

**PROPOSED DISCOUNT FOODSTORE AND
NON-FOOD RETAIL UNIT**

Homebase, Sturlas Way, Waltham Cross, EN8 7BF

Aldi Stores Limited
Transport Assessment

April 2021

Proposed Discount Foodstore and Non-Food Retail Unit

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to their proposed discount foodstore and non-food retail unit which will occupy the existing Homebase DIY superstore on Sturlas Way in the town of Waltham Cross, Hertfordshire.

1.1.2 The proposals are described as follows:

"Refurbishment, extension and external alterations to existing non-food retail unit to enable it to trade as part foodstore and part non-food retail, alongside modifications to existing external garden centre, car parking layout, and other associated site works."

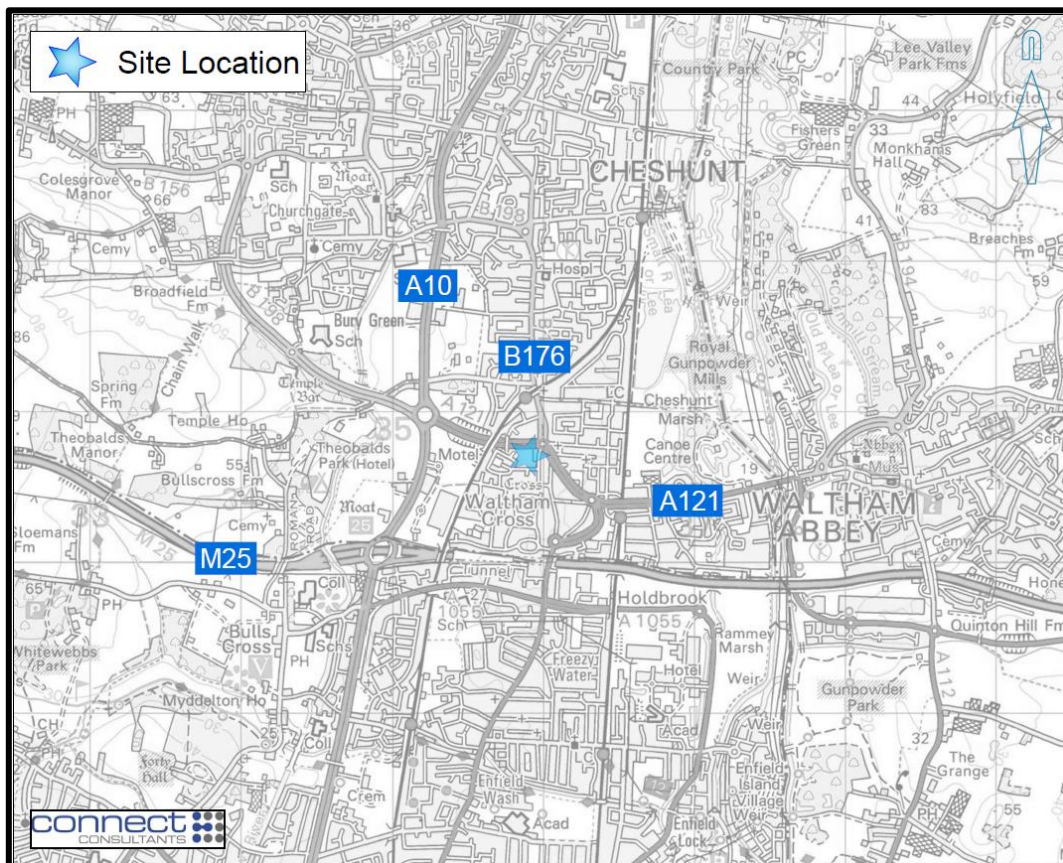
1.2 Site Location

1.2.1 The proposal site (Homebase, Waltham Cross) is located on Sturlas Way, close to the centre of Waltham Cross. The site is currently occupied by a Homebase DIY Superstore of 4,319 sq.m. total Gross Internal Area (GIA), a garden centre of 1,398sq.m and 192 car parking spaces.

1.2.2 The proposal site is bound to the north by the A121 Winston Churchill Way, to the east and south by residential dwellings and to the east by Sturlas Way.

1.2.3 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1.

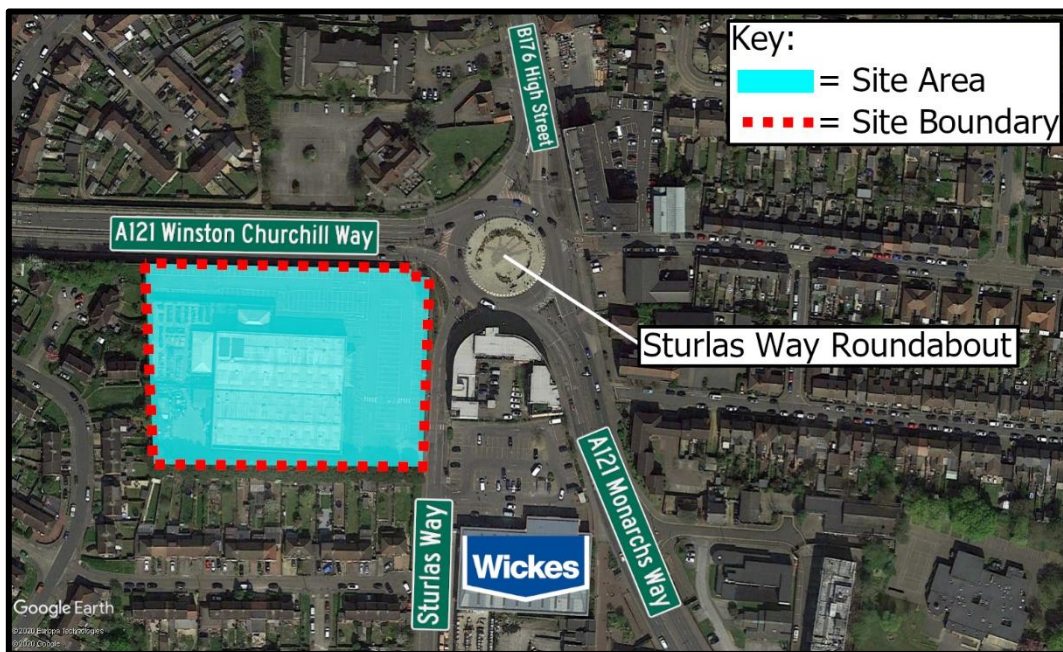
Figure 1.1 – Site Location Plan



Source: Promap

- 1.2.4 The site is located in a largely built up urban area, close to the centre of Waltham Cross, with a number of residential dwellings in close proximity.
- 1.2.5 A number of retail outlets, including a Wickes DIY Superstore and the facilities within Waltham Cross town centre, are located to the south of the proposal site.
- 1.2.6 The site lies adjacent to the A121 Winston Churchill Way / A121 Monarchs Way / High Street / Sturlas Way signalised roundabout (the 'Sturlas Way Roundabout').
- 1.2.7 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Earth.

1.3 Development Proposals

1.3.1 The development proposals are shown on the Harris Partnership Drawing '2924-COR-111D' provided at Appendix 1. The proposals include the following works:

- *"External Alterations to the elevations of the existing non-food retail unit (including the creation of two shop fronts on the northern elevation) in order to form two adjoining retail units.*
- *The use of part of the existing floorspace (i.e. one of the new units) as a foodstore to be occupied by Aldi Stores Limited (1,756 sq.m GIA). Aldi's introduction will involve the construction of a new loading dock extension to the building's eastern elevation and the removal of Homebase's existing customer entrance.*
- *Introduction of a non-food mezzanine floor of 636 sq.m GIA to the second unit, which will continue to be occupied by Homebase. The ground floor of this unit will extend to 1,735 sq.m.*
- *Associated physical works to the existing car park and site layout (delivering 157 spaces).*

1.3.2 To summarise the above, the existing site includes the following:

- A non-food retail store, occupied by DIY retailer Homebase, with a total Gross Internal Area (GIA) of 4,319 sq.m.
- An associated garden centre with a total area of 1,398 sq.m.
- An associated car park of 192 spaces.

1.3.3 The proposed site includes the following:

- Two retail units, as:
 - A food retail unit, occupied by Aldi Stores Limited, with a GIA of 1,756 sq.m.
 - A non-food retail unit, occupied by Homebase, with a total GIA of 2,371 sq.m (of which 636 sq.m will take the form of a new mezzanine floor).
- A garden centre associated with Homebase, with a total area of 1,398 sq.m.
- A car park of 157 parking spaces, of which eight will reserved for disabled users, eight will be reserved for parents with young children four will be electric vehicle charging enabled and four will be for click and collect orders.
- Cycle parking spaces for 20 bicycles, in the form of 10 'Sheffield' style cycle loops.

1.3.4 The proposed site access arrangements are also shown on the site layout plan at Appendix 1. A brief description of the site access arrangements is set out below:-

- The existing site access will be retained generally as existing, however the overall width of the bellmouth of the site access will be reduced.
- Customers and service vehicles will access the site via the existing access.
- The existing pedestrian connection to the site from Sturlas Way will be retained.
- An additional pedestrian access will be constructed on the northeast edge of the proposal site.

1.4 Transport and Planning Policy

1.4.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), February 2019.

1.4.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 19th February 2019. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.4.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.4.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.4.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 106 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,..."

1.4.6 Paragraph 108 addresses how development proposals are to be considered. It sets out that,

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

1.4.7 Paragraph 109 states,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

1.4.8 Paragraph 110 states,

"Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Hertfordshire Local Transport Plan 2018 - 2031

1.4.9 The Hertfordshire County Council document 'Hertfordshire's Local Transport Plan 2018 – 2031', also known as the Hertfordshire Local Transport Plan 4 (LTP4), sets out the vision for the future of transport in Hertfordshire.

1.4.10 The Hertfordshire LTP4 sets out a total of nine key objectives, split into 3 larger themes, which are as follows:

- Under the theme of "Prosperity":
 - *"1. Improve access to international gateways and regional centres outside Hertfordshire"*
 - *"2. Enhance connectivity between urban centres in Hertfordshire"*
 - *"3. Improve accessibility between employers and their labour markets"*
 - *"4. Enhance journey reliability and network resilience across Hertfordshire"*

- Under the theme of "People":
 - *"5. Enhance the quality and vitality of town centres"*
 - *"6. Preserve the character and quality of the Hertfordshire environment"*
 - *"7. Reduce carbon emissions"*

- Under the theme of "Place":
 - *"8. Make journeys and their impact safer and healthier"*
 - *"9. Improve access and enable participation in everyday life through transport"*

1.4.11 Policy 1 – Transport Users Hierarchy of LTP4 states that:

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- *Opportunities to reduce travel demand and the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs"*

Draft Broxbourne Transport Strategy

1.4.12 Although not yet adopted, the September 2017 Public Consultation Draft of the Borough of Broxbourne Council document 'Broxbourne Transport Strategy' provides an indication of the transport priorities in the Borough of Broxbourne.

1.4.13 Paragraph 3.5.1 of the draft strategy places focus on the five following areas:

- *"Reducing Social Exclusion"*
- *"Place Making"*
- *"Health and Well-Being"*
- *"Improving Air Quality & Climate Change"*
- *"Quality of Life"*

Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

1.4.14 The Borough of Broxbourne document 'Draft Local Cycling and Walking Infrastructure Plan', dated September 2017, forms part of Broxbourne's overall transport strategy. Specifically, the LCWIP is used to identify potential cycling and walking improvements within Broxbourne.

1.4.15 The objectives of LCWIP are as follows:

- g. improve walkability at town centres and other focal points;*
- h. provide a network of priority cycle corridors to make cycling a safe and convenient alternative to the car for local trips to key destinations;*
- i. remove physical and behavioural obstacles to walking and cycling;*
- j. increase walking and cycling to stations, schools, and workplaces;*
- k. locate and plan new development to maximise walking and cycling;*
- l. improve awareness of the leisure opportunities afforded by walking and cycling across the borough."*

1.4.16 The proposals seek to integrate and support the delivery of the above planning policy documents and objectives.

1.5 Report Overview

1.5.1 Pre-application advice from Hertfordshire County Council (HCC) was received on the 25th November 2020, in which HCC provided comments on a draft Transport Assessment which have been taken into account in the production of this report.

1.5.2 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.5.3 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.5.4 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.5.5 This report section provides an assessment of the vehicular attraction of the proposed re-occupation of Homebase.

