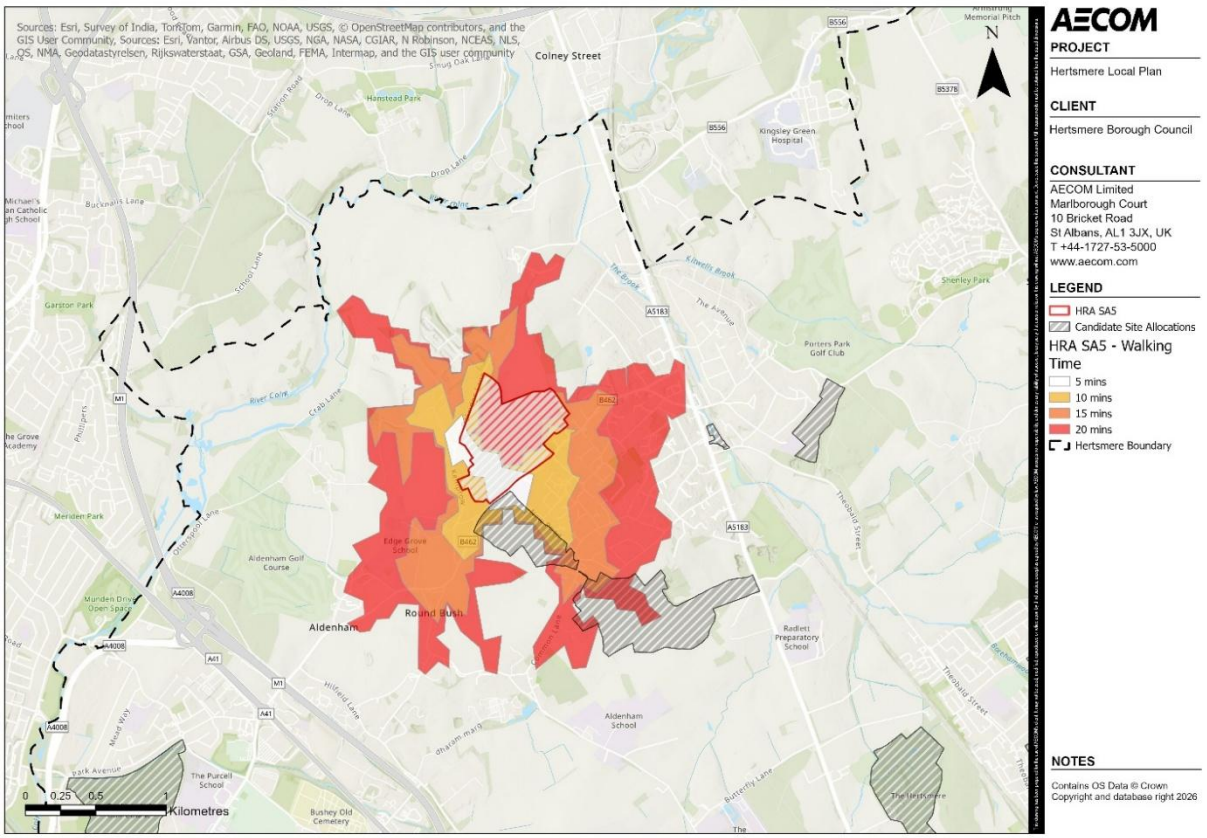


Figure 7: Walking time from centre point of HRA SA5

- Most areas of Radlett can be accessed within a 5-minute cycle, and eastern areas of Watford and northwestern areas of Borehamwood can be accessed within a 20-minute cycle.

- Western areas of Radlett are accessible within a 20-minute walk.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	530	4.914	4776
Cyclists	0.026	25	0.179	174
Pedestrians	0.316	307	1.892	1839
Public Transport Users	0.084	82	0.483	469

- Based on standard trip-rate assumptions for a C3 residential use and a total of 972 dwellings, the development is expected to generate approximately 530 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 4776 vehicle trips, 174 cycle trips, 1839 pedestrian trips and 469 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

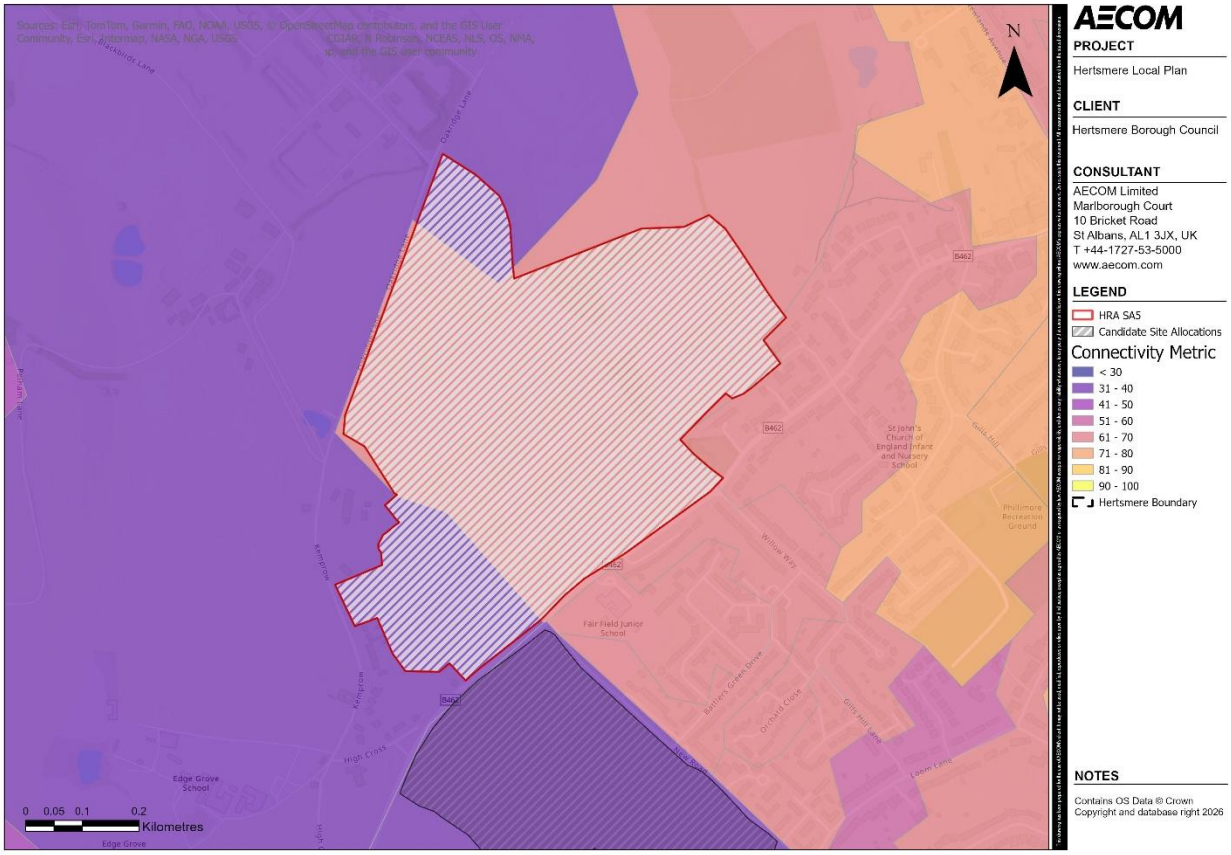


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies within reasonable walking distance from most existing key trip attractors, although others are a significant distance away which may place greater reliance on the car. There are some bus services near to the site providing connection to neighbouring towns, although these could benefit from increased frequency. There are existing Public Rights of Way in the immediate vicinity of the site and adequate pedestrian facilities connecting to Radlett to the east. It is notable that existing active travel infrastructure to the west of the site is limited.

- Overall, the site allocation area falls within the 31st–70th percentiles for connectivity across most modes, with connectivity improving towards the eastern boundary of the site, towards Radlett.

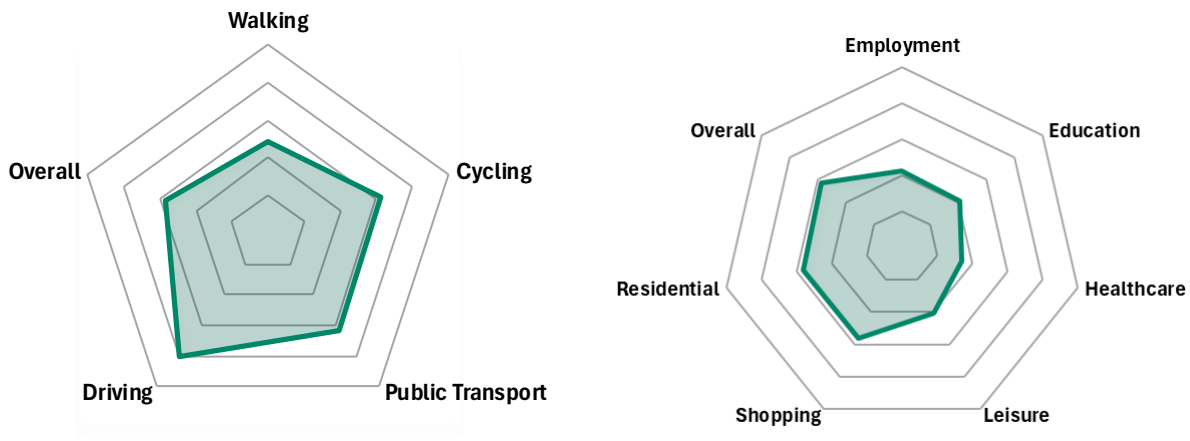


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to healthcare by sustainable modes remains lower than other trip attractors. Overall, the site scores poorly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HRA SA6	**Site Address:** Land on Watford Road (south), Radlett
Typology: Urban Extension	**Proposed Number of Dwellings:** 450
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained hedgerows).	**Site Area (Hectares):** 19.55Ha

Site Location

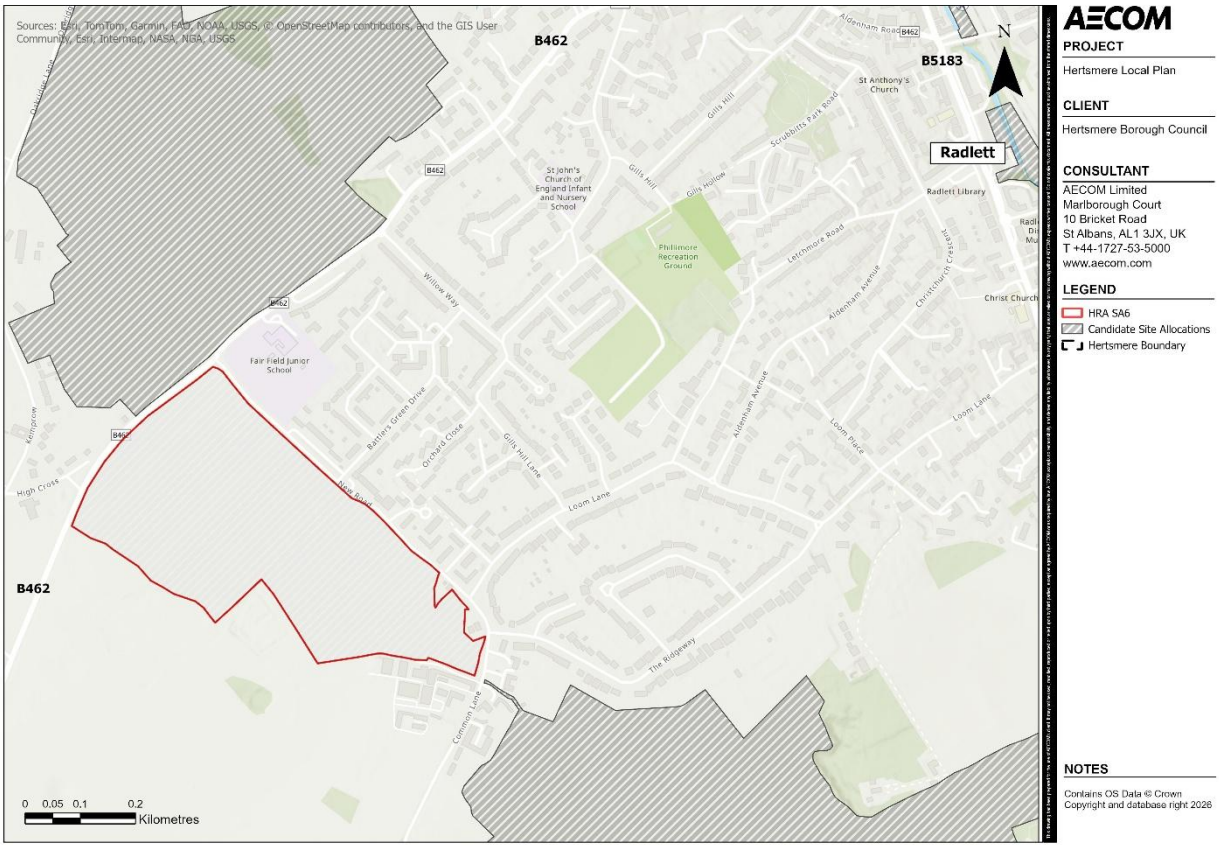


Figure 1: Land on Watford Road (south), Radlett site location

- The site is located to the west of the village of Radlett, approximately 4.5km northeast of Watford.
- The site is adjacent to the Regulation 18 site 'Land on Watford Road (north), Radlett'.
- The B462 Radlett Road lies immediately north of the site, connecting Radlett and Watford.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	4.92
Potters Bar – high street	11.07
Bushey	4.12
Radlett	1.47
St Albans	8.4
Watford	4.96
Hemel Hempstead	12.8
Hatfield	12.26
Stanmore Underground Station	6.7
High Barnet Underground Station	10.24

- The site is over 1km from Radlett, with Bushey and Borehamwood the next nearest centres.

- Watford and St Albans lie to the west and north, respectively. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

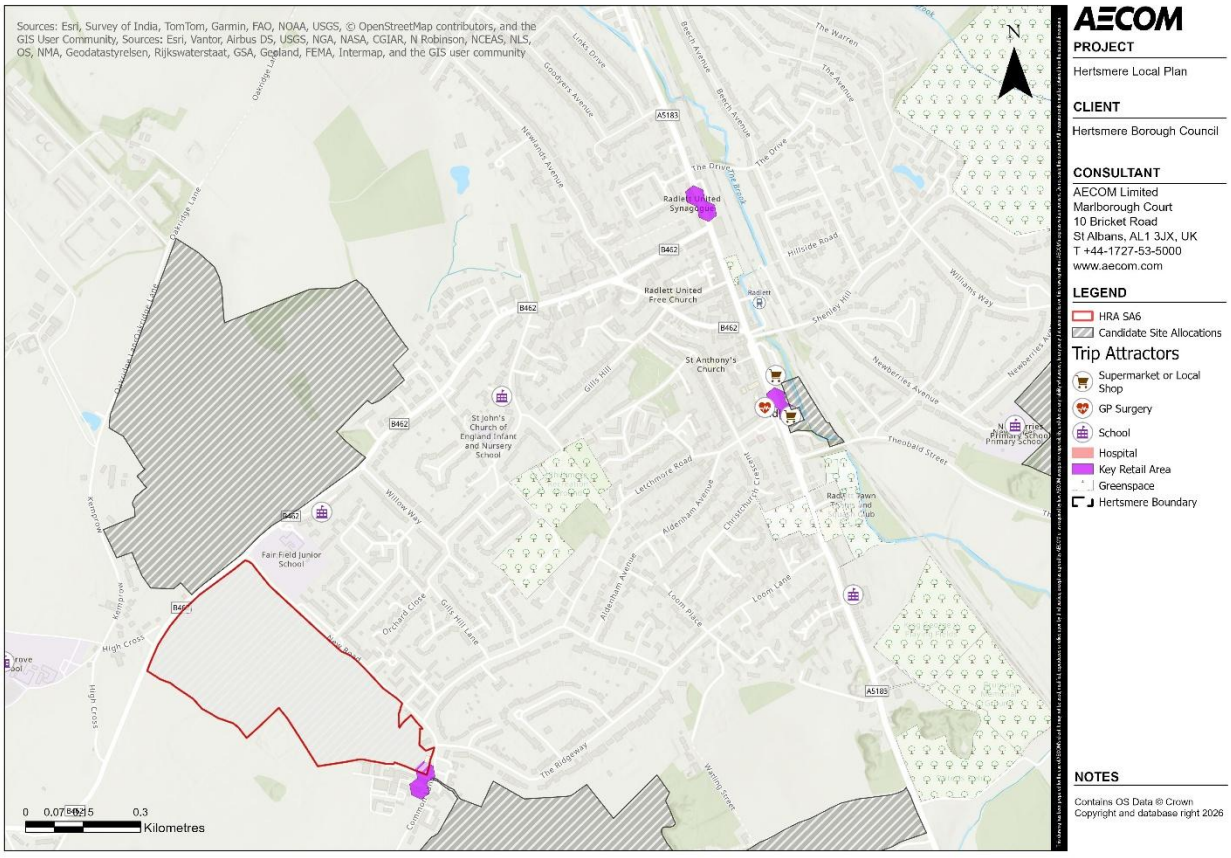


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	63 minutes	4.7 km	16 minutes	5 km
GP	Red House Surgery	25 minutes	1.9 km	6 minutes	2.1 km
Supermarket	Budgens Radlett	25 minutes	1.9 km	7 minutes	2.1 km
Primary School	Fair Field Junior School	2 minutes	0.15 km	1 minute	0.15 km
Secondary School	Queens' School	46 minutes	3.4 km	10 minutes	3.4 km

- Some key services in Radlett, such as primary schools, are within walking distance of the site. Others, such as supermarkets, secondary schools, and GP surgeries, can be accessed within a 10-minute cycle.

- Some key services, such as hospitals, are not within walking distance. Accessing these services by cycle takes 16 minutes.

Highway Network

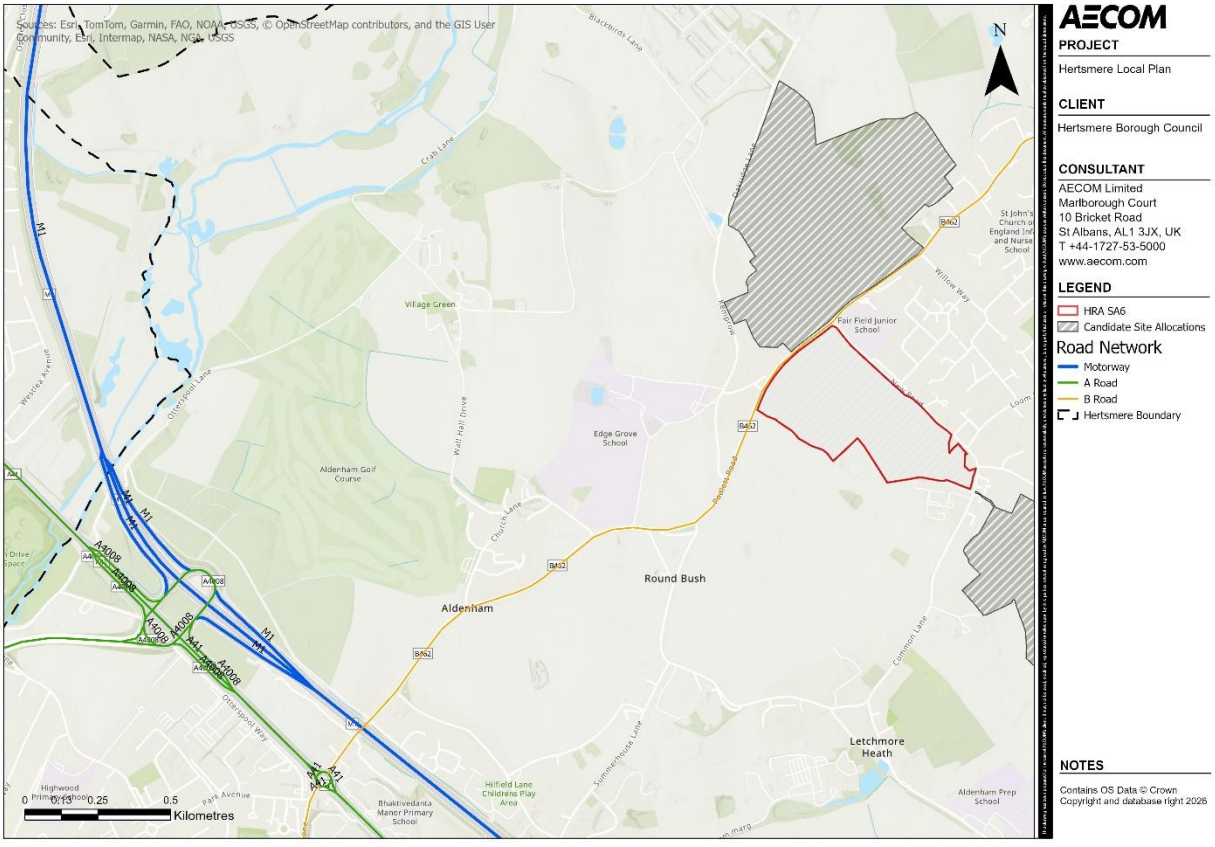


Figure 3: Map of the surrounding road network

- The site is bordered by the Radlett Road to the north, leading east to Radlett and west to Watford and M1 Junction 5.

- The M1 provides connection to the M25, the wider Southeast and East Midlands to the north, and the wider Strategic Road Network (SRN).

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the South East, the South Coast and East Anglia.

Public Transport Provision

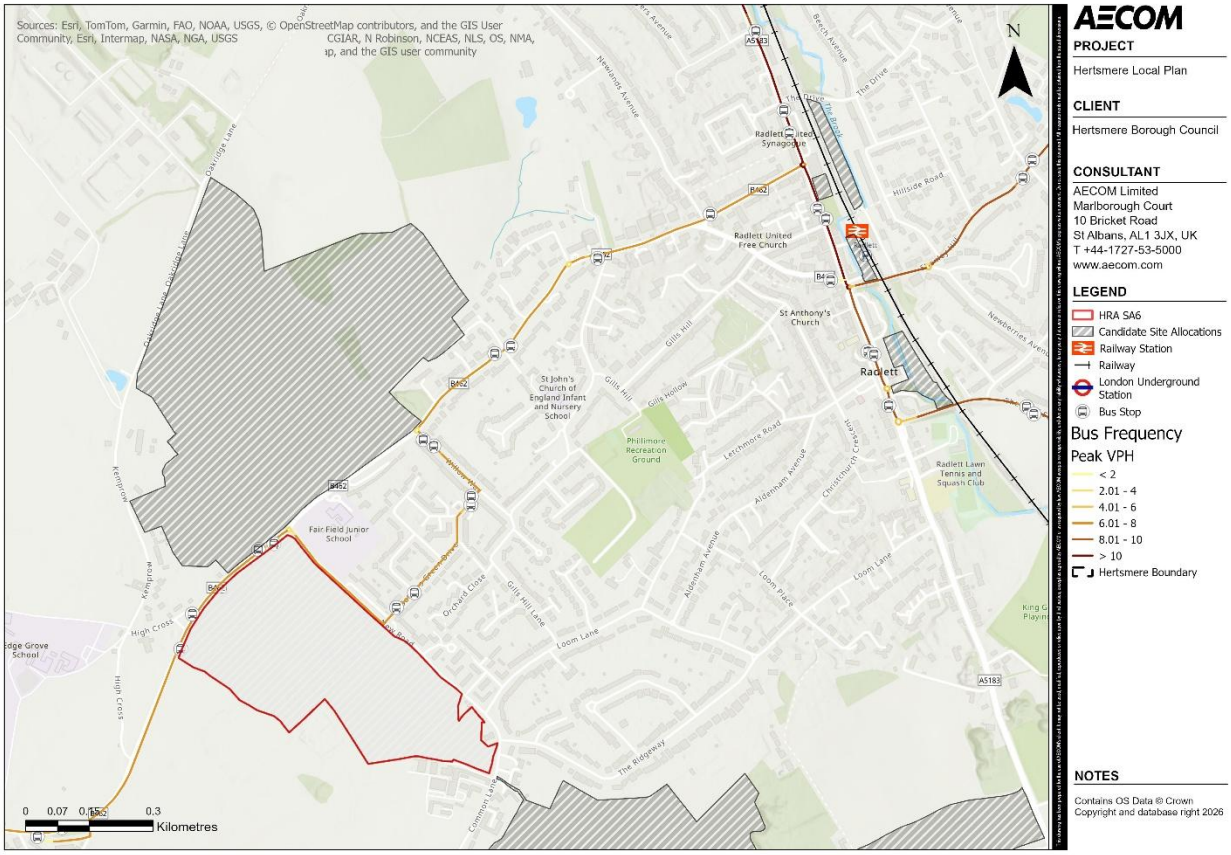


Figure 4: Map of nearby bus stops and railway stations

- There are 11 bus stops within 500m of the site, primarily served by the 602 service. The closest of these stops are adjacent to the site on Radlett Road.

- The 602 service runs between Watford and Hatfield via St Albans. The service runs at roughly two vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- Radlett Train Station lies to the northeast of the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision

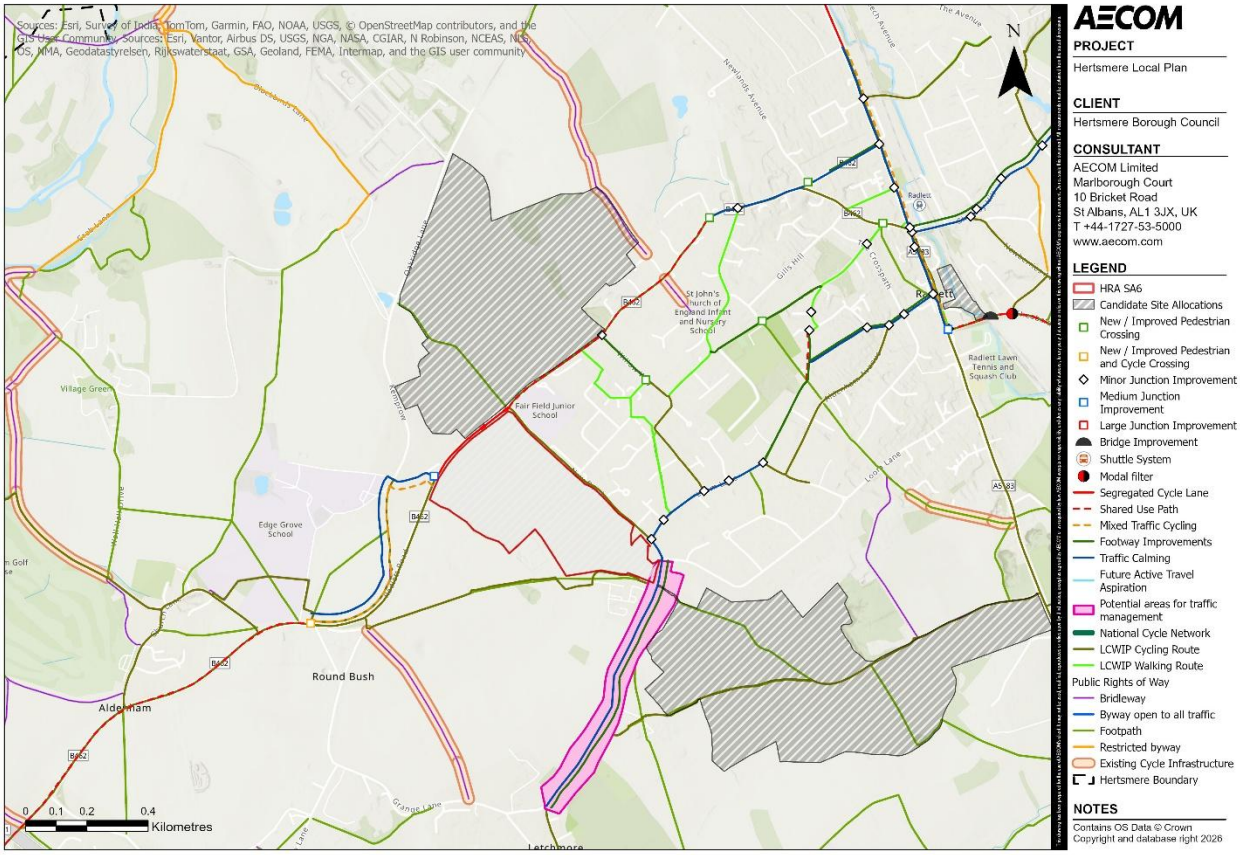


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs along the southern boundary of the site connecting the southwestern extents of Radlett with Roundbush to the west. There is also a footpath connecting the northern extent of the site with Oakridge Lane to the north.