Section 5.0 Junction Capacity and Collision Analysis

1.5.6 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary & Conclusions

1.5.7 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

2.2.2 The CIHT document 'Planning for Walking' (April 2015) has been consulted with reference to pedestrian catchments. Reiterating the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

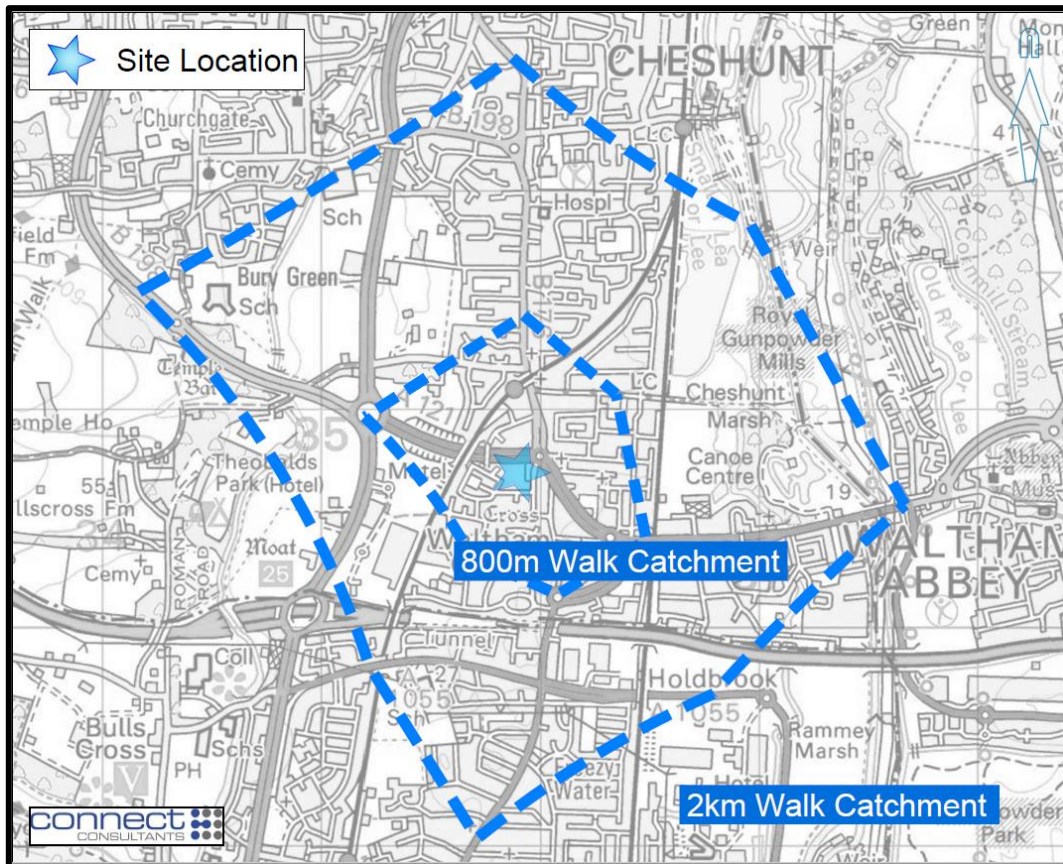
2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based trips to the site, people are likely to be prepared to walk further.

2.2.6 Based on a maximum walk distance of 800m for shoppers and 2km for employees, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Promap

- 2.2.7 The walk catchments above indicate that there are a number of residences and shopping facilities within the 800m customer walk catchment area as well as a substantial staff pool residing within the 2km walk catchment.
- 2.2.8 There is an existing zebra crossing located directly adjacent to the site boundary on Sturlas Way, which leads into the existing pedestrian access to the site. This will be retained as existing.
- 2.2.9 A new pedestrian access point will be provided on the north east corner of the proposal site, facilitating easier access from the north.
- 2.2.10 Sturlas Way and High Street all benefit from footways on both sides of the carriageway. The A121 Winston Churchill Way is flanked on its southern side by a shared footway/cycleway.
- 2.2.11 Further signalised pedestrian crossing facilities are available on the A121 Winston Churchill Way, A121 Monarchs Way and High Street arms of the Sturlas Way roundabout.
- 2.2.12 A direct route to the pedestrianised area of Waltham Cross town centre from the site is available, specifically via the Wickes' car park to the east of the proposal site. This route to the town centre includes a ramp for those with reduced mobility, and is therefore considered an accessible route.

2.2.13 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for customers to make trips by foot, including linked trips with other retail facilities. There are also good opportunities for future staff members to walk to work.

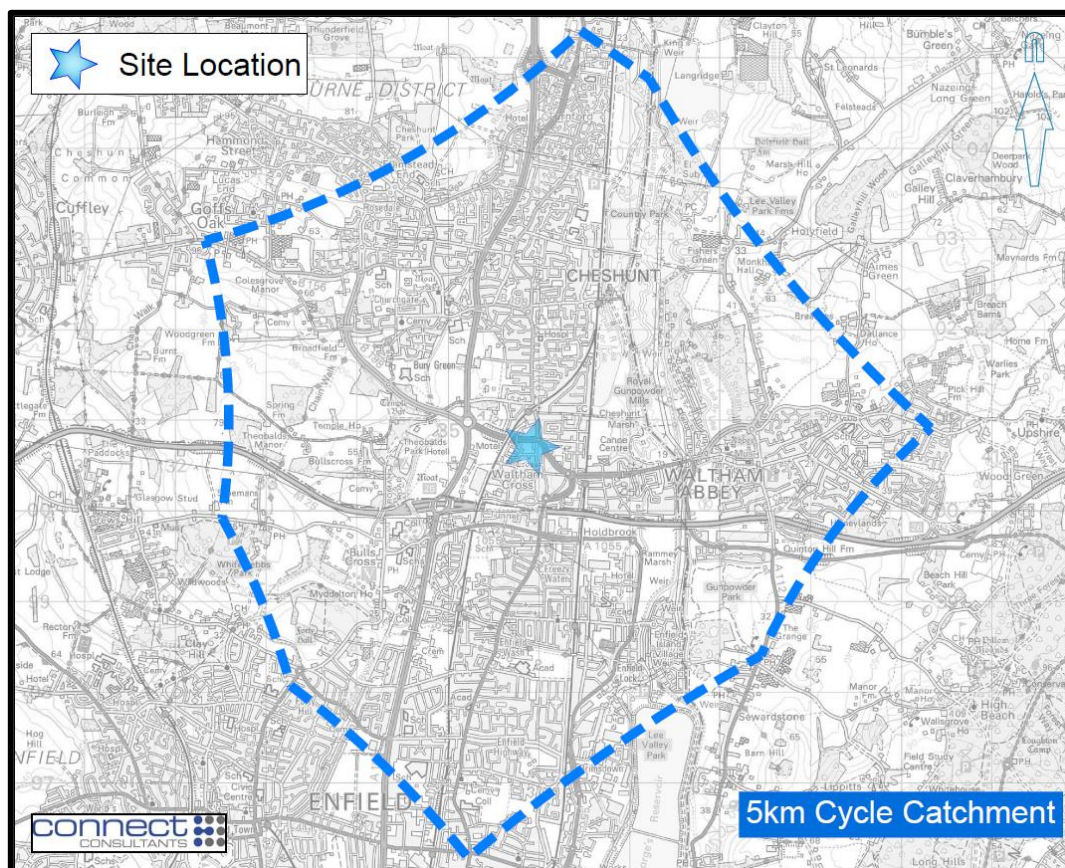
2.3 Cycling

2.3.1 The 2018 National Travel Survey specified average journey lengths, by cycle in England of c5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length. Small quantities of shopping can be carried on a cycle rack without impediment and cycling is therefore a viable mode of transport, particularly for staff and customers making 'top-up' shopping trips.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

Figure 2.2 – Cycle Catchment Area

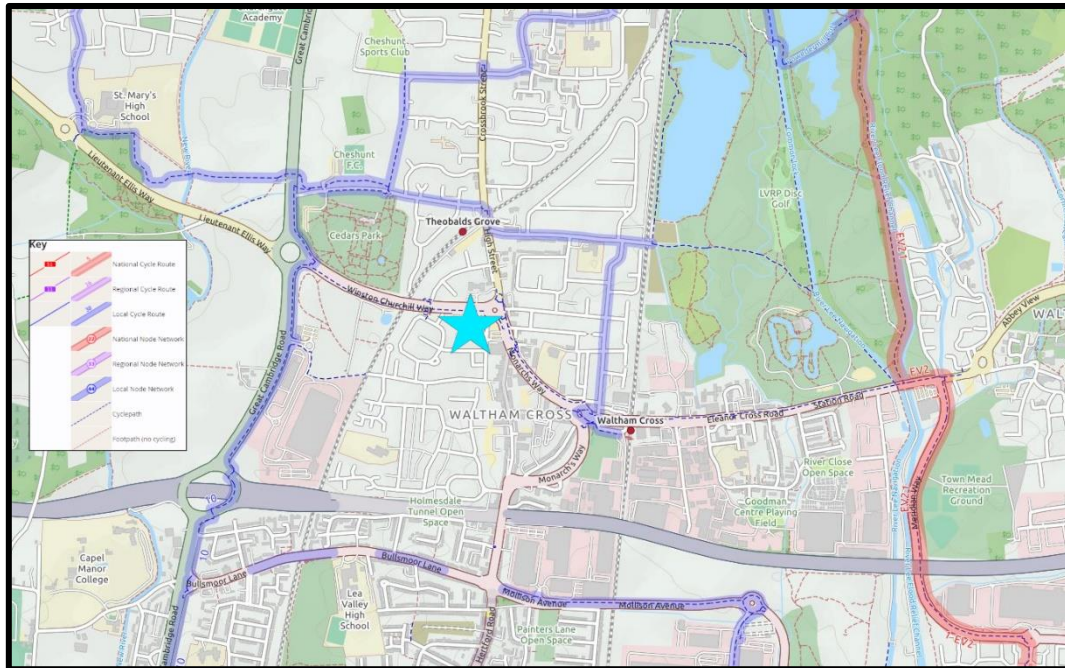


Source: Promap

2.3.4 The 5km cycle catchment includes all of Waltham Cross, Cheshunt, Freezy Water and part of Wormley to the north. This provides a significant local population within cycle distance of the site.

2.3.5 Figure 2.3 below, shows a cycle map for Waltham Cross and the surrounding areas taken from OpenCycleMap, showing local and national cycle ways in the area.

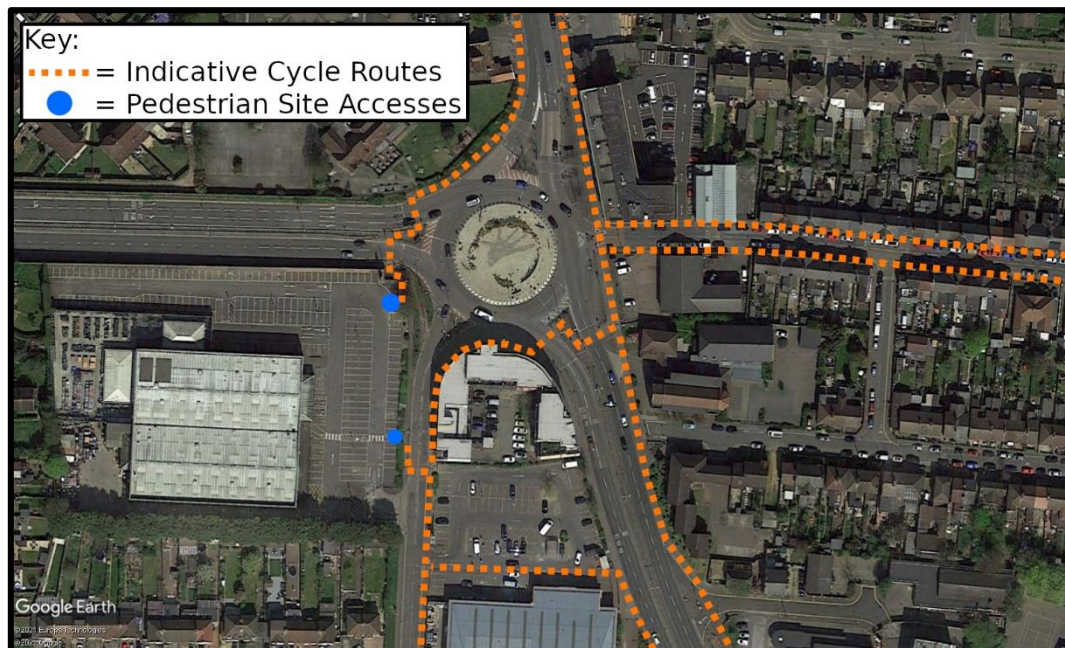
Figure 2.3 – Waltham Cross Cycle Map



Source: OpenCycleMap. N.B. The proposal site is indicated by a blue star.

- 2.3.6 Regional Cycle Route EV2 runs along Meridian Way to the east of the site, providing a north-south route along the River Lee.
- 2.3.7 Local cycle routes are also available, allowing for travel within the urban area of Waltham Cross. As previously mentioned, signalised pedestrian crossing facilities are available on the A121 Winston Churchill Way, A121 Monarchs Way and High Street arms of the Sturlas Way roundabout, and a zebra crossing is available on Sturlas Way, close to the site access junction.
- 2.3.8 During pre-application discussions, the lack of a dedicated cycleway on the A121 Winston Churchill Way was raised by HCC. Considering that the A121 Winston Churchill Way does not provide a cycle connection to any residential areas that do not already benefit from a cycle connection to the proposal site via another route, this is not considered detrimental to the cycle accessibility of the proposed development.
- 2.3.9 Similarly, it was requested that the proposals include a “safe cycle link between Winston Churchill Way and Sturlas Way”. As shown in Figure 2.4 below, all routes to the proposal site by cycle are accounted for excluding the route from the A121 Winston Churchill Way, which, as previously mentioned, does not provide a connection to any residential area that does not already benefit from a cycle route to the proposal site.
- 2.3.10 On the above basis, no changes to local cycle routes are proposed.

Figure 2.4 – Cycle Route Access



Source: Google Earth.

2.3.11 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, cycling provides an opportunity to access the site by a sustainable mode of transport for potential customers and staff members.

2.4 Bus Access

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stops to the site are the northbound and southbound 'The Vine PH' stops, approximately 215m and 300m walk distance from the proposal site, respectively, both of which lie within the recommended IHT catchment.

2.4.3 The northbound stop benefits from a shelter, seating, static timetables and Real Time Passenger Information. The southbound stop benefits from a flag-and-pole with static timetables. During pre-application discussions, it was suggested that improvements be made to these bus stops, including the provision of a bus shelter on the southbound stop.

2.4.4 A review of the circumstances of this bus stop shows that the provision of a bus shelter at this location would likely be an obstruction to the flow of pedestrians on the east side of the High Street, and would also negatively affect the businesses within the vicinity of this stop. On this basis, no improvements to these bus stops are proposed.

2.4.5 The above bus stops and their walk routes to/from the site are shown at Figure 2.5 below.

Figure 2.5 – Bus stop locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate.

2.4.6 Table 2.1 below summarises the routes that serve the above bus stops. Full details of these services are provided at Appendix 2.

Table 2.1 – Bus Service Details

Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Monday - Friday	Saturday	Sunday
242	The Vine PH (Both)	Waltham Cross – Hatfield - Panshager	Once per Hour	Once per Hour	Once per Two Hours
251	The Vine PH (Both)	Upshire – Waltham Cross – Cheshunt	Three per Hour	Once per Hour	No Service
310	The Vine PH (Both)	Waltham Cross – Hoddesdon – Hertford	One per Hour	One per Hour	One per Hour

2.4.7 The above buses provide access to a variety of destinations within the Hertfordshire, including Hatfield, Cheshunt and Hertford.

2.4.8 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

2.5 Access by Rail

2.5.1 The advice in the IHT publication titled 'Planning for Public Transport in Developments' suggests that railway stations have a walk catchment of 800m.

2.5.2 Waltham Cross mainline railway station lies approximately 850m walk distance from the proposal site, marginally outside the IHT recommended catchment.

- 2.5.3 Waltham Cross mainline station lies on the Hertford East Line, with six trains per hour to the station from Mondays to Saturdays and four trains per hour on Sundays.
- 2.5.4 The London Overground Station Theobalds Grove lies approximately 500m walk distance from the proposal site and therefore within the IHT recommended catchment.
- 2.5.5 Theobalds Grove receives a total of four London Overground trains per hour, two in either direction, to Cheshunt and London Liverpool Street respectively.
- 2.5.6 Considering the proximity of the mainline and underground stations, the frequency of available services and the short rail journey times to nearby up / downstream stations, rail travel to the proposal site is a viable mode of transport for both employees and customers.

2.6 Highways Access

- 2.6.1 The proposal site will be accessed from its existing priority junction onto Sturlas Way. As previously mentioned, Sturlas Way connects onto the A121 Winston Churchill Way, the A121 Monarchs Way and the B176 High Street via the Sturlas Way roundabout approximately 80m north of the site access.
- 2.6.2 The B176 High Street provides a route north to the residential areas of Cheshunt, Coopers Walk and Turnford, whereas the A121 Monarchs Way provides a route to the residential area of Waltham Abbey.
- 2.6.3 The A121 Winston Churchill Way connect to the A10 to the west of the site via the A10 / A121 Winston Churchill Way / B198 Lieutenant Ellis Way roundabout. The A10 provides a significant route through Hertfordshire to the north as well as a route through to central London to the south of the site.
- 2.6.4 The A10 also connects to the M25 to the southwest of the proposal site. The M25 forms part of the Strategic Road Network managed by Highways England.
- 2.6.5 Figure 2.6 below shows the site in its local highway context.

Figure 2.6 – Highway Network

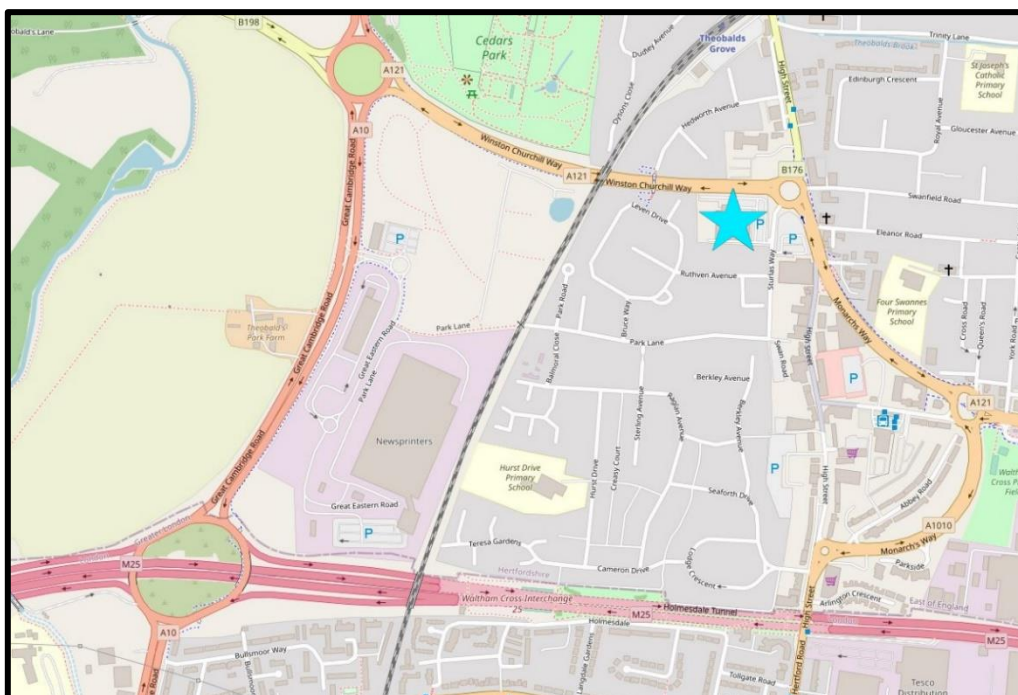


Image Source: OpenStreetMap.org

2.6.6 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Section Conclusion

2.7.1 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance of the site. Waltham Cross and the surrounding area is conducive to cycling and the bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations. The proposal site also has a prominent location relative to the local highway network. Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 The development proposals are shown on the Harris Partnership Drawing '**2924-COR-111D**' provided at Appendix 1. The proposals include the following works:

- *"External Alterations to the elevations of the existing non-food retail unit (including the creation of two shop fronts on the northern elevation) in order to form two adjoining retail units.*
- *The use of part of the existing floorspace (i.e. one of the new units) as a foodstore to be occupied by Aldi Stores Limited (1,756 sq.m GIA). Aldi's introduction will involve the construction of a new loading dock extension to the building's eastern elevation and the removal of Homebase's existing customer entrance.*
- *Introduction of a non-food mezzanine floor of 636 sq.m GIA to the second unit, which will continue to be occupied by Homebase. The ground floor of this unit will extend to 1,735 sq.m.*
- *Associated physical works to the existing car park and site layout (delivering 157 spaces).*

3.1.2 To summarise the above, the existing site includes the following:

- A non-food retail store, occupied by DIY retailer Homebase, with a total Gross Internal Area (GIA) of 4,319 sq.m.
- An associated garden centre with a total area of 1,398 sq.m.
- An associated car park of 192 spaces.

3.1.3 The proposed site includes the following:

- Two retail units, as:
 - A food retail unit, occupied by Aldi Stores Limited, with a GIA of 1,756 sq.m.
 - A non-food retail unit, occupied by Homebase, with a total GIA of 2,371 sq.m (of which 636 sq.m will take the form of a new mezzanine floor).
- A garden centre associated with Homebase, with a total area of 1,398 sq.m, as existing.
- A car park of 157 parking spaces, of which eight will reserved for disabled users, eight will be reserved for parents with young children four will be electric vehicle charging enabled and four will be for click and collect orders.
- Cycle parking spaces for 18 bicycles, in the form of 6 'Sheffield' style cycle loops outside the proposed Aldi store and 3 'Sheffield' style cycle loops outside the proposed Homebase store.

- 3.1.4 The proposed site access arrangements are also shown on the site layout plan at Appendix 1. A brief description of the site access arrangements is set out below:-
- The existing site access will be retained generally as existing, however the overall width of the bellmouth of the site access will be reduced.
 - Customers and service vehicles will access the site via the existing access.
 - The existing pedestrian connection to the site from Sturlas Way will be retained.
 - An additional pedestrian access will be constructed on the northeast edge of the proposal site.

3.2 Proposed Site Access Arrangements

- 3.2.1 The existing priority access will be retained generally as existing, however the overall width of the bellmouth of the site access will be reduced, based on the results of the swept path analysis of the largest vehicle expected to service the site as detailed in Section 3.3 below.
- 3.2.2 Service vehicles will access the site via the amended priority access junction.
- 3.2.3 The existing pedestrian connection to the site from Sturlas Way will be retained.
- 3.2.4 An additional pedestrian access will be constructed on the northeast edge of the proposal site.
- 3.2.5 A barrier will be present on the vehicular access to the site, however this barrier will only be used overnight, to prevent anti-social behaviour within the site car park while the stores on site are closed.
- 3.2.6 The site access arrangements, including the visibility splays, are shown on the Connect Drawing '19094 - 010', provided at Appendix 3.
- 3.2.7 The proposed highways arrangements will be subject to a road safety audit following review by the local highway authority.

3.3 Servicing

Discount Foodstore Unit (Aldi)

- 3.3.1 An Aldi store typically receives an average of four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.
- 3.3.2 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle.
- 3.3.3 In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.
- 3.3.4 Newspapers are delivered daily to the store, and a dedicated locker is provided within the service bay area for newspapers to be securely delivered.
- 3.3.5 Aldi stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each Aldi HGV.

-
- 3.3.6 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicle is able to carry frozen, chilled and mixed goods assembled at Aldi's RDC, enabling the potential to reduce journeys and vehicle kilometres compared to separate deliveries, thus providing an efficient servicing regime.
 - 3.3.7 Aldi operates its own fleet of dedicated vehicles and drivers. Aldi HGVs are driven and operated by the dedicated Aldi driver.
 - 3.3.8 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
 - 3.3.9 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading an Aldi HGV is 30 - 60 minutes.
 - 3.3.10 During unloading, the back of the vehicle body is at the shop floor level, enabling the driver to wheel pre-packed pallets directly from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
 - 3.3.11 All Aldi vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
 - 3.3.12 HGV access to the loading ramp has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.
 - 3.3.13 The proposed site layout has been assessed for delivery vehicle manoeuvres based on the FTA 16.5m articulated goods vehicle and details of the swept path assessment are provided on the Connect Drawing '**19094 – TR001 – A**' at Appendix 4. The track plots show that the service route is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling service vehicles to arrive and depart to / from the site in forward gear.

Non-Food Retail Unit (Homebase)

- 3.3.14 The servicing arrangements for the Homebase unit will be identical to existing, where vehicles will travel along the southern boundary of the site to a service yard behind the Homebase Unit. No changes are proposed to the Homebase servicing yard as part of the proposals.

3.4 National & Local Parking Policy

National Parking Policy

3.4.1 Paragraph 105 of the National Planning Policy Framework NPPF, February 2019 states:-

"If setting local parking standards for residential and non-residential development, policies should take into account:-

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.4.2 Paragraph 106 of the NPPF 2019 states:-

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Local Parking Standards

3.4.3 The car and cycle parking standards applicable to the proposed development are set out in Appendix B of the Broxbourne Local Plan 2018 – 2033, which was adopted in June of 2020.

3.4.4 An extract from Appendix B showing the car and cycle parking standards for A1 Food and Non-Food stores is provided at Figure 3.1 below.

Figure 3.1 – Local Car & Cycle Parking Standards

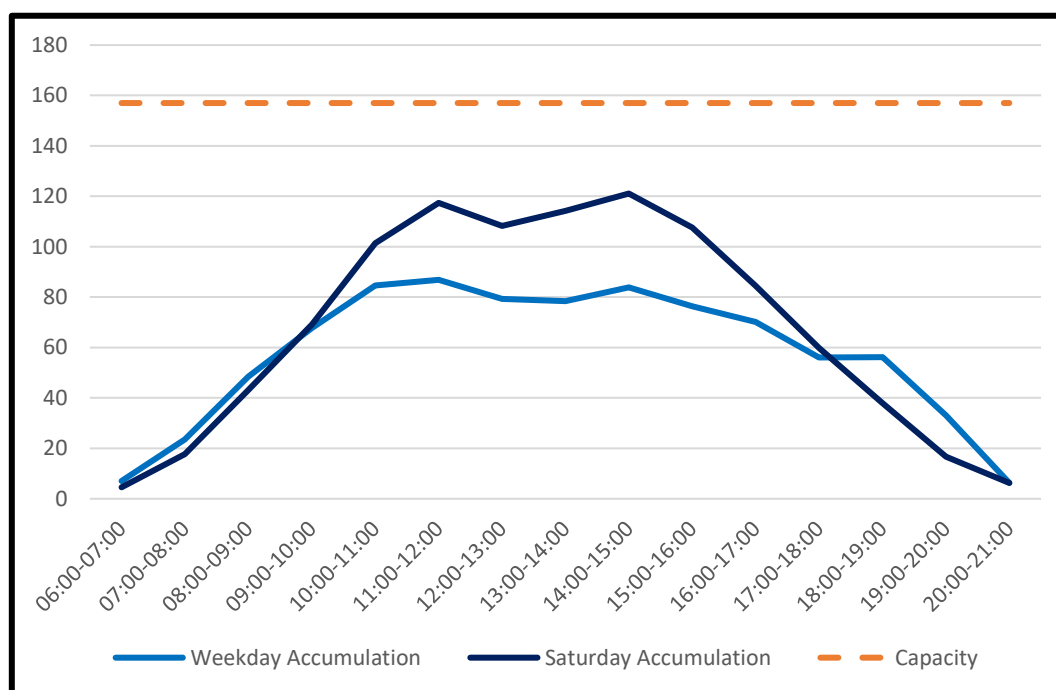
Use Class	Description	Car Parking Guidelines	Cycle Parking Guidelines
A1 Retail Foodstores	a) Small Food Shops up to 500m ² gfa	1 space per 30m ² gfa	1 s/t space per 150m ² gfa
	b) Food supermarkets exceeding 500m ² gfa but not exceeding 2,500m ² rfa	1 space per 18m ² gfa	150m ² gfa plus 1 l/t space per 10 f/t staff
	c) Food superstores/hypermarkets exceeding 2,500m ² rfa	1 space per 15m ² gfa	
A1 Non-food retail	a) Non-food retail warehouses with garden centres	1 space per 25m ² gfa	1 s/t space per 350m ² gfa plus 1 l/t space per 10 f/t staff
	b) Non-food retail warehouses without garden centres	1 space per 35m ² gfa	
	c) Garden Centres up to 4,000m ² gfa	1 space per 25m ² gfa	
	d) Garden centres exceeding 4,000m ² gfa	to be decided in each case on individual merits	

Source: Borough of Broxbourne, Broxbourne Local Plan 2018 – 2033, June 2020.