- Numerous bridleways exist in and around the nearby hamlet of Roundbush.

- Pedestrian facilities are adequate in the residential area of Radlett immediately to the east of the site. There are limited footways along sections of Radlett Road and Common Lane, to the west.

- The Hertsmere LCWIP Cycling Network runs on Radlett Road bordering the site, connecting it to other parts of Radlett and the surrounding areas.

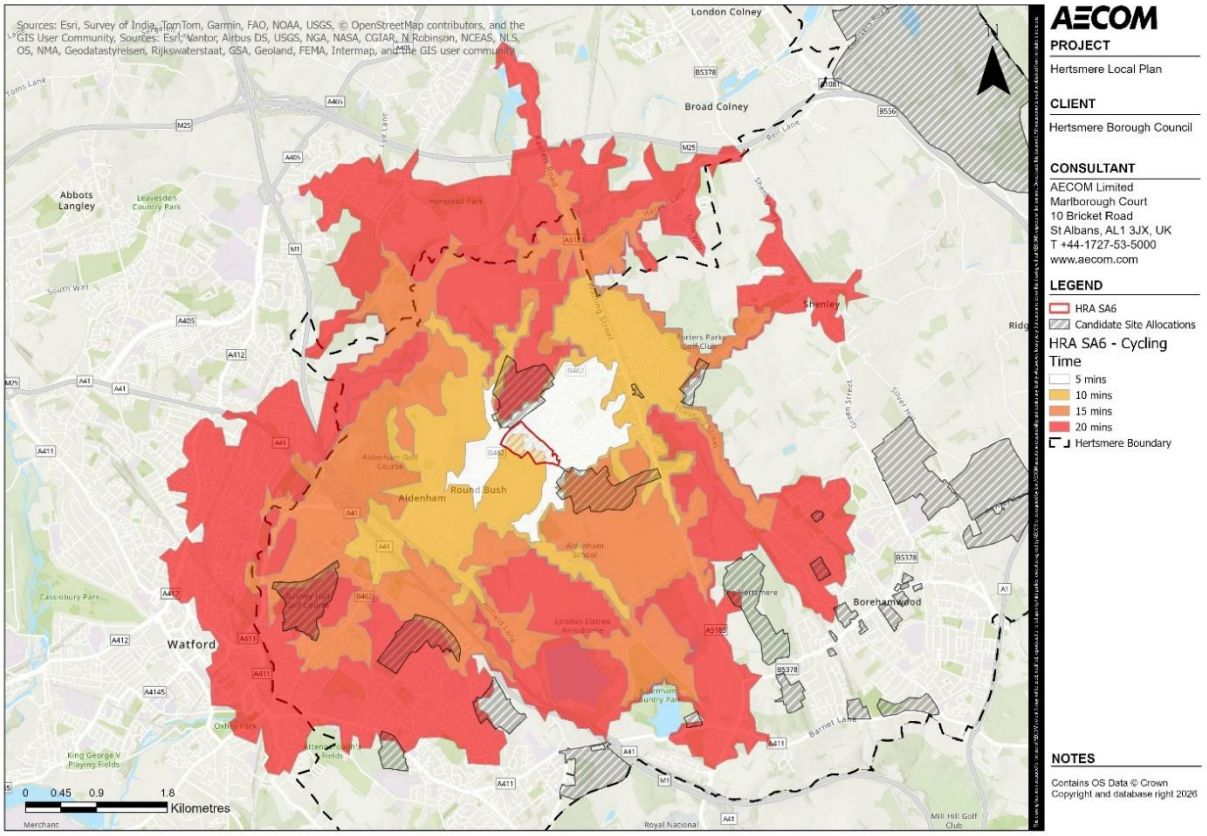


Figure 6: Cycling time from centre point of HRA SA6

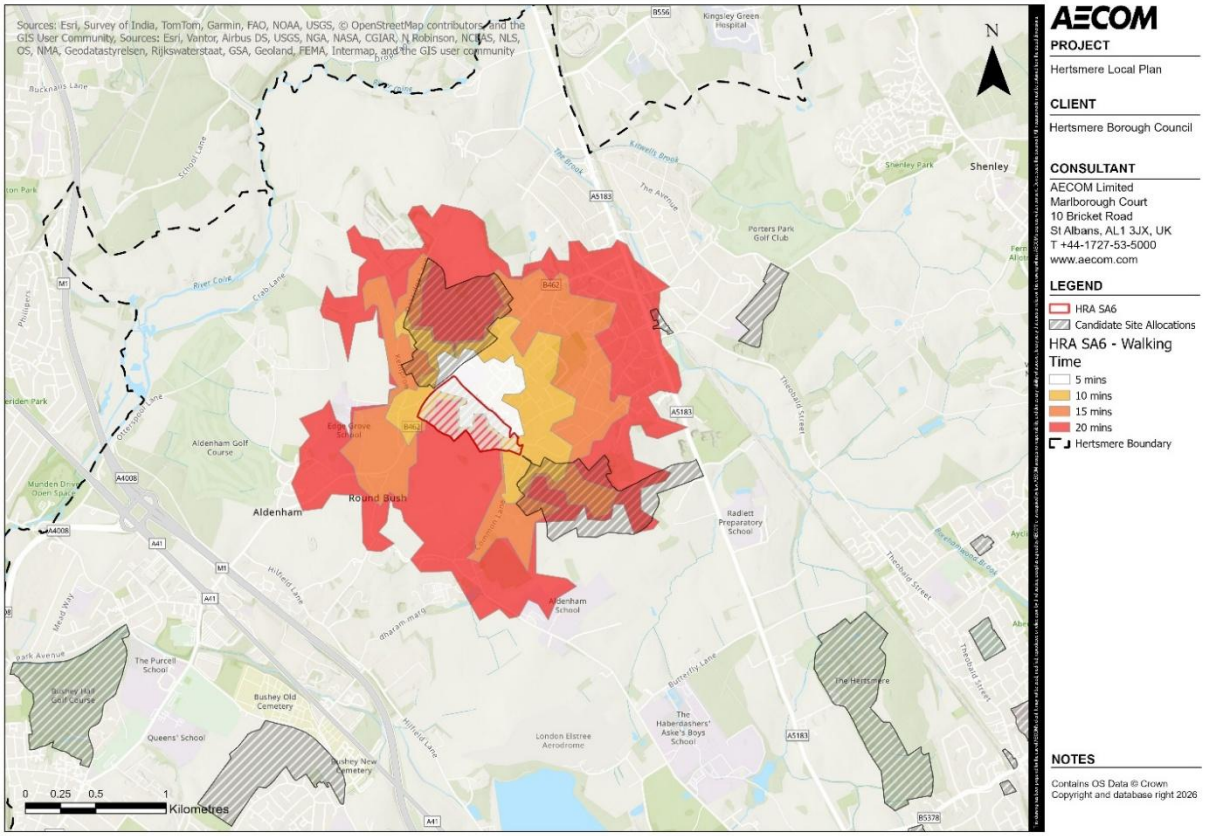


Figure 7: Walking time from centre point of HRA SA6

- Most areas of Radlett can be accessed within a 5-minute cycle, and eastern areas of Watford and northwestern areas of Borehamwood can be accessed within a 20-minute cycle.

- Central areas of Radlett are accessible within a 20-minute walk

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	245	4.914	2211
Cyclists	0.026	12	0.179	81
Pedestrians	0.316	142	1.892	851
Public Transport Users	0.084	38	0.483	217

- Based on standard trip-rate assumptions for a C3 residential use and a total of 450 dwellings, the development is expected to generate approximately 245 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 2211 vehicle trips, 81 cycle trips, 851 pedestrian trips and 217 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

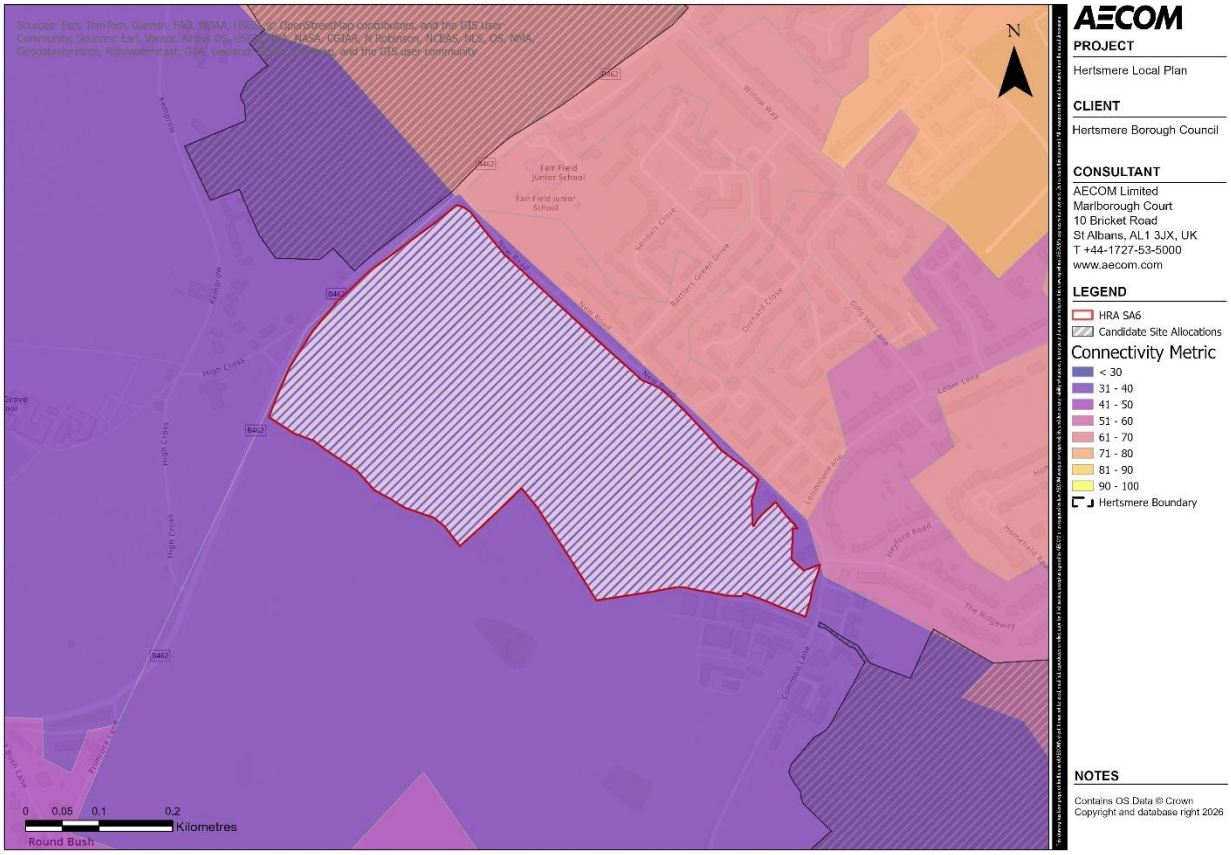
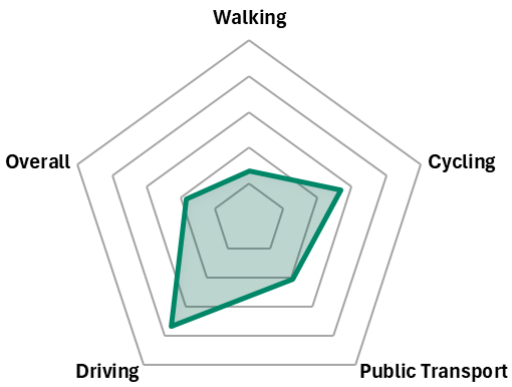


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies beyond a reasonable walking distance from most existing key trip attractors, which may place greater reliance on the car. There are some bus services near to the site providing connection to neighbouring towns, although these could benefit from increased frequency. There are existing Public Rights of Way in the immediate vicinity of the site and adequate pedestrian facilities connecting to Radlett to the east. It is notable that existing active travel infrastructure to the west of the site is limited.