Car Parking Provision

- 3.4.5 Based on the above, the standards expect 98 car parking spaces for the proposed discount foodstore unit ($1756 \div 18 = 97.5$) and 151 car parking spaces for the proposed non-food unit with garden centre ($3769 \div 25 = 150.8$). The standards therefore provide a guideline figure of a total of 249 car parking spaces for the proposal site.
- 3.4.6 The proposals include a total of 157 car parking spaces for the proposed development.
- 3.4.7 A car parking accumulation assessment has been undertaken using the TRICS (version 7.8.1) database based on the parameters stated in paragraph 4.2.1.
- 3.4.8 The assessment focuses on the period of 06:00 – 21:00, where data was available for both uses on the site. The results of the accumulation assessment are provided at Figure 3.2 below.

Figure 3.2 – Car Parking Accumulation Assessment



- 3.4.9 The above graph shows that the proposed car park will operate within capacity. The maximum weekday occupation has been calculated to be 71 vehicles, which equates to 44% occupancy. The maximum Saturday demand has been calculated to be 102 vehicles, which equates to 63 occupancy.
- 3.4.10 The results of the accumulation assessment show that the proposed parking provision is suitable for use.

Electric Vehicle Charging Points

- 3.4.11 As per Hertfordshire Local Transport Plan 4 policy 5h, a total of four electric vehicle charging points are present within the proposed car park, two of which are enlarged spaces for larger electric vehicles to use.

Cycle Parking Provision

- 3.4.12 Based on the cycle parking standards shown in Figure 3.1, the standards would expect a total of 12 short stay cycle parking spaces for the proposed food retail unit ($1756 \div 150 = 11.7$) and a total of 11 short stay cycle parking spaces for the proposed Homebase unit ($3769 \div 350 = 10.8$).
- 3.4.13 The proposed development provides a total of 18 cycle parking spaces in the form of 9 'sheffield' style cycle loops and therefore broadly accords with local cycle parking standards.
- 3.4.14 The standards also expect a number of long stay cycle parking spaces based on the expected number of staff on site. Although the exact number of staff expected to be employed on site is unclear at this point, sufficient space for staff cycle storage will be provided within the staff areas of the respective units. Similarly, changing rooms, secure lockers and showers will be provided for staff within each unit.

3.5 Section Conclusion

- 3.5.1 Swept path analysis has shown that access arrangements of the proposed development are suitable for their intended use.
- 3.5.2 Car Park Accumulation analysis has shown that the proposed car park will operate within capacity.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

- 4.1.1 This section of the report provides details of the traffic data used for the assessment of the traffic effect of the proposed development.
- 4.1.2 At the present time, new traffic surveys cannot be conducted due to the effect of COVID-19 on traffic patterns. As such, this section of the report seeks to quantify the difference in traffic attraction between the existing and proposed uses on the site at the Site Access Junction and the Sturlas Way roundabout only.
- 4.1.3 The assessment focuses on the following typical peak hours:
- Weekday AM peak = 08:00 – 09:00.
 - Weekday PM peak = 17:00 – 18:00.
 - Saturday Midday peak = 12:00 – 13:00.

4.2 Existing Trip Attraction

- 4.2.1 Due to the ongoing Covid-19 pandemic, the trip attraction of the existing store on the site is not considered neutral, or representative of the typical operation of the store.
- 4.2.2 As such, details of the existing trip attraction of the proposal site have been calculated from the TRICS (Version 7.8.1) database. The TRICS database is an industry standard collection of traffic surveys, detailing hourly trip arrivals and departures from a variety of fully operation existing sites using a standardized methodology.
- 4.2.3 Following the TRICS best practice guidance, the database has been interrogated based on the following parameters:
- Category '01 – RETAIL' and Subcategory 'D – DIY SUPERSTORE – WITH GARDEN CENTRE'.
 - Surveys in England, excluding Greater London.
 - Surveys from 2000 onwards (to expand the dataset).
 - Surveys in 'Edge of Town Centre' and 'Suburban Area' Locations.
- 4.2.4 As the trip rates are given per 100sq.m, trip attraction has been calculated by multiplying the GIA of the existing Homebase store plus the area of the garden centre, divided by 100 ($4319 + 1398 = 5717$, $5717 \div 100 = 57.17$).
- 4.2.5 The resultant trip rates and trip attraction are shown in Table 4.1 below.

Table 4.1 – Existing Homebase Trip Attraction

Peak	Trip Rates			Trip Numbers		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	0.850	0.511	1.361	49	29	78
PM	1.433	1.590	3.023	82	91	173
Sat	3.087	3.199	6.286	176	183	359

4.2.6 Full TRICS outputs are provided at Appendix 5.

4.2.7 The trip attracted to the existing store are likely to be comprise the following trip types:

- Pass-By Trips: Trips resulting from people who currently use the road adjacent to the site for a trip involving another purpose who will divert their trips to visit the site while passing in the broad vicinity.
- Diverted Trips: Trips derived from people who are using the road network close to the site for another purpose who will divert their trips to visit the site while passing in the broad vicinity.
- Linked Trips: Trips undertaken by existing visitors to a specific retail location who visit the site as part of their existing trip. This trip type can also take place between difference uses on the same site.
- Primary 'Transferred' Trips: Trips made by people who would change their destination from a competing attraction to the site.
- Primary 'New' Trips: Trips made by people who travel for the specific purpose of visiting the site but are not included within the other above trip types.

4.2.8 TRICS research report 14/1 titled 'Pass-by & Diverted Trips', dated December 2014, provides a review of the vehicular trip attraction and trip types to retail developments.

4.2.9 The TRICS 14/1 report outlines that a large variety of results have been observed for the combination of pass-by, diverted, and linked trips and that a site-by-site approach should be taken to the application of these 'secondary' trips. Specifically, the TRICS 14/1 report notes that:

"It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority."

4.2.10 The commercial and academic research contained within the TRICS 14/1 report identifies levels of pass-by proportions ranging from 6% to 72%, combined levels of pass-by and diverted trip proportions ranging from 57% to 67%, and average linked trip proportions (with town centres / district centres) ranging from 46% to 60%.

4.2.11 The research is undertaken by a number of researchers and institutions, which shows (and which is logical) that some trip types will overlap others, such as 'transferred pass-by' trips.

Assessment of Secondary Trip Types

4.2.12 The first principles that determine the proportion of secondary trips used within this assessment involve consideration of the site, and the ability for the location characteristics to result in proportions of secondary trips within the ranges set out within the TRICS research. In doing so, the assessment will identify a set of proportions that are suitably robust as a means to consider the effects of the proposed development.

4.2.13 The TRICS research shows that the proportion of pass-by trips can vary significantly up to observed values of approximately 70% and is dependent on a number of factors, not limited to vehicle volumes on the roads adjacent to the site, the proximity of residences, the proximity of employment / retail, and the number of competing attractions. Likewise, the TRICS research shows that proportion of diverted trips can vary from site-to-site.

4.2.14 The TRICS research identifies linked trip proportions in the region of c.50% and above, which is dependent upon the proximity of local retail destinations. As established within the TRICS research, linked trips may include pass-by or diverted trips and so care must be taken when assigning these proportions.

Assessment of Primary Trip Types

4.2.15 Primary trips to the existing development will be a combination of transferred trips from journeys (already using the study area network) to competing attractions and new trips to the study area network.

4.2.16 Considering the proximity of the site to Waltham Cross Town Centre, as well as the nearby Wickes DIY Superstore, it is likely that a significant portion of primary trips to the site will already be travelling on the local road network.

Trip Type Assumptions

4.2.17 For the purposes of this assessment, the trip attraction of the existing Homebase has been disaggregated under the following trip type definitions:

- Diverted Trips – Trips diverted from travelling between the A121 Winston Churchill Way and the A121 Monarchs Way on the Sturlas Way Roundabout. Due to the location of the site, next to a major roundabout, this trip type has been assumed to also include pass-by trips.
- Externally Linked Trips – Trips that are shared between the site and traffic travelling from Waltham Cross Town Centre.
- Primary 'Transferred' Trips – Trips that would otherwise go to the Wickes DIY Superstore to the south of the proposal site.
- Primary 'New' Trips – Trips travelling for the specific purpose of visiting the existing Homebase store.

4.2.18 Following the above, the existing Homebase has been assessed with the trip type percentages shown in Table 4.2 below.

Table 4.2 – Homebase Trip Types

Trip Type	Percentage
Diverted	30%
Transferred (from nearby Wickes)	10%
Externally Linked	10%
Primary 'New' Trips	50%

4.2.19 The above trip type percentages are therefore either within or below the rates observed in the TRICS 14/1 report.

4.2.20 The breakdown of trips to the existing Homebase store is provided at Table 4.3 below.

Table 4.3 – Existing Homebase Trip Type Breakdown

Peak	Diverted Trips		
	Arrivals	Departures	Totals
AM	15	9	23
PM	25	27	52
Sat	53	55	108
Peak	Transferred Trips		
	Arrivals	Departures	Totals
AM	5	3	8
PM	8	9	17
Sat	18	18	36
Peak	Externally Linked Trips		
	Arrivals	Departures	Totals
AM	5	3	8
PM	8	9	17
Sat	18	18	36
Peak	Primary Trips		
	Arrivals	Departures	Totals
AM	24	15	39
PM	41	45	86
Sat	88	91	180

Trip Distributions

4.2.21 The various trips to the site have been distributed as follows:

- For Primary Trips – An arbitrary distribution of 40% to the A121 Winston Churchill Way, 40% to the A121 Monarchs Way, 15% to the B176 High Street and 5% to Swanfield Road has been used to distribute these trips.
- For Diverted Trips – Traffic has been taken equally from A121 Winston Churchill Way to the A121 Monarchs Way movements and from A121 Monarchs Way to A121 Winston Churchill Way movements.
- For Transferred Trips – All trips have been assumed to nominally be passing by the proposal site southbound on Sturlas Way towards Wickes and transfer into the proposal site.
- For Externally Linked Trips – All trips have been assumed to be travelling from the A121 Monarchs Way and change to travel to visit the proposal site.

4.2.22 Traffic flow diagrams showing the trip attraction of the existing Homebase are provided at Appendix 6.

4.3 Proposed Development Trip Attraction

Proposed Homebase Unit with Garden Centre

- 4.3.1 For consistency, the proposed Homebase has been assessed using the same parameters as were used to assess the existing Homebase; those in paragraph 4.2.1.
- 4.3.2 The trip rates and trip attraction of the proposed Homebase store have again been calculated by multiplying the GIA of the proposed Homebase unit plus the proposed garden centre area, divided by 100 ($2697 + 768 = 3465$, $3465 \div 100 = 34.65$).
- 4.3.3 The resultant trip rates and trip attraction are shown in Table 4.4 below.

Table 4.4 – Proposed Homebase Trip Attraction

Peak	Trip Rates			Trip Numbers		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	0.850	0.511	1.361	32	19	51
PM	1.433	1.590	3.023	54	60	114
Sat	3.087	3.199	6.286	116	121	237

- 4.3.4 Full TRICS outputs are provided at Appendix 5.

Proposed Aldi Discount Foodstore Unit

- 4.3.5 The TRICS database (Version 7.8.1) has been used to calculate the trip attraction of the proposed discount foodstore based on the following parameters:
- Category '01 – RETAIL' and Subcategory 'C – DISCOUNT FOOD STORES'.
 - Surveys in England, excluding Greater London.
 - Surveys from 2000 onwards.
 - Surveys in 'Edge of Town Centre' and 'Suburban Area' locations.
- 4.3.6 As the trip rates are given per 100 sq.m, the trip attraction has been calculated by multiplying the trip rates by the GIA of the proposed discount foodstore unit ($1756 \div 100 = 17.56$).
- 4.3.7 The resultant trip rates and trip attraction are shown in Table 4.5 below.

Table 4.5 – Proposed Discount Foodstore Trip Attraction

Peak	Trip Rates			Trip Numbers		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	2.113	1.425	3.538	37	25	62
PM	3.767	4.238	8.005	66	74	141
Sat	5.750	6.031	11.781	101	106	207

- 4.3.8 Full TRICS outputs are provided at Appendix 5.

4.4 Proposed Development Trip Types

4.4.1 As mentioned in paragraph 4.2.7, traffic to the site is likely to comprise a variety of trip types. It is also likely that the different uses on the site will experience different rates of different trip types, due to the nature of the goods they trade.

Proposed Homebase Unit

4.4.2 For consistency, the proposed Homebase unit has been assessed based on the same trip type percentages described in Table 4.2.