- Overall, the site allocation area falls within the 31st–40th percentiles for connectivity across most modes, with connectivity improving towards the northeastern boundary of the site, towards Radlett.



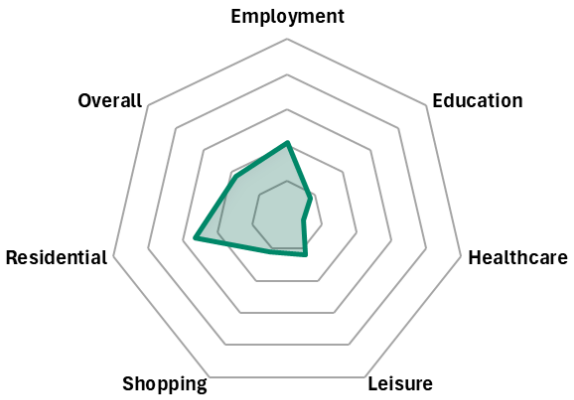


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to residential by sustainable modes is moderately higher than other trip attractors. Overall, the site scores poorly in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site

Site ID: HRA SA7	**Site Address:** Land South of Shenley Hill, Radlett
Typology: Urban Extension	**Proposed Number of Dwellings:** 195
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained woodland and hedgerows).	**Site Area (Hectares):** 8.69Ha

Site Location

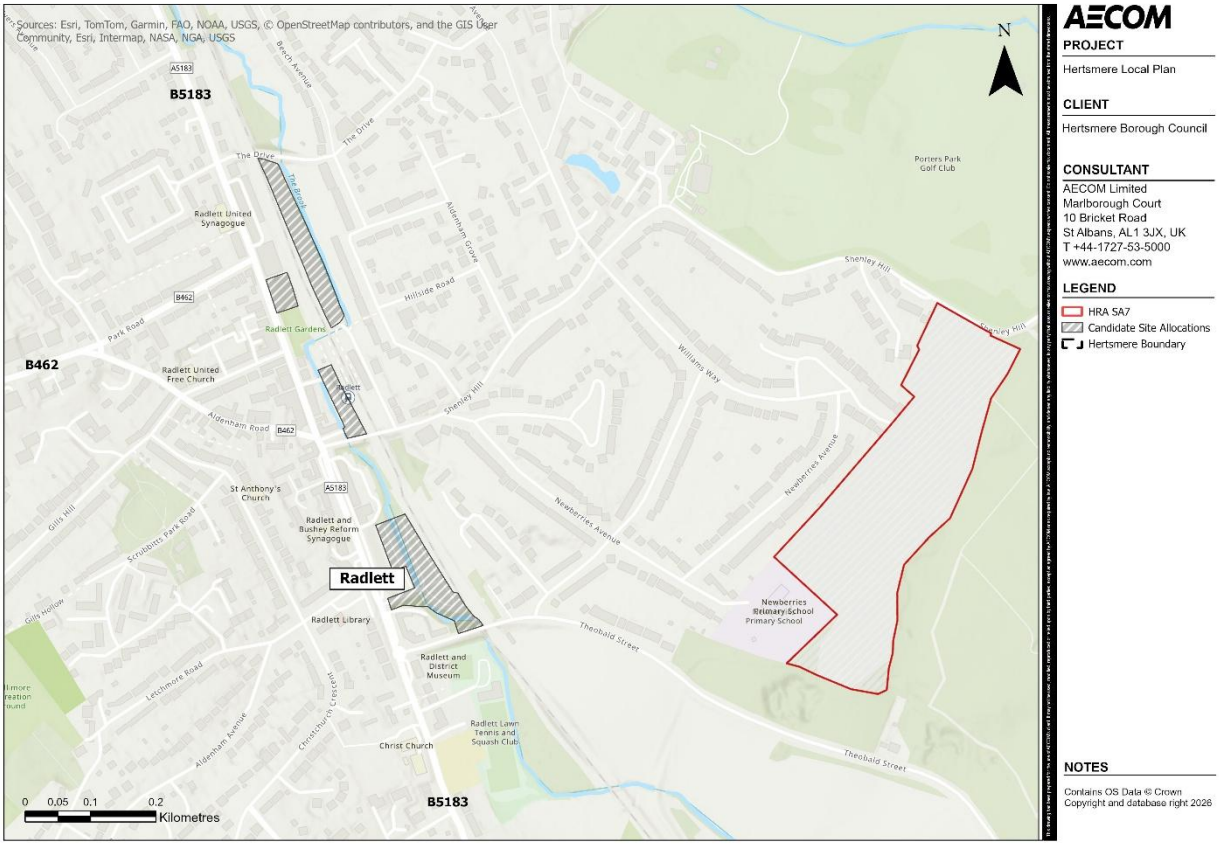


Figure 1: Land South of Shenley Hill, Radlett site location

- The site is located to the southeast of the village of Radlett, approximately 6km northeast of Watford.
- The A5183 Watling Street lies ~600m west of the site, connecting Radlett and St Albans to the north with M1 Junction 4 to the south.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	3.68
Potters Bar – high street	8.85

Bushey	5.92
Radlett	0.82
St Albans	8.0
Watford	7.2
Hemel Hempstead	14.03
Hatfield	10.41
Stanmore Underground Station	7.07
High Barnet Underground Station	8.52

- The site is just under 1km from Radlett, with Borehamwood and Bushey forming the next nearest centres.

- Watford and St Albans lie to the west and north, respectively. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

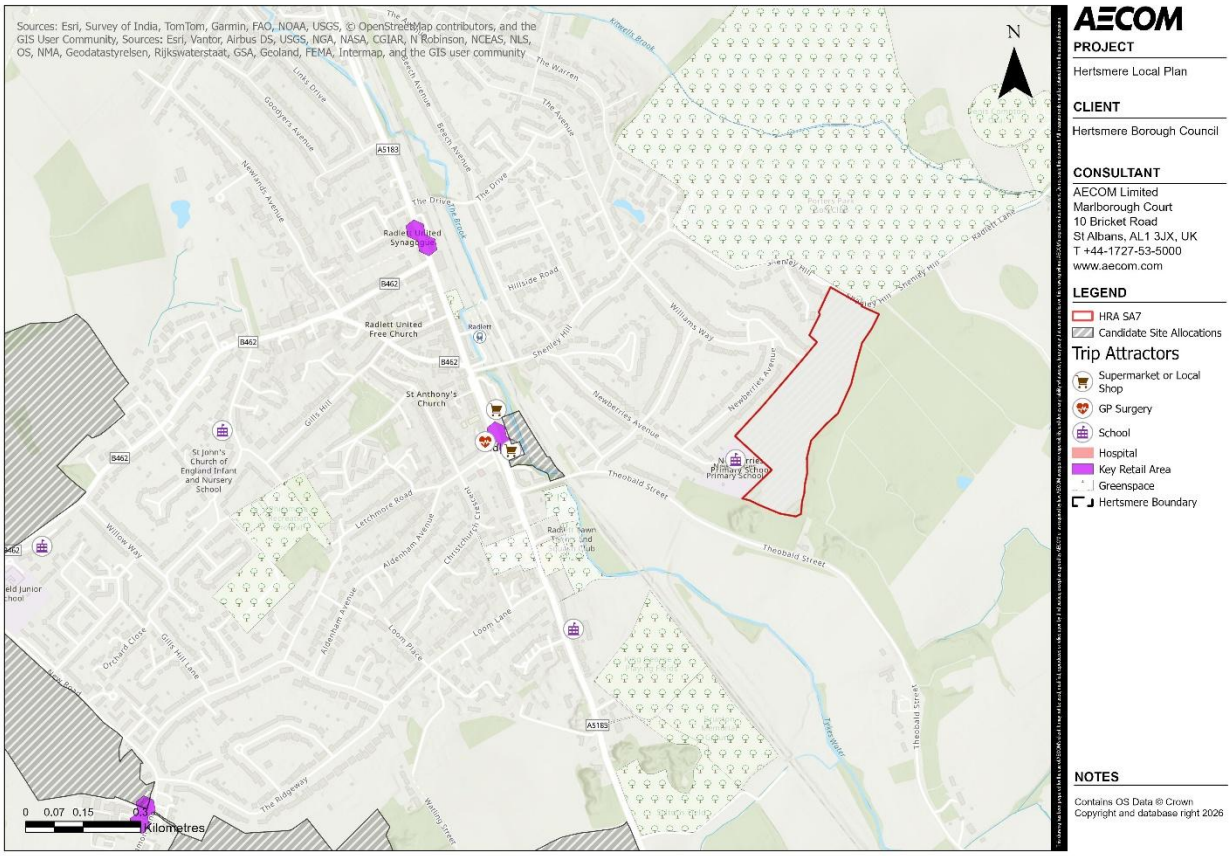


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	55 minutes	4.1 km	14 minutes	4.1 km
GP	Red House Surgery	15 minutes	1.2 km	4 minutes	1.2 km
Supermarket	Budgens Radlett	14 minutes	1.1 km	5 minutes	1.1 km
Primary School	Newberries Primary School	8 minutes	0.6 km	2 minutes	0.6 km
Secondary School	Hertswood Academy	73 minutes	5.4 km	18 minutes	5.8 km

- Some key services are in Radlett, within walking and cycling distance of the site; GP surgeries, supermarkets and primary schools can all be reached within a 15-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 14 and 18 minutes, respectively.

Highway Network

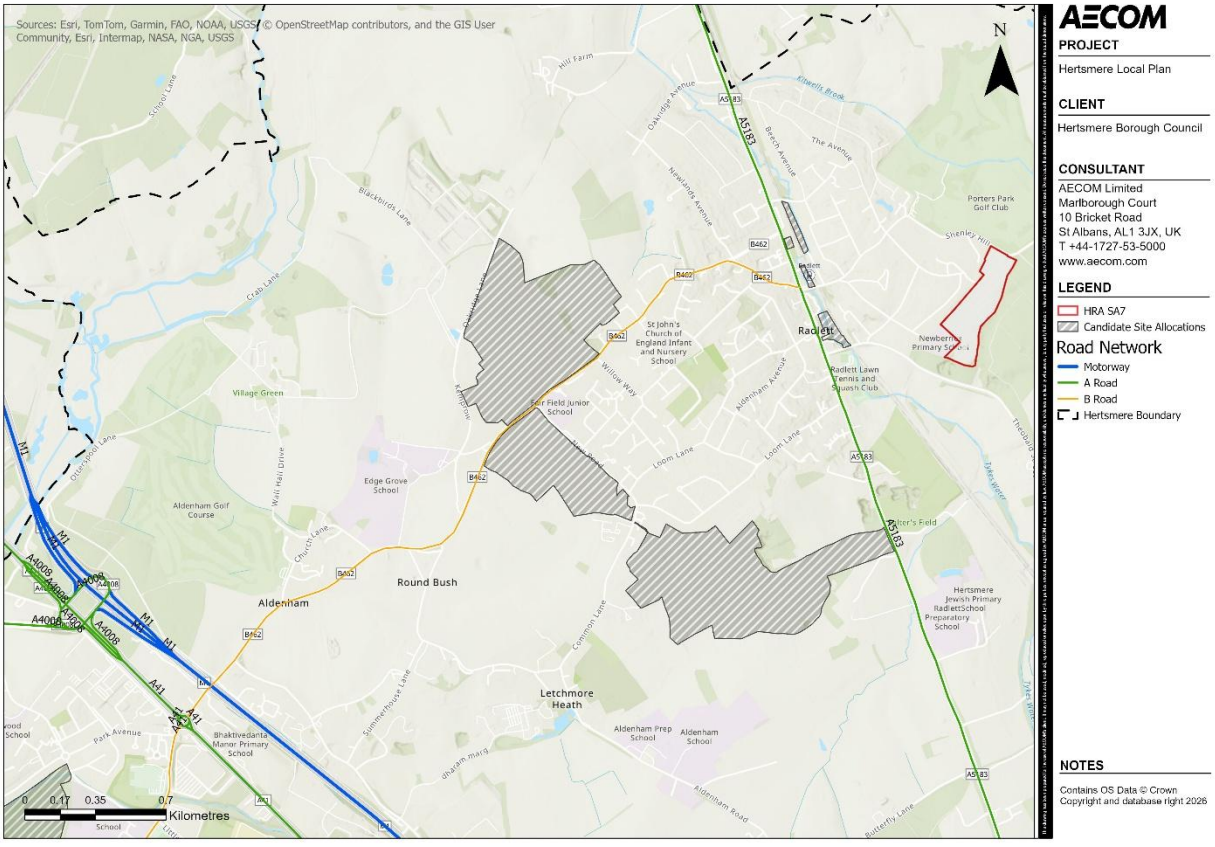


Figure 3: Map of the surrounding road network

- The site is bordered by Shenley Road to the north, leading west to the centre of Radlett and east to Shenley and Potters Bar. To the south, Theobald Street leads to the town of Borehamwood.

- The nearest main road to the site is the A5183 Watling Street to the west, leading northwards to Radlett and St Albans and southwards to M1 Junction 4 and the Greater London urban area.

- Alternatively, the M1 can be joined at Junction 5 ~4.4km west of the site. The M1 provides connection to the M25, the wider Southeast and East Midlands to the north, and the wider Strategic Road Network (SRN).

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the Southeast, the South Coast and East Anglia.