Proposed Discount Foodstore Unit

4.4.3 For the proposed discount foodstore, the trip types used in the assessed are summarised in Table 4.6 below.

Table 4.6 – Discount Foodstore Trip Types

Trip Type	Percentage
Pass-By	0%
Diverted	30%
Transferred (from nearby Tesco Express / Sainsburys / Town Centre)	10%
Internally Linked (with Homebase)	15%
Externally Linked (with Sainsbury's / Town Centre)	15%
Primary	30%

4.4.4 As with Homebase, the above trip type percentages are therefore either within or below the rates observed in the TRICS 14/1 report.

4.4.5 In reality the vast majority of trips to the proposed foodstore are likely to be sourced from trips to existing foodstores, with the levels of transferred trips increasing substantially beyond the immediate study area.

4.4.6 It is likely that the traffic effect of the proposals become negligible beyond the Sturlas Way roundabout, and as such, the above trip type assumptions apply specifically to the traffic assessment study area specified within this report.

4.4.7 The breakdown of trips for both uses on the site are provided in Table 4.7.

Table 4.7 – Proposed Development Trip Type Breakdown

<i>Proposed Homebase</i>				<i>Proposed Discount Foodstore</i>			
Peak	Diverted Trips			Peak	Diverted Trips		
	Arrivals	Departures	Totals		Arrivals	Departures	Totals
AM	10	6	15	AM	11	8	19
PM	16	18	34	PM	20	22	42
Sat	35	36	71	Sat	30	32	62
Peak	Transferred Trips			Peak	Transferred Trips		
	Arrivals	Departures	Totals		Arrivals	Departures	Totals
AM	3	2	5	AM	4	3	6
PM	5	6	11	PM	7	7	14
Sat	12	12	24	Sat	10	11	21
Peak	Externally Linked Trips			Peak	Internally Linked Trips		
	Arrivals	Departures	Totals		Arrivals	Departures	Totals
AM	3	2	5	AM	6	4	9
PM	5	6	11	PM	10	11	21
Sat	12	12	24	Sat	15	16	31
Peak	Primary Trips			Peak	Externally Linked Trips		
	Arrivals	Departures	Totals		Arrivals	Departures	Totals
AM	16	10	26	AM	6	4	9
PM	27	30	57	PM	10	11	21
Sat	58	60	118	Sat	15	16	31
Peak	Primary Trips			Peak	Primary Trips		
	Arrivals	Departures	Totals		Arrivals	Departures	Totals
AM	11	8	19	AM	11	8	19
PM	20	22	42	PM	20	22	42
Sat	30	32	62	Sat	30	32	62

4.4.8 Traffic flow diagrams showing the trip attraction of the proposed Aldi and Homebase Unit at Appendix 7.

4.5 Net Development Effect

4.5.1 Table 4.8 below shows the net change in traffic between the existing Homebase and proposed Homebase and Aldi on the Site Access junction and the Sturlas Way, as the proposed trip attraction minus the existing trip attraction.

Table 4.8 – Existing Trips vs. Proposed Trips

Junction	AM	PM	Sat
1. Sturlas Way Roundabout	16	42	32
2. Site Access Junction	26	61	53

4.5.2 Traffic flow diagrams showing the net change in traffic are provided at Appendix 8.

4.5.3 The change in traffic due to the proposals is therefore minor, and is unlikely to materially affect traffic conditions local the proposal site. This report therefore provides no further analysis of the traffic effect of the proposed development.

4.6 Section Conclusions

- 4.6.1 The potential increase to traffic due to the proposed extension has been calculated based on data from the TRICS database.
- 4.6.2 The assessment shows that the potential increase to traffic will be minor.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

5.1.1 The assessment in Section 4.0 identifies that the net change in traffic between the existing uses on the site and the proposals is minor. Junction capacity analysis has therefore not been conducted.

5.2 Existing Collision Analysis

5.2.1 Collision data has been obtained from crashmap.com for the site access and the Sturlas Way Roundabout for the 5 year period of 2015 - 2019. A plan showing the details and location of the recorded personal injury collisions over this period is shown at Figure 5.1 below.

Figure 5.1 – Accident Study Area

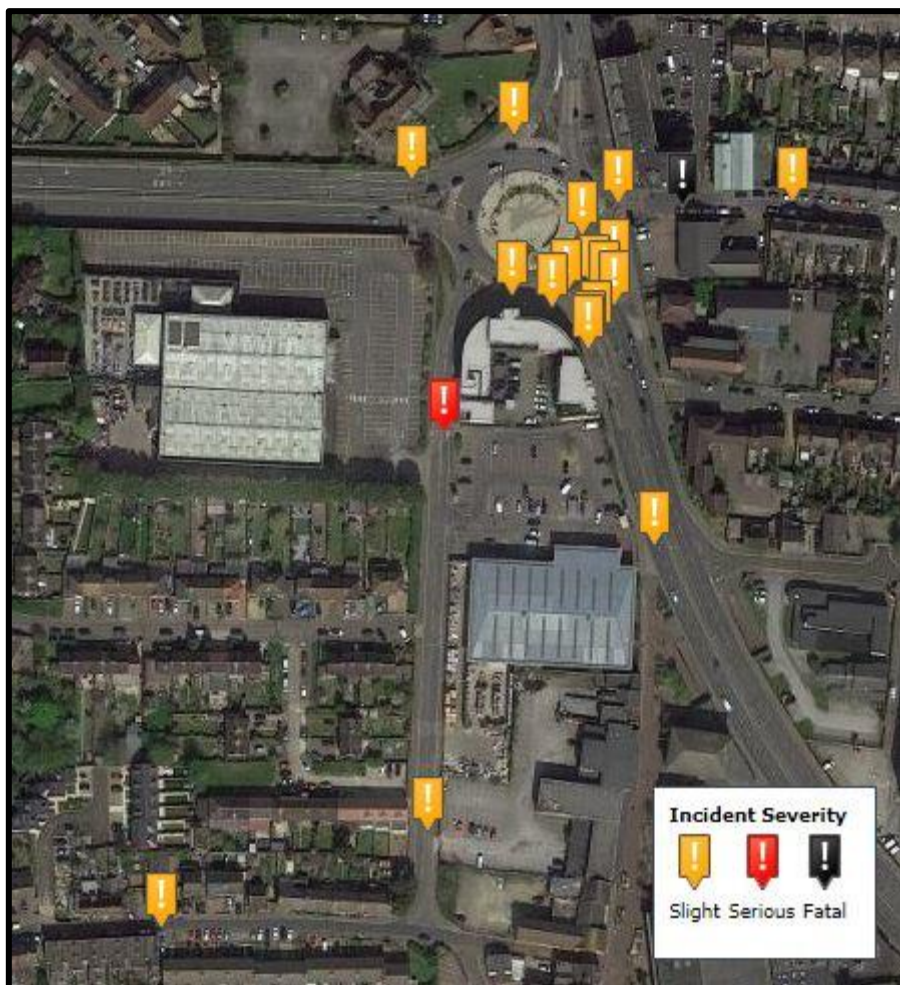


Image Source: crashmap.com

-
- 5.2.2 The accident plan appears to show that the only potential cluster of collisions is on the A121 Monarch's Way arm of the Sturlas Way roundabout, of which all were classified as 'Slight'. Considering that, in the traffic assessment of the proposals detailed in section 4.0 of this report, the proposals result in a maximum of four additional vehicles per hour on the A121 Monarch's Way arm of the Sturlas Road roundabout compared to the existing use on the proposal site, it is unlikely that the proposals will worsen any potentially existing pattern of collisions or road layout issue.
- 5.2.3 Considering the negligible traffic effect of the proposed development beyond this Sturlas Way roundabout, it is unlikely that the proposals will have a material effect on overall local road safety.

5.3 Section Conclusions

- 5.3.1 As the traffic effect of the proposed development is negligible, junction capacity testing has not been conducted.
- 5.3.2 Similarly, the proposals are unlikely to materially affect local road safety.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to their proposed discount foodstore and non-food retail unit on the site of the existing Homebase DIY superstore on Sturlas Way in the town of Waltham Cross, Hertfordshire.

6.1.2 The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- It has been demonstrated that the service arrangements will be able to accommodate delivery traffic.
- The proposed car park will operate within capacity under peak demand.
- The proposed development accords local electric vehicle charging point standards and broadly accords with local cycle parking standards.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects on the study area will be minor.
- The traffic effect of the development is not likely to materially worsen any potential occurrence or pattern of collisions on the local highway network.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDICES

Appendix 1

Harris Partnership Drawing '2924-COR-111D' Proposed Site Layout

WINSTON CHURCHILL WAY A121



SUBJECT TO SITE SURVEY, CONFIRMATION OF LEGAL BOUNDARIES, SITE CONSTRAINTS & HIGHWAYS

THE HARRIS GROUP LTD DOES NOT ACCEPT LIABILITY FOR ANY DEVIATION FROM OUR DRAWINGS OR SPECIFICATION

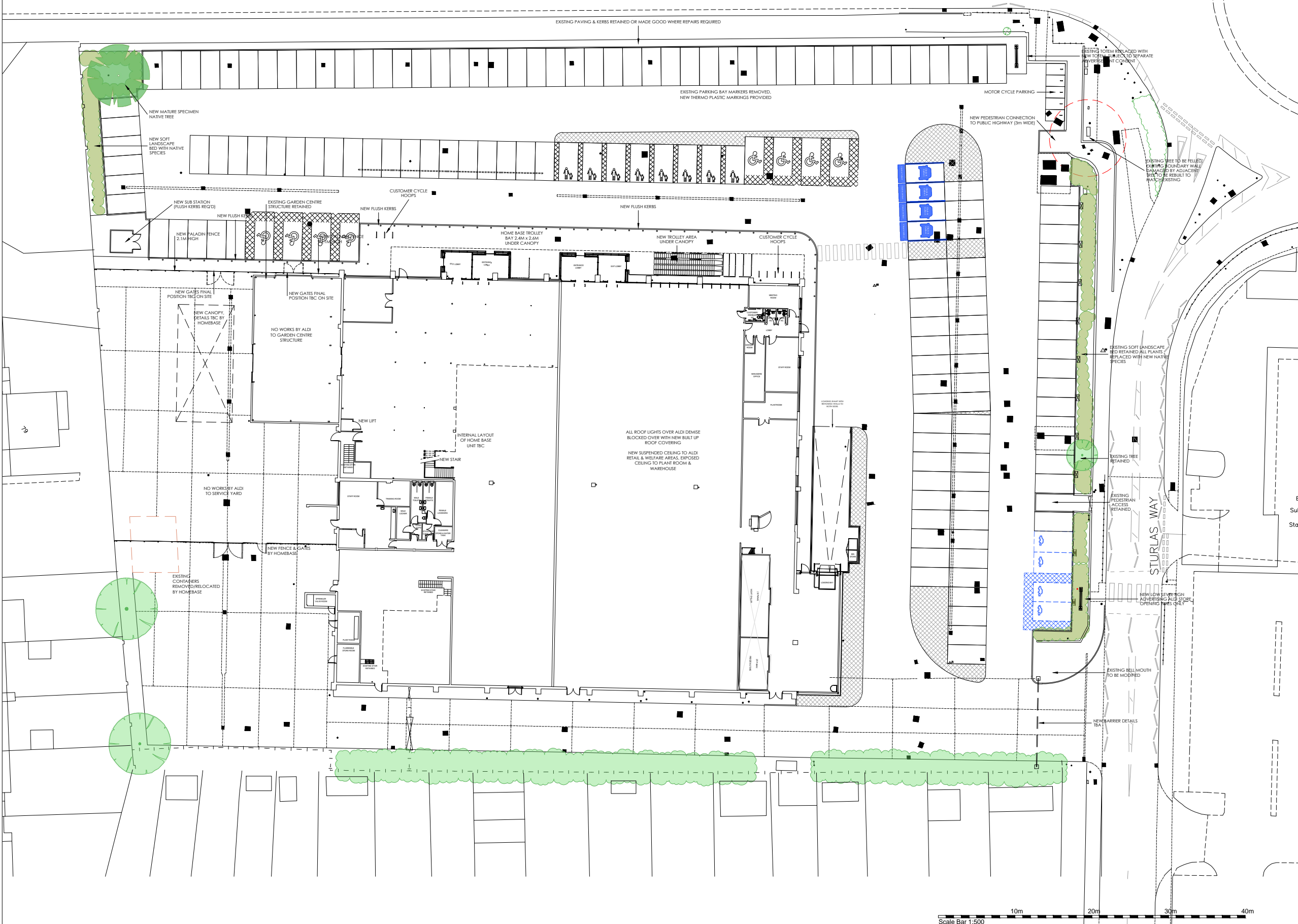
EXTERNALS:
SITE AREA (RED LINE) 12,159 SQ.M; 3.005 ACRES; 1.217 HECTARES

157 SHARED CUSTOMER SPACES INC 8 DDA, 8 PC & 4 C+C; 4 ACTIVE EVCP & 16 PASSIVE EVCP; 5 MOTOR CYCLE SPACES; 18 CYCLE SPACES

EXISTING 3,520 SQ.M (GEA)
PROPOSED 3,596 SQ.M (GEA)
PARKING BAYS 2.5M X 5.0M
PARKING AISLES VARIES MIN 6M

ALDI FOOD STORE:
PROPOSED 1,756 SQ.M (GIA)
RETAIL AREA 1,262 SQ.M (GIA)
WAREHOUSE 337 SQ.M (GIA)
WELFARE 120 SQ.M (GIA)
EXTERNAL LOBBY 29 SQ.M (GIA)
INTERNAL WALLS 8 SQ.M (GIA)
RETAIL AREA 23.9M X 52.7M
WAREHOUSE 7M

HOME BASE:
PROPOSED 2,371 SQ.M (GIA)
GROUND INC GARDEN CENTRE STRUCTURE 1,706 SQ.M (GIA)
EXTERNAL LOBBY 29 SQ.M (GIA)
MEZZ 636 SQ.M (GIA)