Public Transport Provision

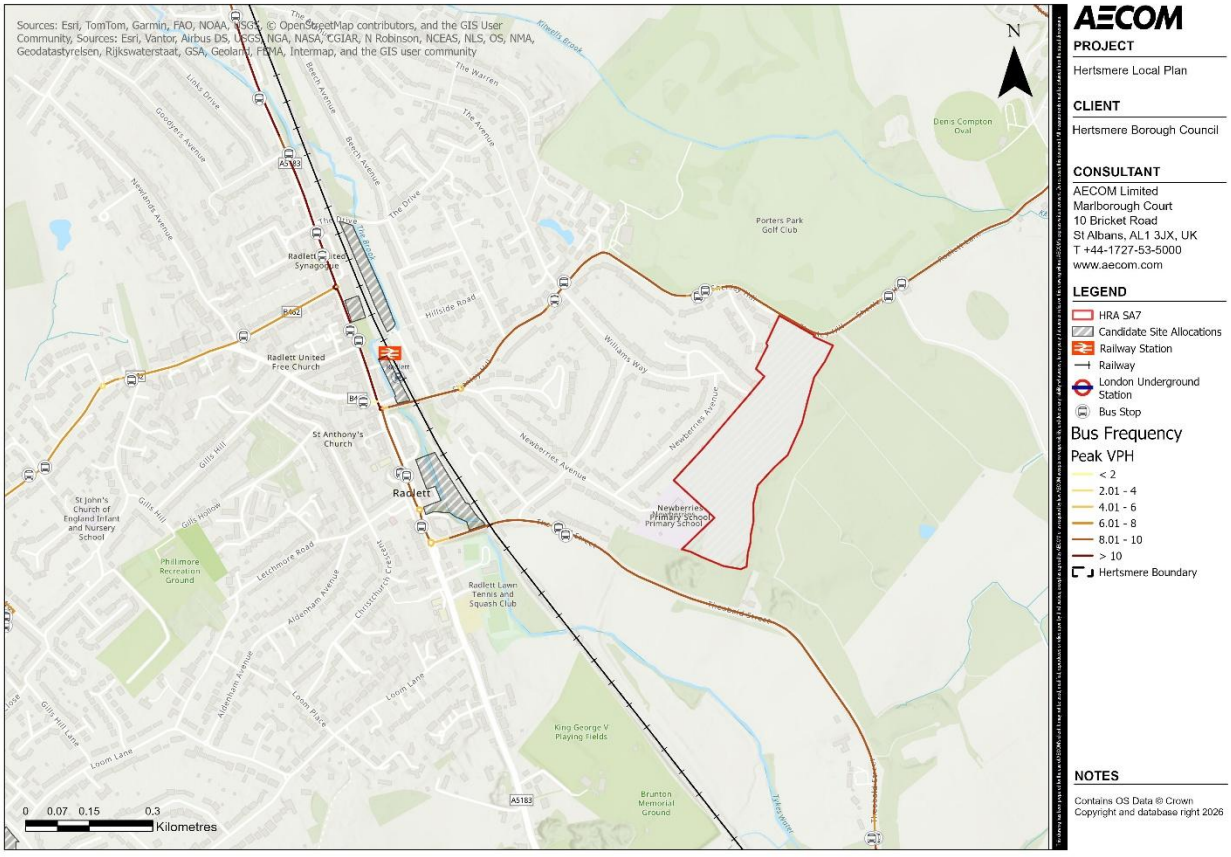


Figure 4: Map of nearby bus stops and railway stations

- There are eight bus stops within 500m of the site, with most on Shenley Hill to the north, where the 602 service runs between Watford and Hatfield via St Albans. The service runs at roughly two vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- There are also stops on Theobald Street to the southwest of the site. Buses using this link include the 361, 362, and 398, which travel from Borehamwood to St Albans and Potters Bar to Watford. These services provide a collective ~3 VPH in each direction between 07:00–10:00 on an average weekday.

- Radlett Train Station is close to the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision

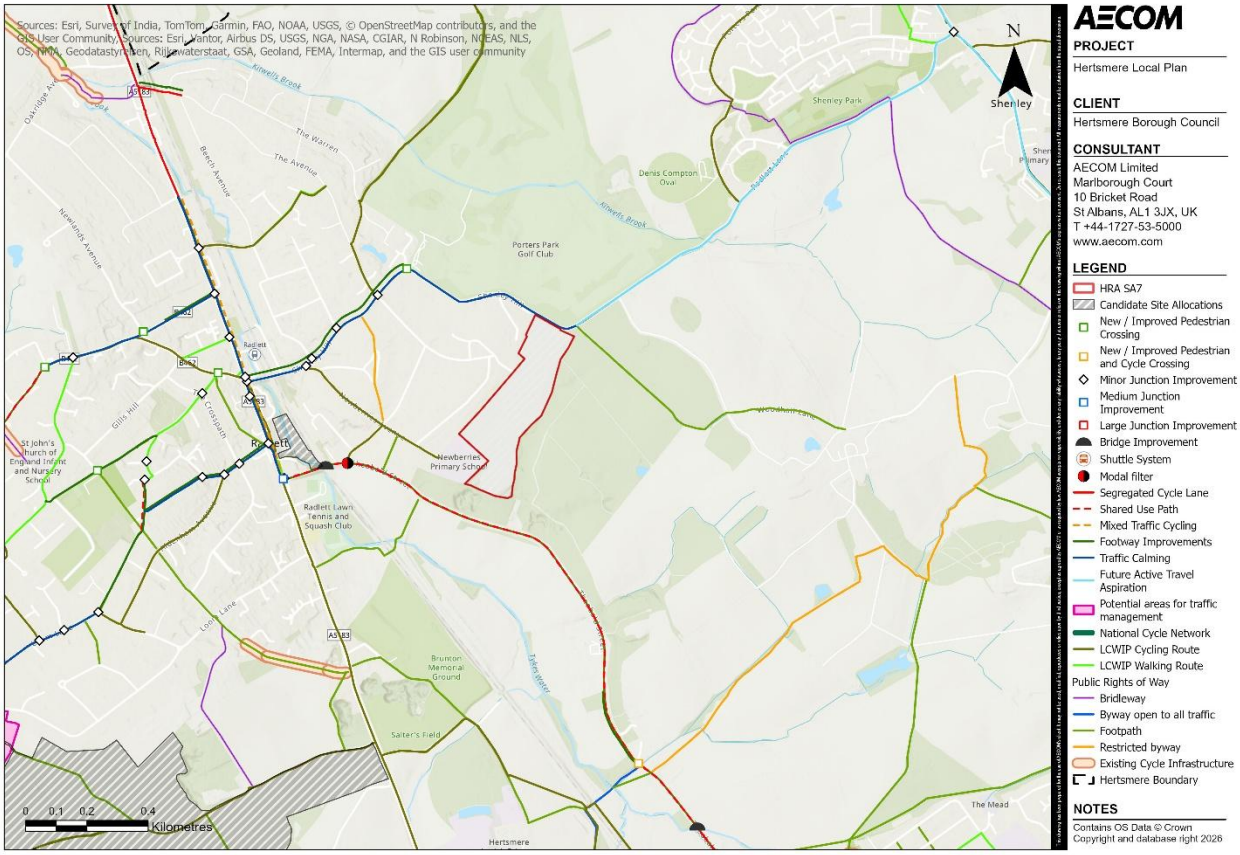


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- An existing footpath runs from the proposed development site southeast to Woodhall Lane.

- There are pedestrian facilities on Shenley Road to the north of the site but these could benefit from widening and improved lighting, as could those on Theobald Street to the south. Pedestrian facilities on Williams Way provide good access to neighbouring Radlett.

- The Hertsmere LCWIP Cycling Network runs on Shenley Road bordering the site, connecting it to other parts of Radlett and the surrounding areas.

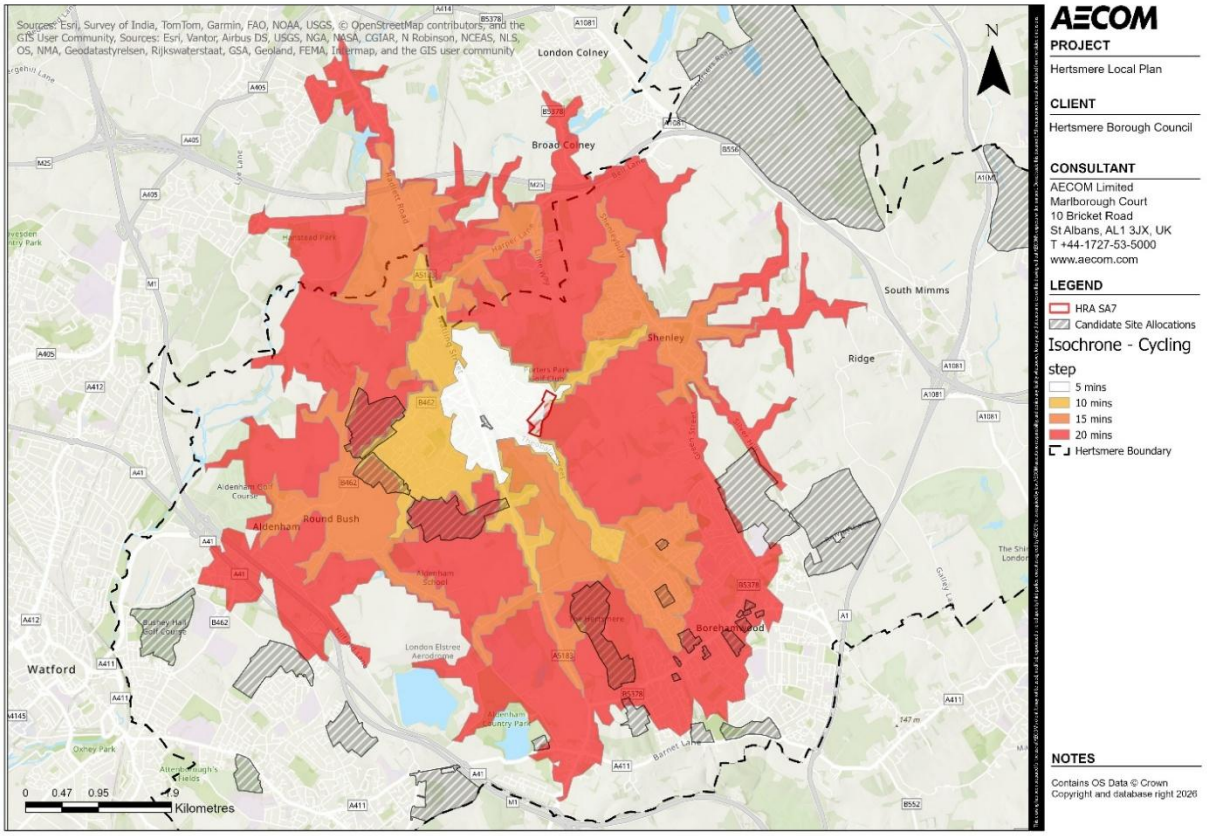


Figure 6: Cycling time from centre point of HRA SA7

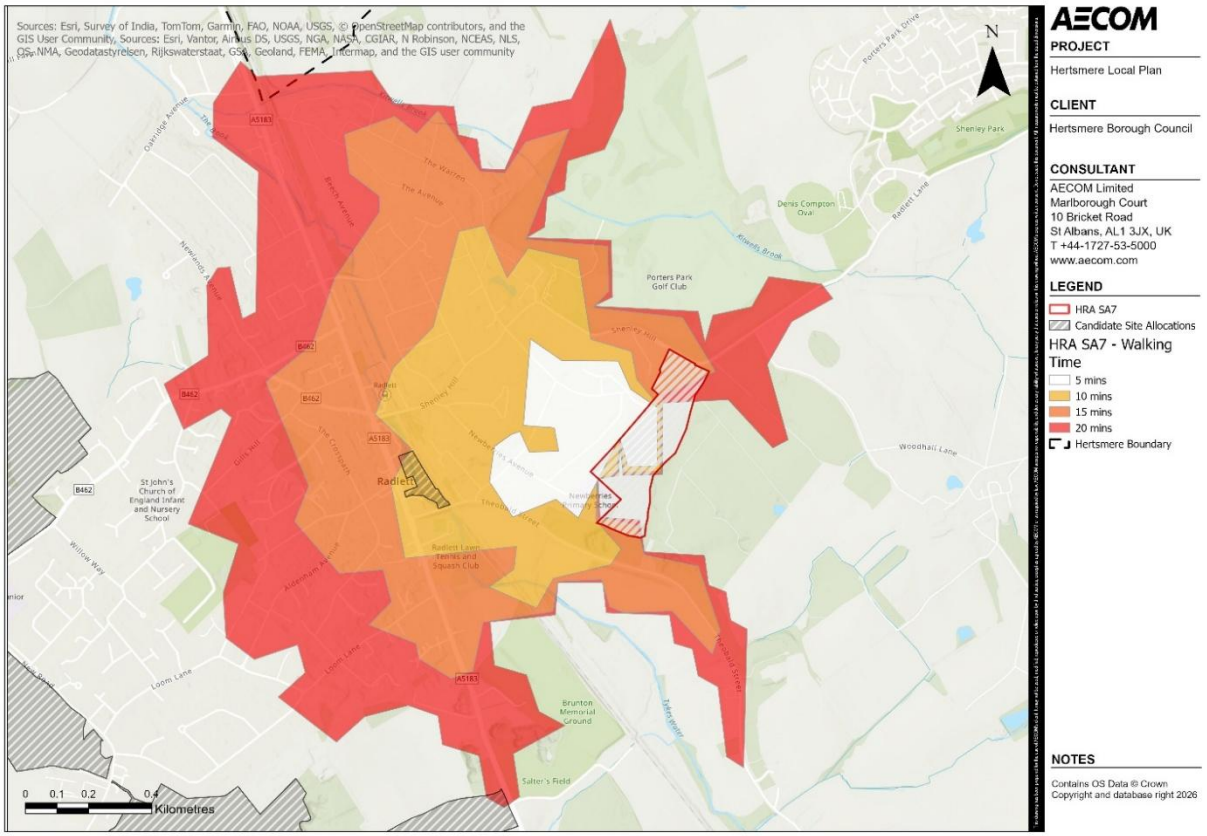


Figure 7: Walking time from centre point of HRA SA7

- Most central areas of Radlett can be accessed within a 5-minute cycle or 15-minute walk of the site, including Radlett train station.