Rev	Date	Description	Rev By	Chk'd By
D	15.04.21	NUMBER OF CYCLES SPACES INCREASED	JPG	---
C	01.04.21	EMPLOYEE SHOWER RMS ADDED	JPG	---
B	19.03.21	EXTENDED TOPQ ADDED	JPG	---
A	26.02.21	LAYOUT UPDATED TO AFL DRAWINGS & TO INCLUDE MEASURES IN RESPONSE TO HIGHWAY AUTHORITY COMMENTS	JPG	---



Project Title	PROPOSED ALDI FOOD STORE AND HOMEBASE UNIT EXISTING HOME BASE UNIT STURLAS WAY WATHAM CROSS EN8 7BF		
Client	ALDI STORES LIMITED - CORPORATE		
Status	PLANNING		
Scale	1:500	Drawing Size	A3
Date	14.09.20	Drawn By	JPG
		Checked	---
Drawing Title	PROPOSED SITE PLAN		
Job-Dwg No	2924-COR-111	Rev	D

- 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 21157
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215



Appendix 2

Bus Timetables

242		Mondays to Fridays																	
		SD							NSD							SD		NSD	
Dame Alice Owen's School		--	--	--	--	--	--	--	--	--	--	--	--	--	--	1550	--	--	
Potters Bar Station		--	--	--	0836	--	--	--	--	--	--	--	--	--	--	1600	1602	--	
Potters Bar Bus Garage		0642	0742	0746	0842	--	--	--	--	--	--	--	--	--	--	1609	1609	--	
Northaw Two Brewers		0647	0747	0751	0847	--	--	--	--	--	--	--	--	--	--	1614	1614	--	
Cuffley Station		0652	0752	0756	0852	0922	--	1052	--	--	1252	--	--	--	--	1619	1619	--	
Goff's Oak War Memorial		0655	0755	0759	0855	0925	--	1055	--	--	1255	--	--	--	--	1622	1622	--	
Cheshunt Goffs School		↓	0800	↓	↓	↓	--	↓	--	--	↓	--	--	--	↓	↓	--		
Rosedale Estate Hornbeam Way		0659	0803	0803	0859	0929	--	1059	--	--	1259	--	--	--	--	1626	1626	--	
Cheshunt Brookfield Centre		↓	0814	0814	0909	0939	1009	1109	1139	1239	1309	1339	1409	1439	1537	1642	1642	1742	
Whitefields Road Mayo Close		↓	↓	↓	0912	0942	1012	1112	1142	1242	1312	1342	1412	1442	1540	1645	1645	↓	
Flamstead End The Freemasons		0704	0819	0819	0914	0944	1014	1114	1144	1244	1314	1344	1414	1444	1542	1647	1647	1747	
Cheshunt Old Pond		0709	0825	0825	0920	0950	1020	1120	1150	1250	1320	1350	1420	1450	1550	1655	1655	1755	
Waltham Cross Bus Station		0715	0835	0835	0930	1000	1030	1130	1200	1300	1330	1400	1430	1500	1600	1705	1705	1805	
242		Saturdays																	
Potters Bar Bus Garage		0732	--	--	0942	--	--	--	--	--	--	--	--	--	--	--	--	--	
Northaw Two Brewers		0737	--	--	0947	--	--	--	--	--	--	--	--	--	--	--	--	--	
Cuffley Station		0742	--	--	0952	--	1122	--	1252	--	--	1452	--	--	--	--	--	--	
Goff's Oak War Memorial		0745	--	--	0955	--	1125	--	1255	--	--	1455	--	--	--	--	--	--	
Rosedale Estate Hornbeam Way		0749	--	--	0959	--	1129	--	1259	--	--	1459	--	--	--	--	--	--	
Cheshunt Brookfield Centre		0759	0849	0939	1009	1039	1139	1239	1309	1339	1439	1509	1539	1644	1746				
Whitefields Road Mayo Close		↓	↓	0942	1012	1042	1142	1242	1312	1342	1442	1512	1542	↓	↓				
Flamstead End The Freemasons		0804	0854	0944	1014	1044	1144	1244	1314	1344	1444	1514	1544	1649	1751				
Cheshunt Old Pond		0810	0900	0950	1020	1050	1150	1250	1320	1350	1450	1520	1550	1655	1757				
Waltham Cross Bus Station		0820	0910	1000	1030	1100	1200	1300	1330	1400	1500	1530	1600	1705	1807				
242		Sundays and Public Holidays (except Christmas Day and Boxing Day)																	
Welwyn Garden City Bus Station		--	0915	1115	1315	1515	1715												
Bessemer Road Business Parks		--	0918	1118	1318	1518	1718												
Panshanger Hems Way/Windhill		--	0920	1120	1320	1520	1720												
Panshanger Moors Walk/Watchlytes		--	0922	1122	1322	1522	1722												
Panshanger Moors Walk/Elizabeth House		--	0924	1124	1324	1524	1724												
Welwyn Garden City Cole Green Lane		--	0928	1128	1328	1528	1728												
Queen Elizabeth II Hospital		--	0931	1131	1331	1531	1731												
Hatfield Station		--	0937	1137	1337	1537	1737												
Hatfield Town Centre Gracemead House		--	0939	1139	1339	1539	1739												
Hatfield The Galleria		--	0942	1142	1342	1542	1742												
Hatfield Town Centre Woods Avenue		--	0945	1145	1345	1545	1745												
Oxlease Travellers Lane/Oxlease Drive		--	0947	1147	1347	1547	1747												
South Hatfield Travellers Lane/Millwards		--	0949	1149	1349	1549	1749												
Welham Green Station		--	0952	1152	1352	1552	1752												
Welham Green Dellsome Lane		--	0953	1153	1353	1553	1753												
Brookmans Park Bradmore Green		--	0956	1156	1356	1556	1756												
Swanley Bar Hawkshead Rd./Swanley Cres.		--	0959	1159	1359	1559	1759												
Potters Bar Station		0814	1004	1204	1404	1604	1804												
Potters Bar Bus Garage		0819	1009	1209	1409	1609	1809												
Northaw Two Brewers		0824	1014	1214	1414	1614	1814												
Cuffley Station		0829	1019	1219	1419	1619	1819												
Goff's Oak War Memorial		0832	1022	1222	1422	1622	1822												
Rosedale Rosedale Way/Fourfields		0836	1026	1226	1426	1626	1826												
Cheshunt Brookfield Centre		↓	1035	1235	1435	1635	↓												
Flamstead End The Freemasons		0839	1039	1239	1439	1639	1829												
Cheshunt Old Pond		0844	1044	1244	1444	1644	1834												
Waltham Cross Bus Station		0850	1050	1250	1450	1650	1840												
Notes:		SD - Operates on school days only							NSD - Operates during school holidays only										
Sunday service operated by Uno for Hertfordshire County Council.																			

242	Mondays to Fridays																	
	NSD		SD		NSD		SD		SD		NSD		SD		NSD			
Waltham Cross Bus Station	0720	0720	0840	0935	1005	1035	1135	1205	1305	1335	1405	1435	1435	1505	1605	1605	1710	1810
Cheshunt Old Pond	0726	0726	0848	0943	1013	1043	1143	1213	1313	1343	1413	1443	1443	1513	1615	1615	1720	1820
Flamstead End The Freemasons	0731	0731	0854	0949	1019	1049	1149	1219	1319	1349	1419	1449	1449	1519	1621	1621	1726	1826
Whitefields Road Mayo Close	↓	↓	↓	0951	1021	1051	1151	1221	1321	1351	1421	1451	1451	1521	1623	1623	↓	↓
Cheshunt Brookfield Centre	↓	↓	0859	0954	1024	1054	1154	1224	1324	1354	1424	1454	1454	1524	1626	1626	1731	1831
Rosedale Estate Hornbeam Way	0737	0737	0906	--	1032	--	--	1232	--	--	--	1502	1502	--	1634	1634	--	1838
Cheshunt Goffs School	↓	↓	↓	--	↓	--	--	↓	--	--	--	↓	1508	--	↓	↓	--	↓
Goff's Oak War Memorial	0743	0743	0911	--	1037	--	--	1237	--	--	--	1507	1511	--	1639	1639	--	1842
Cuffley Station	0750	0750	0914	--	1040	--	--	1240	--	--	--	1510	1514	--	1643	1644	--	1845
Northaw Two Brewers	0755	0755	--	--	--	--	--	--	--	--	--	1516	1520	--	1650	1650	--	1850
Potters Bar Bus Garage	0800	0805	--	--	--	--	--	--	--	--	--	1521	1525	--	1655	1655	--	1855
Dame Alice Owen's School	↓	0820	--	--	--	--	--	--	--	--	--	↓	1535	--	--	--	--	--
Potters Bar Station	0807	--	--	--	--	--	--	--	--	--	--	1527	--	--	--	--	--	--
242	Saturdays																	
Waltham Cross Bus Station	0825	0915	1005	1035	1105	1205	1305	1335	1405	1505	1535	1605	1710	1812				
Cheshunt Old Pond	0833	0923	1013	1043	1113	1213	1313	1343	1413	1513	1543	1613	1718	1820				
Flamstead End The Freemasons	0839	0929	1019	1049	1119	1219	1319	1349	1419	1519	1549	1619	1724	1826				
Whitefields Road Mayo Close	↓	0931	1021	1051	1121	1221	1321	1351	1421	1521	1551	1621	↓	↓				
Cheshunt Brookfield Centre	0844	0934	1024	1054	1124	1224	1324	1354	1424	1524	1554	1624	1729	1831				
Rosedale Estate Hornbeam Way	--	--	--	1102	--	1232	--	--	1432	--	1602	--	--	1838				
Goff's Oak War Memorial	--	--	--	1107	--	1237	--	--	1437	--	1607	--	--	1842				
Cuffley Station	--	--	--	1110	--	1240	--	--	1440	--	1610	--	--	1845				
Northaw Two Brewers	--	--	--	--	--	--	--	--	--	--	1616	--	--	1850				
Potters Bar Bus Garage	--	--	--	--	--	--	--	--	--	--	1621	--	--	1855				
242	Sundays and Public Holidays (except Christmas Day and Boxing Day)																	
Waltham Cross Bus Station	0908	1058	1258	1458	1658	1858												
Cheshunt Old Pond	0914	1104	1304	1504	1704	1904												
Flamstead End The Freemasons	0919	1109	1309	1509	1709	1909												
Cheshunt Brookfield Centre	↓	1113	1313	1513	↓	↓												
Rosedale Rosedale Way/Fourfields	0922	1122	1322	1522	1712	1912												
Goff's Oak War Memorial	0926	1126	1326	1526	1716	1916												
Cuffley Station	0929	1129	1329	1529	1719	1919												
Northaw Two Brewers	0934	1134	1334	1534	1724	1924												
Potters Bar Bus Garage	0939	1139	1339	1539	1729	1927												
Potters Bar Station	0944	1144	1344	1544	1734	1932												
Swanley Bar Hawkshead Rd./Swanley Cres.	0949	1149	1349	1549	1739	--												
Brookmans Park Bradmore Green	0952	1152	1352	1552	1742	--												
Welham Green Dixons Hill Road	0955	1155	1355	1555	1745	--												
Welham Green Station	0956	1156	1356	1556	1746	--												
South Hatfield Travellers Lane/Millwards	0959	1159	1359	1559	1749	--												
Oxlease Travellers Lane/Oxlease Drive	1001	1201	1401	1601	1751	--												
Hatfield Town Centre Gracemead House	1003	1203	1403	1603	1753	--												
Hatfield The Galleria	1006	1206	1406	1606	1756	--												
Hatfield Town Centre Queensway	1009	1209	1409	1609	1759	--												
Hatfield Station	1011	1211	1411	1611	1801	--												
Queen Elizabeth II Hospital	1017	1217	1417	1617	1807	--												
Welwyn Garden City Cole Green Lane	1020	1220	1420	1620	1810	--												
Panshanger Moors Walk/Elizabeth Hse	1024	1224	1424	1624	1814	--												
Panshanger Moors Walk/Watchlytes	1026	1226	1426	1626	1816	--												
Panshanger Hems Way/Windhill	1028	1228	1428	1628	1818	--												
Bessemer Road Business Parks	1030	1230	1430	1630	1820	--												
Welwyn Garden City Bus Station	1033	1233	1433	1633	1823	--												
Notes:	SD - Operates on school days only						NSD - Operates during school holidays only											
Sunday service operated by Uno for Hertfordshire County Council.																		

251 Hammond Street to Upshire via Cheshunt, Waltham Cross and Waltham Abbey

Monday to Friday

Upshire Princefield Road	0550	0610	0630	0650	0710	0730	0750	0810	0830	0850	0920	0950	1020	1050	1120	1150	1220
Waltham Abbey Leverton Way	0600	0620	0640	0700	0720	0740	0800	0820	0840	0900	0930	1000	1030	1100	1130	1200	1230
Waltham Cross Bus Station sto	0604	0624	0644	0704	0724	0744	0804	0824	0844	0904	0934	1004	1034	1104	1134	1204	1234
Waltham Cross Bus Station sto	0606	0626	0646	0706	0726	0746	0806	0826	0846	0906	0936	1006	1036	1106	1136	1206	1236
Cheshunt Old Pond	0613	0633	0653	0713	0733	0753	0813	0833	0853	0913	0943	1013	1043	1113	1143	1213	1243
Flamstead End Jolly Bricklaye	0619	0639	0659	0719	0739	0759	0819	0839	0859	0919	0949	1019	1049	1119	1149	1219	1249
Hammond St Smiths Lane	0625	0645	0705	0725	0745	0805	0825	0845	0905	0925	0955	1025	1055	1125	1155	1225	1255
Upshire Princefield Road	1250	1320	1350	1420	1450	1520	1550	1610	1630	1650	1710	1730	1750	1820	1850		
Waltham Abbey Leverton Way	1300	1330	1400	1430	1500	1530	1600	1620	1640	1700	1720	1740	1800	1830	1900		
Waltham Cross Bus Station sto	1304	1334	1404	1434	1504	1534	1604	1624	1644	1704	1724	1744	1804	1834	1904		
Waltham Cross Bus Station sto	1306	1336	1406	1436	1506	1536	1606	1626	1646	1706	1726	1746	1806	1836	1906		
Cheshunt Old Pond	1313	1343	1413	1443	1513	1543	1613	1633	1653	1713	1733	1753	1813	1843	1913		
Flamstead End Jolly Bricklaye	1319	1349	1419	1449	1519	1549	1619	1639	1659	1719	1739	1759	1819	1849	1919		
Hammond St Smiths Lane	1325	1355	1425	1455	1525	1555	1625	1645	1705	1725	1745	1805	1825	1855	1925		
Hammond St Smiths Lane	0612	0632	0652	0712	0732	0752	0812	0832	0852	0912	0930	1000	1030	1100	1130	1200	1230
FlamsteadEnd Jolly Bricklayer	0618	0638	0658	0718	0738	0758	0818	0838	0858	0918	0936	1006	1036	1106	1136	1206	1236
Cheshunt Old Pond	0624	0644	0704	0724	0744	0804	0824	0844	0904	0924	0942	1012	1042	1112	1142	1212	1242
Waltham Cross Bus Stn stop C	0630	0650	0710	0730	0750	0810	0830	0850	0910	0930	0948	1018	1048	1118	1148	1218	1248
Waltham Cross Bus Stn stop C	0632	0652	0712	0732	0752	0812	0832	0852	0912	0932	0950	1020	1050	1120	1150	1220	1250
Waltham Abbey Quaker Lane	0639	0659	0719	0739	0759	0819	0839	0859	0919	0939	0957	1027	1057	1127	1157	1227	1257
Upshire Princefield Road	0650	0710	0730	0750	0810	0830	0850	0910	0930	0950	1008	1038	1108	1138	1208	1238	1308
Hammond St Smiths Lane	1300	1330	1400	1430	1501	1532	1552	1612	1632	1652	1712	1732	1752	1812	1830	1900	
FlamsteadEnd Jolly Bricklayer	1306	1336	1406	1436	1507	1538	1558	1618	1638	1658	1718	1738	1758	1818	1836	1906	
Cheshunt Old Pond	1312	1342	1412	1442	1513	1544	1604	1624	1644	1704	1724	1744	1804	1824	1842	1912	
Waltham Cross Bus Stn stop C	1318	1348	1418	1448	1519	1550	1610	1630	1650	1710	1730	1750	1810	1830	1848	1918	
Waltham Cross Bus Stn stop C	1320	1350	1420	1450	1521	1552	1612	1632	1652	1712	1732	1752	1812	1832	1850	1920	
Waltham Abbey Quaker Lane	1327	1357	1427	1457	1528	1559	1619	1639	1659	1719	1739	1759	1819	1839	1857	1927	
Upshire Princefield Road	1338	1408	1438	1508	1539	1610	1630	1650	1710	1730	1750	1810	1830	1850	1908	1938	

SATURDAY

Commencing: 5th April 2020

Service Number: 251

Service Description: Upshire - Hammond St

Route Number	251	251	251	251	251	251	251	251	251	251	251	251	251
Upshire, Princefield Road	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
Waltham Abbey, Leverton Way	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Waltham Cross Bus Station	0704	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904
Waltham Cross Bus Station	0706	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806	1906
Cheshunt, Old Pond	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	1913
Flamstead Dnd, Jolly Bricklaye	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919
Hammond St, Smiths Lane	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925

SATURDAY

Commencing: 5th April 2020

Service Number: 251

Service Description: Upshire - Hammond St

Route Number	251	251	251	251	251	251	251	251	251	251	251	251	251
Hammond St, Smiths Lane	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
FlamsteadDnd, Jolly Bricklayer	0656	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856
Cheshunt, Old Pond	0702	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802	1902
Waltham Cross Bus Stn stop C	0708	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908
Waltham Cross Bus Stn stop C	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910
Waltham Abbey, Quaker Lane	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917
Upshire, Princefield Road	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928

From 09 September to 09 December

Monday-Sunday - towards Hertford Bus Station

	310 ¹
Waltham Cross Bus Station	1845
Waltham Cross The Vine PH	1847
Theobalds Grove Railway Station	1848
Theobalds Grove The Roman Urn PH	1849
Cheshunt Old Pond	1851
Cheshunt Police Station	1851
Cheshunt The Old English Gentleman PH	1852
Cheshunt Cadmore Lane	1853
Cheshunt Mill Lane	1854
Turnford Mayfield School	1855
Turnford Thomas Rochford Way	1857
Turnford Bulls Head PH	1858
Turnford Hertford Regional College	1859
Wormley The Queens Head PH	1901
Wormley Old Star PH	1901
Broxbourne New River Garage	1902
Broxbourne Bell Lane	1903
Broxbourne Grenville Avenue	1904
Broxbourne Station Road	1905
Spitalbrook St David's Drive	1906
Hoddesdon Lowewood Museum	1907
Hoddesdon Brocket Road	1907
Hoddesdon Sainsbury's	1909
Hoddesdon Clock Tower	1910
Hoddesdon Middlefield Road	1910
Hoddesdon Briscoe Road	1911
Hoddesdon The Drive	1912
Hoddesdon Bridle Way	1913
Hoddesdon Bridle Close	1913
Hoddesdon Cranbourne School	1914
Hoddesdon Field Way	1915
Hoddesdon St Margaret's Road	1916
St Margarets St Mary's Church	1918
St Margarets Hillside Lane	1918
Great Amwell Amwell Roundabout	1920
Great Amwell Van Hage Garden Centre	1921
Great Amwell Lower Road	1922
Ware Gilpin Mews	1924
Ware Hertford Regional College	1925
Chadwell Pumping Station	1926
Chadwell Springs	1927
Chadwell Viaduct	1928
Hertford Kings Road	1929
Hertford Fairfax Road	1930
Hertford Raynham Street	1931
Hertford Caxton Hill	1931
Hertford Bus Station	1934

¹ Only During Bank Holidays

Monday-Sunday - towards Waltham Cross Bus Station

	310 ¹
Hertford Bus Station	1745
Hertford Tesco	1746
Hertford Raynham Street	1747
Hertford Fairfax Road	1748
Hertford Kings Road	1750
Chadwell Viaduct	1751
Chadwell Springs	1752
Chadwell Pumping Station	1753
Ware Hertford Regional College	1755

	310 ¹
Ware Gilpin Road	1756
Great Amwell Lower Road	1757
Great Amwell Van Hage Garden Centre	1758
Great Amwell Amwell Roundabout	1759
St Margarets Hillside Lane	1801
St Margarets St Mary's Church	1802
Hoddesdon St Margaret's Road	1803
Hoddesdon Field Way	1803
Hoddesdon Caxton Road	1804
Hoddesdon Cranbourne School	1804
Hoddesdon Bridle Close	1805
Hoddesdon Bridle Way	1806
Hoddesdon The Drive	1807
Hoddesdon Briscoe Road	1808
Hoddesdon Middlefield Road	1809
Hoddesdon Clock Tower	1811
Hoddesdon Sainsbury's	1811
Hoddesdon Priory Close	1813
Hoddesdon Lowewood Museum	1814
Spitalbrook St David's Drive	1815
Broxbourne Station Road	1816
Broxbourne Grenville Avenue	1817
Broxbourne Bell Lane	1817
Broxbourne New River Garage	1819
Wormley Old Star PH	1820
Wormley The Queens Head PH	1821
Turnford Hertford Regional College	1822
Turnford Bulls Head PH	1824
Turnford Thomas Rochford Way	1825
Turnford Mayfield School	1827
Cheshunt Mill Lane	1827
Cheshunt Cadmore Lane	1829
Cheshunt The Old English Gentleman PH	1830
Cheshunt Police Station	1832
Cheshunt Old Pond	1833
Cheshunt King Arthur Court	1833
Theobalds Grove The Roman Urn PH	1834
Theobalds Grove Railway Station	1836
Waltham Cross The Vine PH	1836
Waltham Cross Bus Station	1840

¹ Only During Bank Holidays

Monday-Saturday - towards Hertford Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Waltham Cross Bus Station	0615	0645	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	2030	2130
Waltham Cross The Vine PH	0617	0647	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	2032	2132
Theobalds Grove Railway Station	0618	0648	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	2033	2133
Theobalds Grove The Roman Urn PH	0620	0650	0720	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1819	2034	2134
Cheshunt Old Pond	0622	0652	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1821	2036	2136
Cheshunt Police Station	0623	0653	0723	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1821	2036	2136
Cheshunt The Old English Gentleman PH	0624	0654	0724	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1822	2037	2137
Cheshunt Cadmore Lane	0625	0655	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1823	2038	2138
Cheshunt Mill Lane	0626	0656	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726	1824	2039	2139
Turnford Mayfield School	0628	0658	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1825	2040	2140
Turnford Thomas Rochford Way	0629	0659	0729	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1827	2041	2141
Turnford Bulls Head PH	0631	0701	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731	1828	2042	2142
Turnford Hertford Regional College	0632	0702	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1829	2043	2143
Wormley The Queens Head PH	0634	0704	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1831	2045	2145
Wormley Old Star PH	0634	0704	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1831	2045	2145
Broxbourne New River Garage	0635	0705	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1832	2046	2146
Broxbourne Bell Lane	0636	0706	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1833	2047	2147
Broxbourne Grenville Avenue	0638	0708	0738	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1834	2048	2148
Broxbourne Station Road	0639	0709	0739	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1835	2049	2149
Spitalbrook St David's Drive	0640	0710	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1836	2050	2150
Hoddesdon Lowewood Museum	0641	0711	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1837	2051	2151
Hoddesdon Brocket Road	0641	0711	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1837	2051	2151
Hoddesdon Sainsbury's	0643	0713	0743	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1839	2053	2153
Hoddesdon Clock Tower	0644	0714	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1840	2054	2154

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Hoddesdon Middlefield Road	0645	0715	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1840	2054	2154	
Hoddesdon Briscoe Road	0646	0716	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1841	2055	2155	
Hoddesdon The Drive	0646	0716	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1842	2056	2156	
Hoddesdon Bridle Way	0648	0718	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1843	2057	2157	
Hoddesdon Bridle Close	0648	0718	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1843	2057	2157	
Hoddesdon Cranbourne School	0649	0719	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1844	2058	2158	
Hoddesdon Field Way	0650	0720	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1845	2100	2200	
Hoddesdon St Margaret's Road	0651	0721	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1846	2100	2200	
St Margarets St Mary's Church	0653	0723	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1848	2103	2203	
St Margarets Hillside Lane	0653	0723	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1848	2103	2203	
Great Amwell Amwell Roundabout	0655	0725	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1850	2105	2205	
Great Amwell Van Hage Garden Centre	0656	0726	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1851	2106	2206	
Great Amwell Lower Road	0658	0728	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1757	1852	2107	2207	
Ware Gilpin Mews	0700	0730	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1759	1854	2109	2209	
Ware Hertford Regional College	0701	0731	0801	0901	1001	1101	1201	1301	1401	1501	1601	1701	1800	1855	2110	2210	
Chadwell Pumping Station	0702	0732	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1801	1856	2111	2211	
Chadwell Springs	0703	0733	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1802	1857	2112	2212	
Chadwell Viaduct	0704	0734	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1803	1858	2112	2212	
Hertford Kings Road	0705	0735	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1804	1859	2113	2213	
Hertford Fairfax Road	0706	0736	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1805	1900	2114	2214	
Hertford Raynham Street	0707	0737	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1806	1901	2115	2215	
Hertford Caxton Hill	0707	0737	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1806	1901	2116	2216	
Hertford Bus Station	0710	0740	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1809	1904	2118	2218	

Monday-Saturday - towards Hertford Bus Station

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Waltham Cross Bus Station	2230
Waltham Cross The Vine PH	2232
Theobalds Grove Railway Station	2233
Theobalds Grove The Roman Urn PH	2234
Cheshunt Old Pond	2236
Cheshunt Police Station	2236
Cheshunt The Old English Gentleman PH	2237
Cheshunt Cadmore Lane	2238
Cheshunt Mill Lane	2239
Turnford Mayfield School	2240
Turnford Thomas Rochford Way	2241
Turnford Bulls Head PH	2242
Turnford Hertford Regional College	2243
Wormley The Queens Head PH	2245
Wormley Old Star PH	2245
Broxbourne New River Garage	2246
Broxbourne Bell Lane	2247
Broxbourne Grenville Avenue	2248
Broxbourne Station Road	2249
Spitalbrook St David's Drive	2250
Hoddesdon Lowewood Museum	2251
Hoddesdon Brocket Road	2251
Hoddesdon Sainsbury's	2253
Hoddesdon Clock Tower	2254
Hoddesdon Middlefield Road	2254
Hoddesdon Briscoe Road	2255
Hoddesdon The Drive	2256
Hoddesdon Bridle Way	2257
Hoddesdon Bridle Close	2257
Hoddesdon Cranbourne School	2258
Hoddesdon Field Way	2300
Hoddesdon St Margaret's Road	2300
St Margarets St Mary's Church	2303
St Margarets Hillside Lane	2303
Great Amwell Amwell Roundabout	2305
Great Amwell Van Hage Garden Centre	2306
Great Amwell Lower Road	2307
Ware Gilpin Mews	2309
Ware Hertford Regional College	2310
Chadwell Pumping Station	2311
Chadwell Springs	2312
Chadwell Viaduct	2312