- The village of Shenley and town of Borehamwood can be accessed within a 15-minute and 20-minute cycle, respectively.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	106	4.914	958
Cyclists	0.026	5	0.179	35
Pedestrians	0.316	62	1.892	369
Public Transport Users	0.084	16	0.483	94

- Based on standard trip-rate assumptions for a C3 residential use and a total of 195 dwellings, the development is expected to generate approximately 106 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 958 vehicle trips, 35 cycle trips, 369 pedestrian trips and 94 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

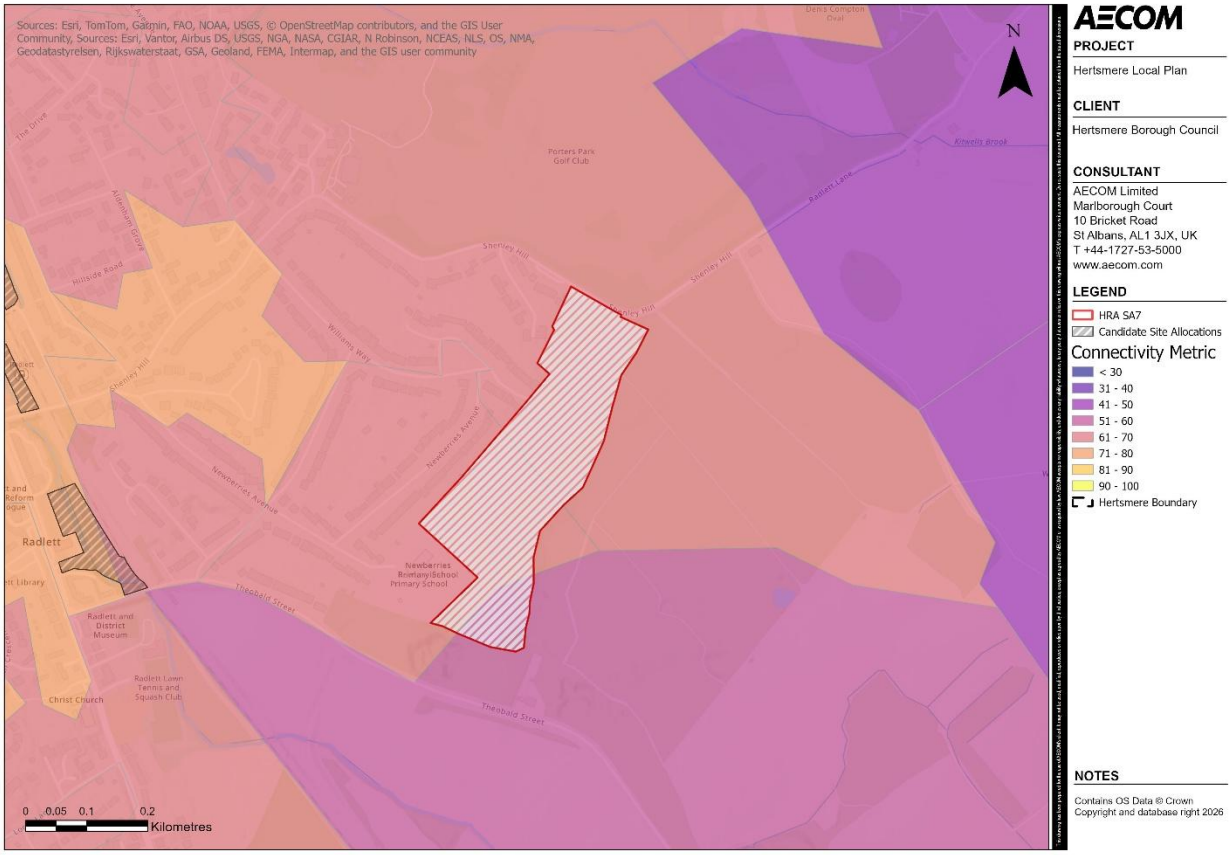
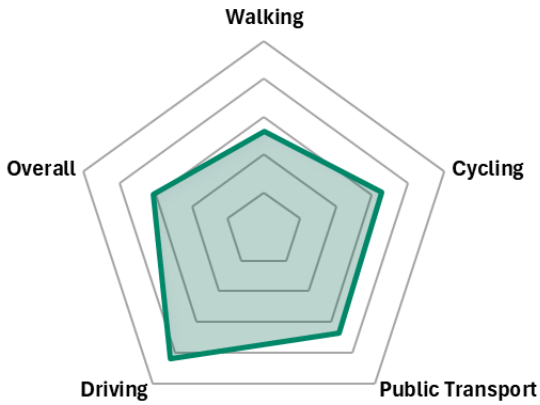


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies near to most existing trip attractors, although some are a significant distance away which may place reliance on the car. There are adequate bus and rail services near to the site providing connections to local and regional destinations. There are some existing Public Rights of Way in the immediate vicinity of the site, and adequate pedestrian facilities connecting to Radlett to the north. It is notable that existing active travel infrastructure to south and east is limited.

- Overall, the site allocation area falls within the 51st–70th percentiles for connectivity across most modes, with connectivity improving away from the southern boundary of the site.



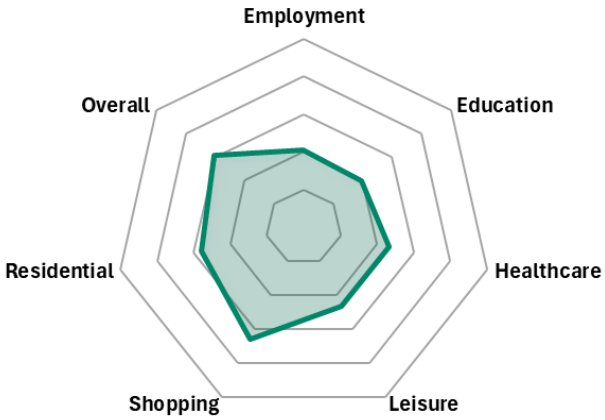


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to shopping by sustainable modes is higher than other trip attractors. Relative connectivity to education by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.

Proposed Site	
Site ID: HRA SA8	**Site Address:** Home Farm, Radlett
Typology: Urban Extension	**Proposed Number of Dwellings:** 1040
Land Use Type: Development comprised of higher density residential and open space uses (inclusive of retained woodland and hedgerows).	**Site Area (Hectares):** 45.22Ha

Site Location

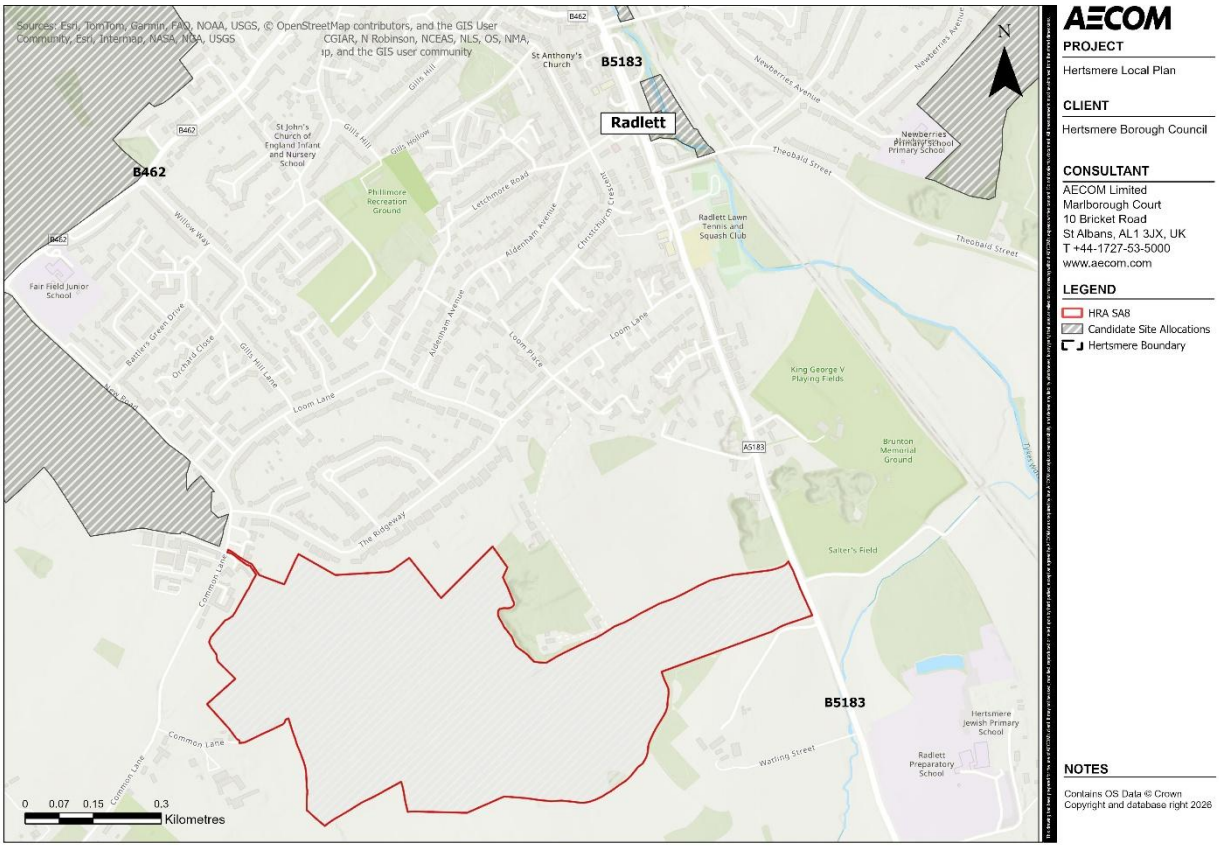


Figure 1: Home Farm, Radlett site location

- The site is located to the south of the village of Radlett, approximately 5km northeast of Watford.
- The A5183 Watling Street lies immediately east of the site, connecting Radlett and St Albans to the north with M1 Junction 4 to the south.

Table 1: Distances to key settlements and London Underground connections

Settlement	Distance (km)
Borehamwood – high street	3.85
Potters Bar – high street	10.29

Bushey	4.11
Radlett	1.30
St Albans	9.06
Watford	5.56
Hemel Hempstead	13.84
Hatfield	12.19
Stanmore Underground Station	5.89
High Barnet Underground Station	9.20

- The site is just over 1km from Radlett, with Borehamwood and Bushey forming the next nearest centres.

- Watford and St Albans lie to the west and north, respectively. Stanmore is located to the south and represents the closest town forming part of the Greater London urban area.

Proximity to Local Trip Attractors

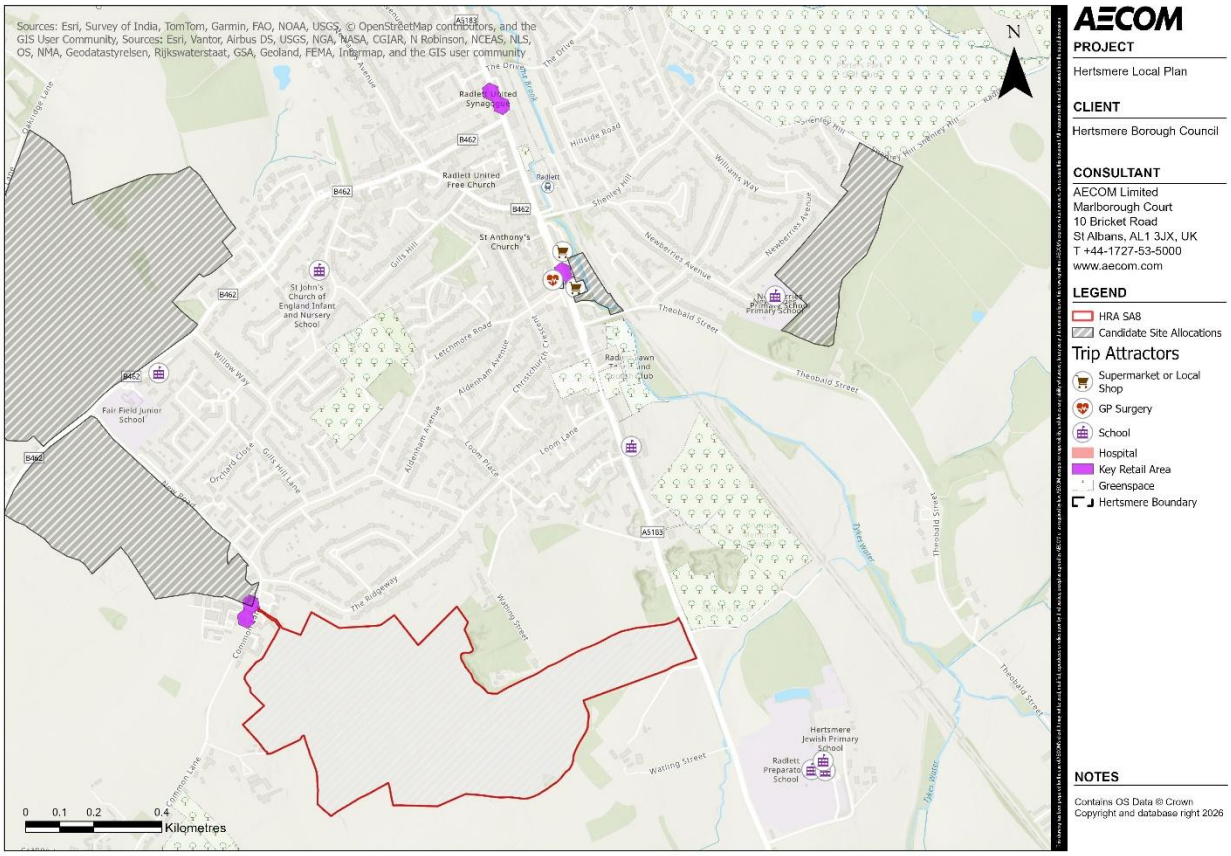


Figure 2: Key attractors near to the site

Table 2: Walking and cycling distance to key local destinations, from online journey planning tools

Trip Attractor		Walking		Cycling	
		Time (mins)	Distance (km)	Time (mins)	Distance (km)
Hospital	Kingsley Green	67 minutes	5 km	16 minutes	5.2 km
GP	Red House Surgery	20 minutes	1.5 km	4 minutes	1.5 km
Supermarket	Budgens Radlett	20 minutes	1.5 km	6 minutes	1.9 km
Primary School	Fair Field Junior School	12 minutes	0.9 km	3 minutes	0.95 km
Secondary School	Queens' School	56 minutes	4.2 km	13 minutes	4.2 km

- Some key services in Radlett, within walking and cycling distance of the site; GP surgeries, supermarkets and primary schools can all be reached within a 20-minute walk.

- Some services, such as hospitals and secondary schools, are not within walking distance. Accessing these services by cycle takes 16 and 13 minutes, respectively.

Highway Network

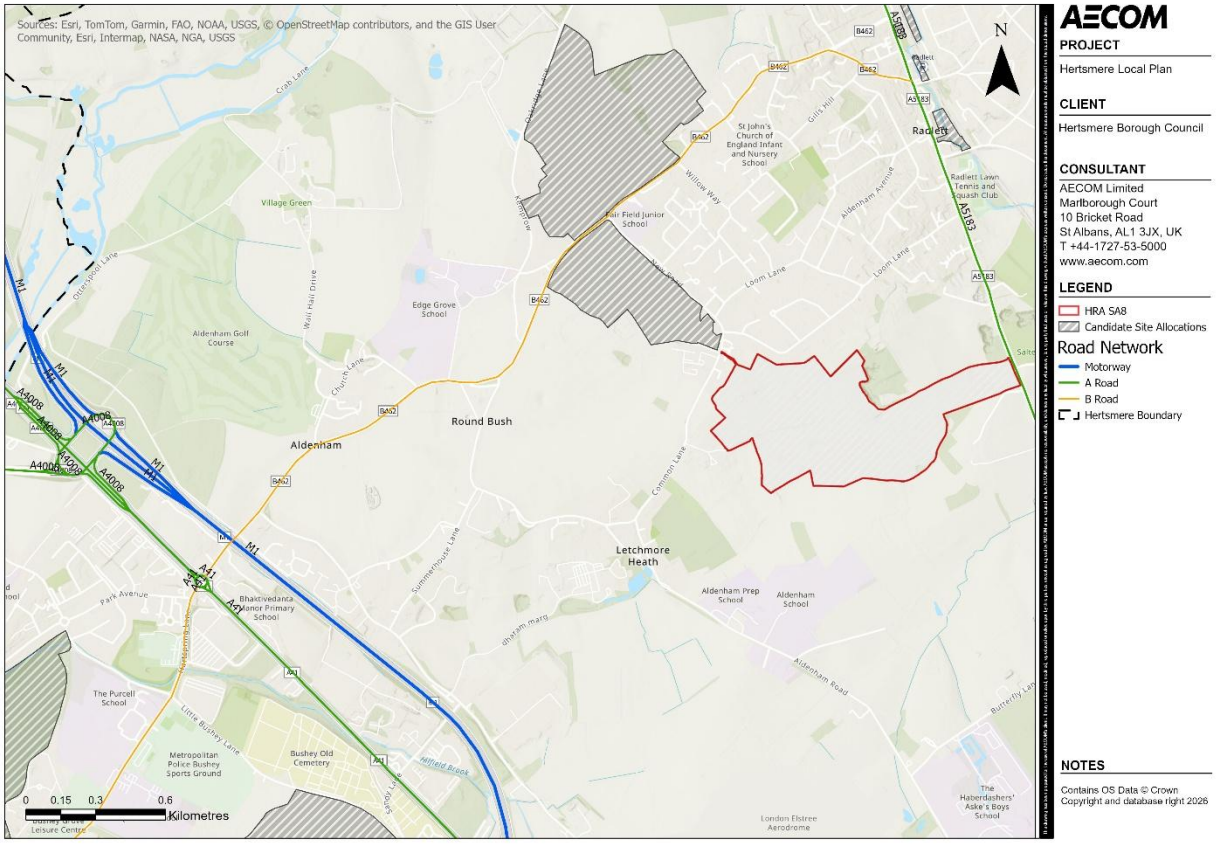


Figure 3: Map of the surrounding road network

- The site is bordered by the A5183 Watling Street to the east, leading northwards to Radlett and St Albans and southwards to M1 Junction 4 and the Greater London urban area.

- Alternatively, the M1 can be joined at Junction 5 ~3km west of the site. The M1 provides a connection to the M25, the wider Southeast and East Midlands to the north and the wider Strategic Road Network (SRN).

- The M25 motorway provides strategic orbital connectivity around London and linking the borough to key routes serving the capital, the South East, the South Coast and East Anglia.

Public Transport Provision

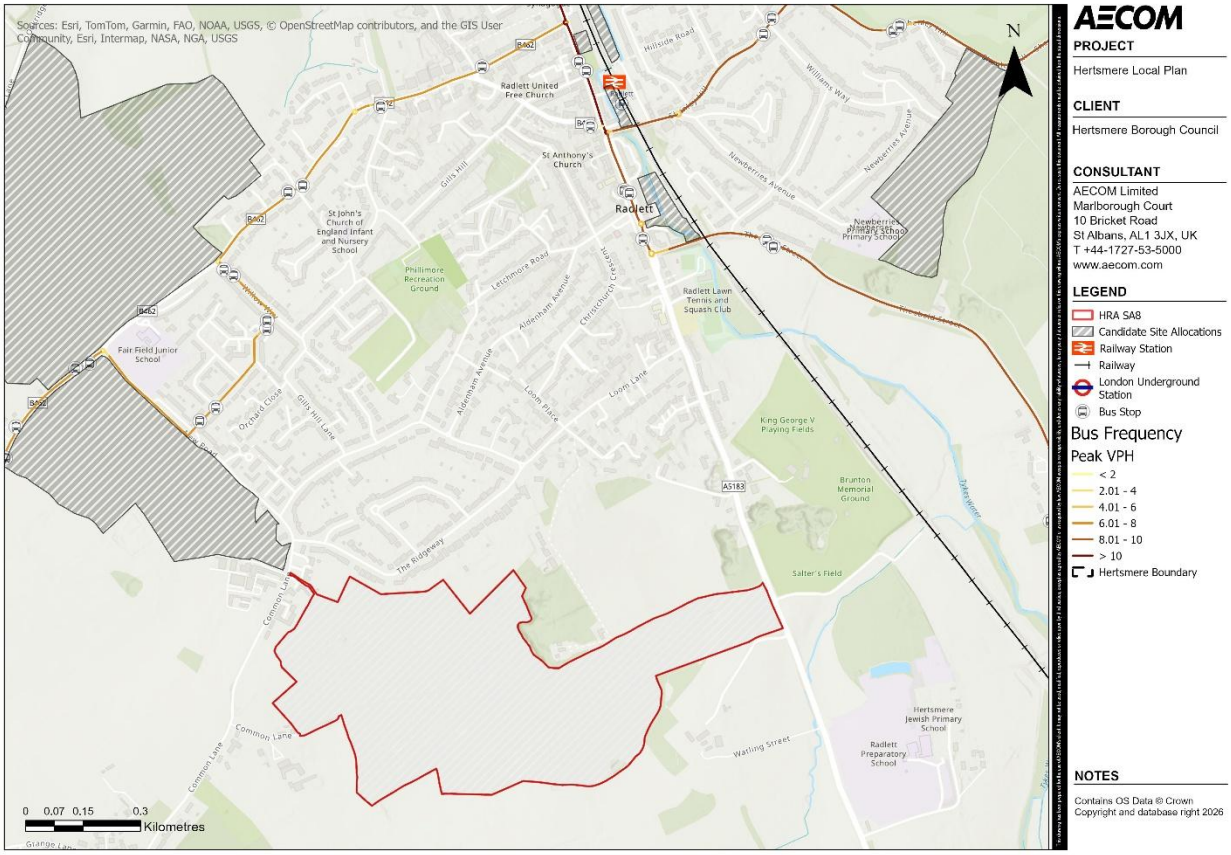


Figure 4: Map of nearby bus stops and railway stations

- There are no bus stops within 500m of the site.

- The nearest bus stops are on Battlers Green Drive, ~520m from the site. This stop is served by the 602 running between Watford and Hatfield via St Albans. The service runs at roughly two vehicles per hour (VPH) in each direction between 07:00–10:00 on an average weekday.

- Radlett Train Station lies to the north of the site and provides regular services to destinations such as Luton and London.

Walking & Cycling Provision

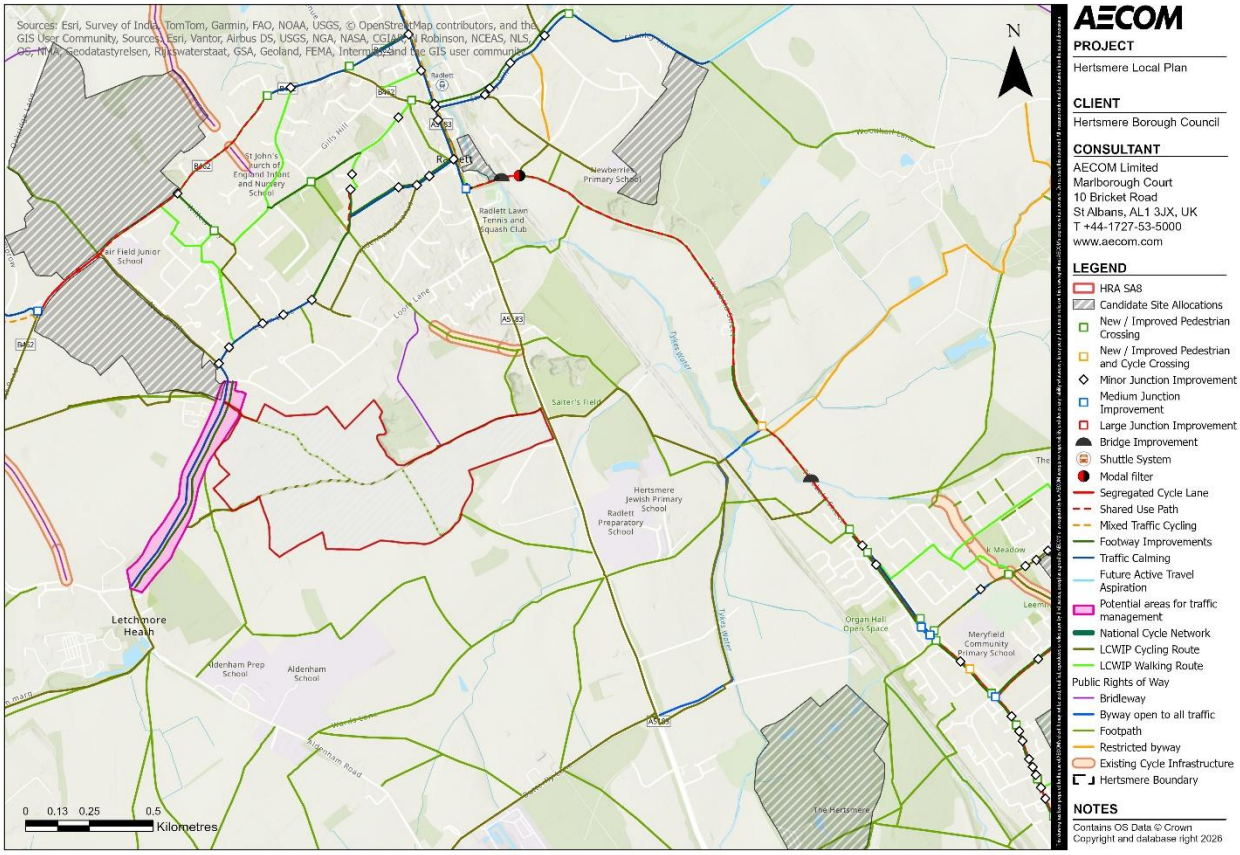


Figure 5: Public Rights of Way (PRoW) and cycling infrastructure

- There are numerous existing footpaths and bridleways in the immediate vicinity of the site. Footpaths lead east from the site to Watling Street and west towards Letchmore Heath. There is also a bridleway leading north to The Leys, as well as pedestrian connections to southwest Radlett.

- The most direct link from the site to Radlett is Watling Street, but pedestrian footways and lighting on this link are limited in the vicinity of the site.

- The Hertsmere LCWIP Cycling Network runs on Watling Street bordering the site, connecting it to other parts of Radlett and the surrounding areas.

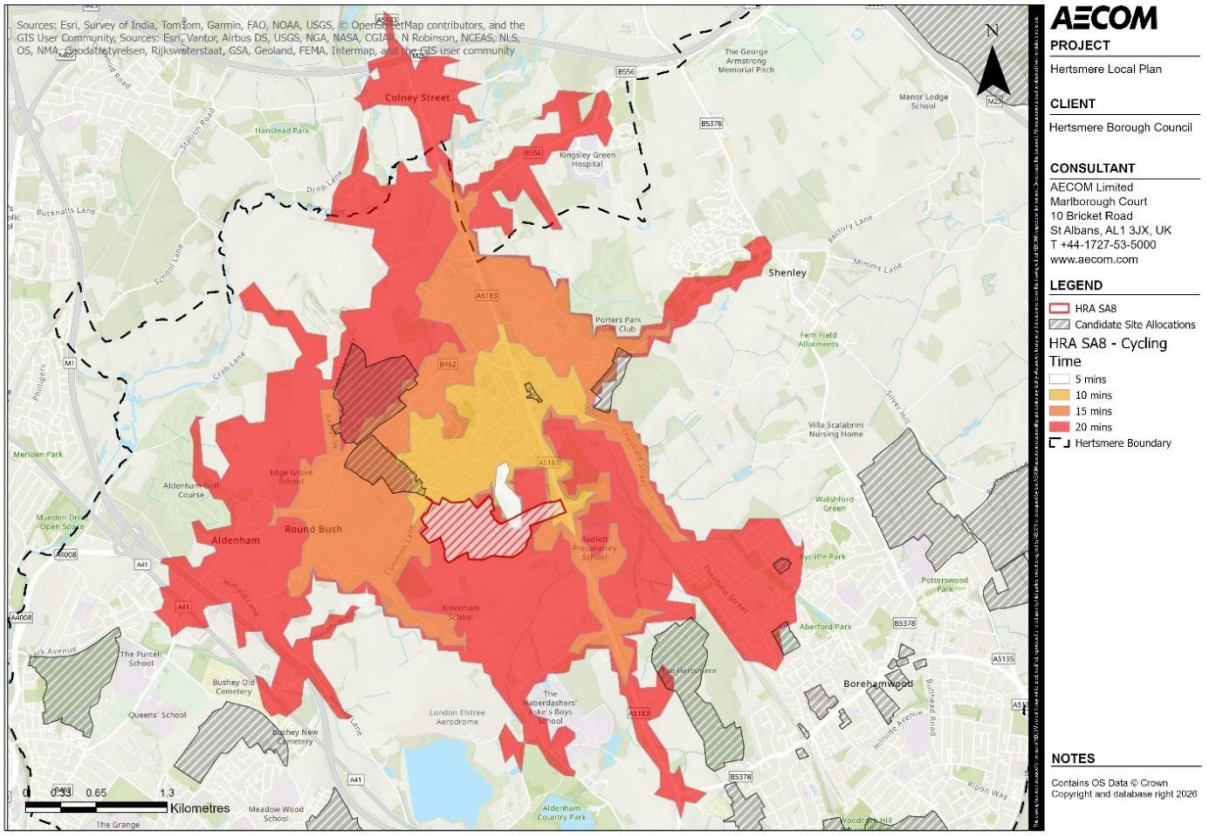


Figure 6: Cycling time from centre point of HRA SA8

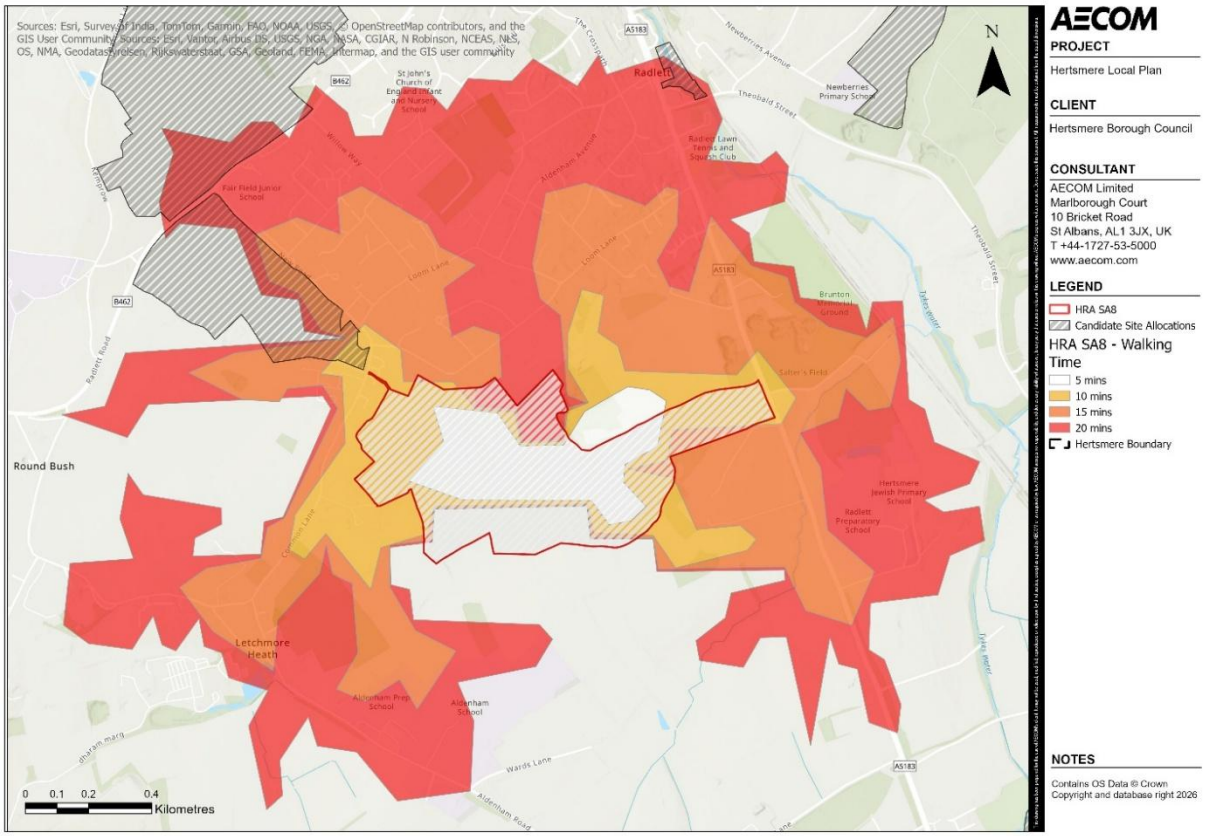


Figure 7: Walking time from centre point of HRA SA8

- Most central areas of Radlett can be accessed within a 10-minute cycle from the site (including the train station), and southern areas of the town can be accessed within a 20-minute walk.

- Northwestern areas of Borehamwood can be accessed within a 20-minute cycle from the site.

Expected Trip Generation

Table 3: Expected two-way trip generation

Mode	AM Peak		Daily	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Vehicles	0.545	567	4.914	5111
Cyclists	0.026	27	0.179	186
Pedestrians	0.316	329	1.892	1968
Public Transport Users	0.084	87	0.483	502

- Based on standard trip-rate assumptions for a C3 residential use and a total of 1040 dwellings, the development is expected to generate approximately 567 vehicle trips during a typical AM peak hour (08:00–09:00).

- Across an entire day, the development is expected to generate approximately 5111 vehicle trips, 186 cycle trips, 1968 pedestrian trips and 502 public transport trips.

Summary of Opportunities for Sustainable Travel Infrastructure

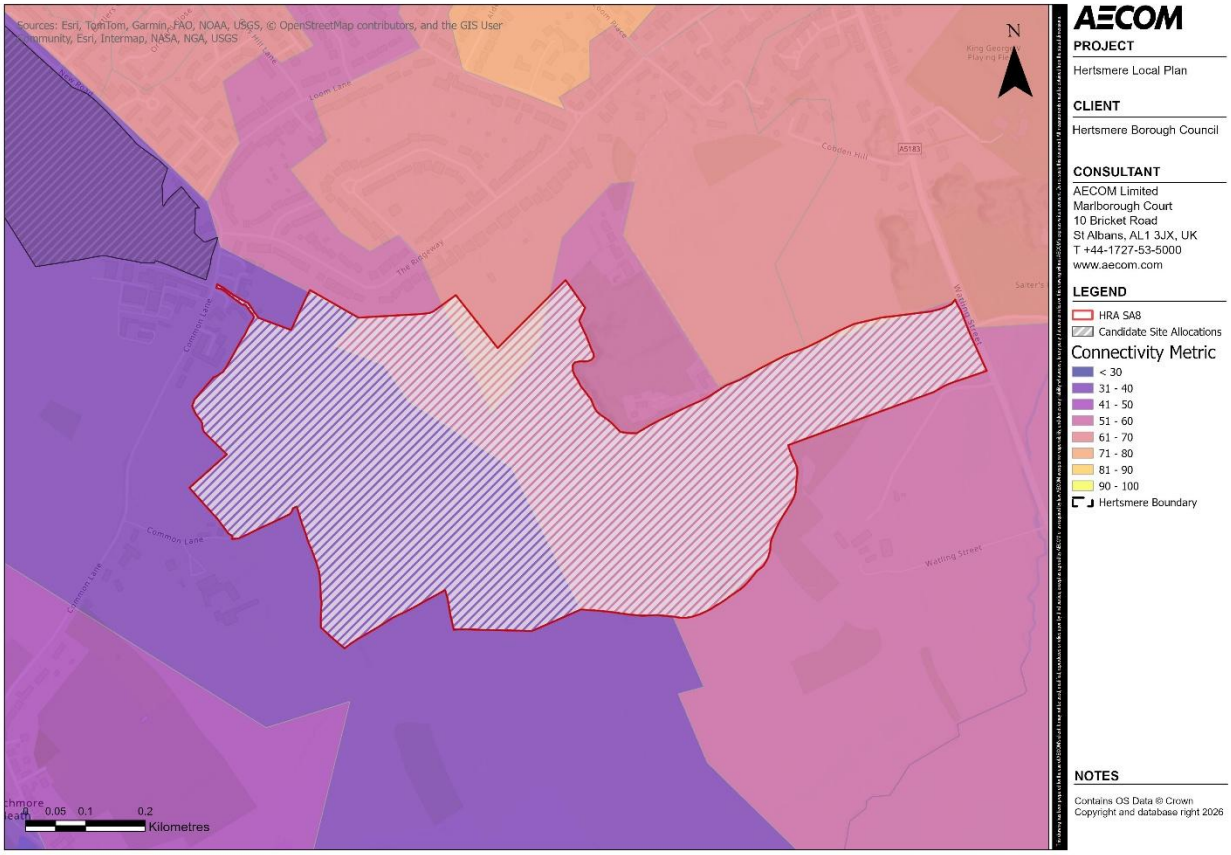
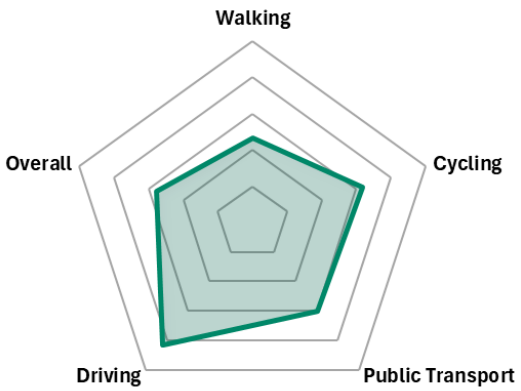


Figure 8: DfT Connectivity Metric Data for the site and its surrounds

- Data from the Department for Transport's Connectivity Metric provides a summary of existing transport connections in the area surrounding the site, benchmarked against the national picture.

- The site lies at least a 20-minute walk from most existing trip attractors, which may place greater reliance on the car. Whilst some existing rights of way route through the site, it will be key that connections exist with the town of Radlett. It is notable that existing active travel infrastructure on Watling Street, which borders the site, is limited. There are no existing bus routes serving the site.

- Overall, the site allocation area falls within the 31st–70th percentiles for connectivity across most modes, with connectivity improving towards the northeastern boundary of the site, towards Radlett.



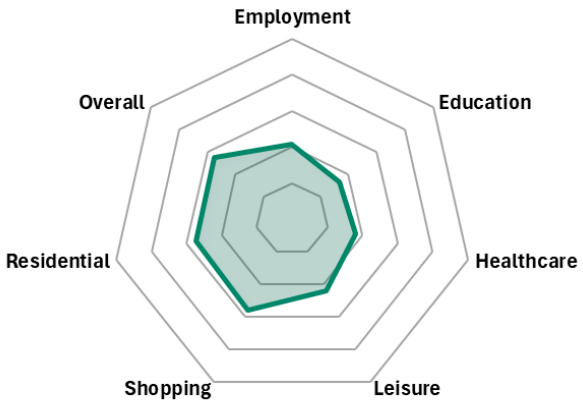


Figure 9: DfT Connectivity Metric radar plots for the site

- The DfT Connectivity Metrics show strong relative connectivity by driving and poor relative connectivity by walking. This highlights the potential for dependence on driving for a significant proportion of journeys.

- Relative connectivity to education by sustainable modes remains lower than other trip attractors. Overall, the site scores moderately in terms of relative connectivity to trip attractors by sustainable modes.