	310
Hertford Kings Road	2313
Hertford Fairfax Road	2314
Hertford Raynham Street	2315
Hertford Caxton Hill	2316
Hertford Bus Station	2318

Monday-Saturday - towards Waltham Cross Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Ware Railway Station	0525	0555	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hertford Bus Station	--	--	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1935	2035	2135
Hertford Tesco	--	--	0716	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1936	2036	2136
Hertford Raynham Street	--	--	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1937	2037	2137
Hertford Fairfax Road	--	--	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1938	2038	2138
Hertford Kings Road	--	--	0720	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1940	2040	2140
Chadwell Viaduct	--	--	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1941	2041	2141
Chadwell Springs	--	--	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1942	2042	2142
Chadwell Pumping Station	--	--	0723	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1943	2043	2143
Ware Hertford Regional College	--	--	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1945	2045	2145
Ware Gilpin Road	0526	0556	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726	1946	2046	2146
Great Amwell Lower Road	0527	0557	0727	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1947	2047	2147
Great Amwell Van Hage Garden Centre	0528	0558	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1948	2048	2148
Great Amwell Amwell Roundabout	0529	0559	0729	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1949	2049	2149
St Margarets Hillside Lane	0531	0601	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731	1951	2051	2151
St Margarets St Mary's Church	0532	0602	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1952	2052	2152
Hoddesdon St Margaret's Road	0533	0603	0733	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1953	2053	2153
Hoddesdon Field Way	0533	0603	0733	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1953	2053	2153
Hoddesdon Caxton Road	0534	0604	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1954	2054	2154
Hoddesdon Cranbourne School	0534	0604	0734	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1954	2054	2154
Hoddesdon Bridle Close	0535	0605	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1955	2055	2155
Hoddesdon Bridge Way	0536	0606	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1956	2056	2156
Hoddesdon The Drive	0537	0607	0737	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1956	2056	2156
Hoddesdon Briscoe Road	0538	0608	0738	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738	1957	2057	2157
Hoddesdon Middlefield Road	0539	0609	0739	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1957	2057	2157
Hoddesdon Clock Tower	0541	0611	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1959	2059	2159
Hoddesdon Sainsbury's	0541	0611	0741	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1959	2059	2159
Hoddesdon Priory Close	0543	0613	0743	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	2001	2101	2201
Hoddesdon Lowewood Museum	0544	0614	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	2002	2102	2202
Spitalbrook St David's Drive	0545	0615	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	2003	2103	2203
Broxbourne Station Road	0546	0616	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	2004	2104	2204
Broxbourne Grenville Avenue	0547	0617	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	2004	2104	2204
Broxbourne Bell Lane	0547	0617	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	2005	2105	2205
Broxbourne New River Garage	0549	0619	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	2006	2106	2206
Wormley Old Star PH	0550	0620	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	2007	2107	2207
Wormley The Queens Head PH	0551	0621	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	2008	2108	2208
Turnford Hertford Regional College	0552	0622	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	2009	2109	2209
Turnford Bulls Head PH	0554	0624	0754	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754	2011	2111	2211
Turnford Thomas Rochford Way	0555	0625	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	2011	2111	2211
Turnford Mayfield School	0557	0627	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	2013	2113	2213
Cheshunt Mill Lane	0557	0627	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	2013	2113	2213
Cheshunt Cadmore Lane	0559	0629	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	2015	2115	2215
Cheshunt The Old English Gentleman PH	0600	0630	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	2016	2116	2216
Cheshunt Police Station	0602	0632	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802	2017	2117	2217
Cheshunt Old Pond	0603	0633	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	2018	2118	2218
Cheshunt King Arthur Court	0603	0633	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	2018	2118	2218
Theobalds Grove The Roman Urn PH	0604	0634	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	2019	2119	2219
Theobalds Grove Railway Station	0606	0636	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806	2020	2120	2220
Waltham Cross The Vine PH	0606	0636	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806	2021	2121	2221
Waltham Cross Bus Station	0610	0640	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	2024	2124	2224

Monday-Friday, Sunday - towards Hertford Bus Station

	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹
Waltham Cross Bus Station	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
Waltham Cross The Vine PH	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747
Theobalds Grove Railway Station	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Theobalds Grove The Roman Urn PH	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Cheshunt Old Pond	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752

	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹
Cheshunt Police Station	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753
Cheshunt The Old English Gentleman PH	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754
Cheshunt Cadmore Lane	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755
Cheshunt Mill Lane	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756
Turnford Mayfield School	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
Turnford Thomas Rochford Way	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759
Turnford Bulls Head PH	0901	1001	1101	1201	1301	1401	1501	1601	1701	1801
Turnford Hertford Regional College	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802
Wormley The Queens Head PH	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Wormley Old Star PH	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Broxbourne New River Garage	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
Broxbourne Bell Lane	0906	1006	1106	1206	1306	1406	1506	1606	1706	1806
Broxbourne Grenville Avenue	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808
Broxbourne Station Road	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809
Spitalbrook St David's Drive	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810
Hoddesdon Lowewood Museum	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811
Hoddesdon Brocket Road	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811
Hoddesdon Sainsbury's	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Hoddesdon Clock Tower	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814
Hoddesdon Middlefield Road	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
Hoddesdon Briscoe Road	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Hoddesdon The Drive	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Hoddesdon Bridle Way	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Hoddesdon Bridle Close	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Hoddesdon Cranbourne School	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819
Hoddesdon Field Way	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820
Hoddesdon St Margaret's Road	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821
St Margarets St Mary's Church	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
St Margarets Hillside Lane	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Great Amwell Amwell Roundabout	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825
Great Amwell Van Hage Garden Centre	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826
Great Amwell Lower Road	0928	1028	1128	1228	1328	1428	1528	1628	1728	1827
Ware Gilpin Mews	0930	1030	1130	1230	1330	1430	1530	1630	1730	1829
Ware Hertford Regional College	0931	1031	1131	1231	1331	1431	1531	1631	1731	1830
Chadwell Pumping Station	0932	1032	1132	1232	1332	1432	1532	1632	1732	1831
Chadwell Springs	0933	1033	1133	1233	1333	1433	1533	1633	1733	1832
Chadwell Viaduct	0934	1034	1134	1234	1334	1434	1534	1634	1734	1833
Hertford Kings Road	0935	1035	1135	1235	1335	1435	1535	1635	1735	1834
Hertford Fairfax Road	0936	1036	1136	1236	1336	1436	1536	1636	1736	1835
Hertford Raynham Street	0937	1037	1137	1237	1337	1437	1537	1637	1737	1836
Hertford Caxton Hill	0937	1037	1137	1237	1337	1437	1537	1637	1737	1836
Hertford Bus Station	0940	1040	1140	1240	1340	1440	1540	1640	1740	1839

¹ Only During Bank Holidays

Monday-Friday, Sunday - towards Waltham Cross Bus Station

	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	
Hertford Bus Station	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1845
Hertford Tesco	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1846
Hertford Raynham Street	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1847
Hertford Fairfax Road	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1848
Hertford Kings Road	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1850
Chadwell Viaduct	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1851
Chadwell Springs	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652	1852
Chadwell Pumping Station	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1853
Ware Hertford Regional College	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1855
Ware Gilpin Road	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1856
Great Amwell Lower Road	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1857
Great Amwell Van Hage Garden Centre	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1858
Great Amwell Amwell Roundabout	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1859
St Margarets Hillside Lane	0801	0901	1001	1101	1201	1301	1401	1501	1601	1701	1901
St Margarets St Mary's Church	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1902
Hoddesdon St Margaret's Road	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1903
Hoddesdon Field Way	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1903
Hoddesdon Caxton Road	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1904
Hoddesdon Cranbourne School	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1904
Hoddesdon Bridle Close	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1905
Hoddesdon Bridle Way	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1906
Hoddesdon The Drive	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1906

	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹	310 ¹
Hoddesdon Briscoe Road	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1907				
Hoddesdon Middlefield Road	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1907				
Hoddesdon Clock Tower	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1909				
Hoddesdon Sainsbury's	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1909				
Hoddesdon Priory Close	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1911				
Hoddesdon Lowewood Museum	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1912				
Spitalbrook St David's Drive	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1913				
Broxbourne Station Road	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1914				
Broxbourne Grenville Avenue	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1914				
Broxbourne Bell Lane	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1915				
Broxbourne New River Garage	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1916				
Wormley Old Star PH	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1917				
Wormley The Queens Head PH	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1918				
Turnford Hertford Regional College	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1919				
Turnford Bulls Head PH	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1921				
Turnford Thomas Rochford Way	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1921				
Turnford Mayfield School	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1923				
Cheshunt Mill Lane	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1923				
Cheshunt Cadmore Lane	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1925				
Cheshunt The Old English Gentleman PH	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1926				
Cheshunt Police Station	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1927				
Cheshunt Old Pond	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1928				
Cheshunt King Arthur Court	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1928				
Theobalds Grove The Roman Urn PH	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1929				
Theobalds Grove Railway Station	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1930				
Waltham Cross The Vine PH	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1931				
Waltham Cross Bus Station	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1934				

¹ Only During Bank Holidays

Monday-Friday - towards Hertford Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Waltham Cross Bus Station	0700	--	0730	0745	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330
Waltham Cross The Vine PH	0702	--	0732	0747	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332
Theobalds Grove Railway Station	0703	--	0733	0748	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333
Theobalds Grove The Roman Urn PH	0705	--	0735	0750	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
Cheshunt Old Pond	0707	--	0737	0752	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337
Cheshunt Police Station	0708	--	0738	0753	0808	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338
Cheshunt The Old English Gentleman PH	0709	--	0739	0754	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339
Cheshunt Cadmore Lane	0710	--	0740	0755	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340
Cheshunt Mill Lane	0711	--	0741	0756	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341
Turnford Mayfield School	0713	--	0743	0758	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343
Turnford Thomas Rochford Way	0714	--	0744	0759	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344
Turnford Bulls Head PH	0716	--	0746	0801	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346
Turnford Hertford Regional College	0717	--	0747	0802	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347
Wormley The Queens Head PH	0719	--	0749	0804	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349
Wormley Old Star PH	0719	--	0749	0804	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349
Broxbourne New River Garage	0720	--	0750	0805	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350
Broxbourne Bell Lane	0721	--	0751	0806	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351
Broxbourne Grenville Avenue	0723	--	0753	0808	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353
Broxbourne Station Road	0724	--	0754	0809	0824	0854	0924	0954	1024	1054	1124	1154	1224	1254	1324	1354
Spitalbrook St David's Drive	0725	--	0755	0810	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355
Hoddesdon Lowewood Museum	0726	--	0756	0811	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356
Hoddesdon Brocket Road	0726	--	0756	0811	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356
Hoddesdon Sainsbury's	0728	--	0758	0813	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358
Hoddesdon Clock Tower	0729	--	0759	0814	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359
Hoddesdon Middlefield Road	0730	--	0800	0815	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400
Hoddesdon Briscoe Road	0731	--	0801	0816	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401
Hoddesdon The Drive	0731	--	0801	0816	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401
Hoddesdon Bridle Way	0733	0703	0803	0818	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403
Hoddesdon Bridle Close	0733	0703	0803	0818	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403
Hoddesdon Cranbourne School	0734	0704	0804	0819	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404
Hoddesdon Field Way	0735	0705	0805	0820	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405
Hoddesdon St Margaret's Road	0736	0706	0806	0821	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406
St Margarets St Mary's Church	0738	0708	0808	0823	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408
St Margarets Hillside Lane	0738	0708	0808	0823	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408
Great Amwell Amwell Roundabout	0740	0710	0810	0825	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410
Great Amwell Van Hage Garden Centre	0741	0711	0811	0826	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411
Great Amwell Lower Road	0743	0713	0813	0828	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Ware Gilpin Mews	0745	0715	0815	0830	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	
Ware Hertford Regional College	0746	0716	0816	0831	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	
Chadwell Pumping Station	0747	0717	0817	0832	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	
Chadwell Springs	0748	0718	0818	0833	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	
Chadwell Viaduct	0749	0719	0819	0834	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	
Hertford Kings Road	0750	0720	0820	0835	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	
Hertford Fairfax Road	0751	0721	0821	0836	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	
Hertford Raynham Street	0752	0722	0822	0837	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	
Hertford Caxton Hill	0752	0722	0822	0837	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	
Hertford Bus Station	0755	0725	0825	0840	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	

Monday-Friday - towards Hertford Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310				
Waltham Cross Bus Station	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1915	1940				
Waltham Cross The Vine PH	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1917	1942				
Theobalds Grove Railway Station	1403	1433	1503	1533	1603	1633	1703	1733	1803	1833	1903	1918	1943				
Theobalds Grove The Roman Urn PH	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1904	1919	1944				
Cheshunt Old Pond	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1906	1921	1946				
Cheshunt Police Station	1408	1438	1508	1538	1608	1638	1708	1738	1808	1838	1906	1921	1946				
Cheshunt The Old English Gentleman PH	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839	1907	1922	1947				
Cheshunt Cadmore Lane	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840	1908	1923	1948				
Cheshunt Mill Lane	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841	1909	1924	1949				
Turnford Mayfield School	1413	1443	1513	1543	1613	1643	1713	1743	1813	1843	1910	1925	1950				
Turnford Thomas Rochford Way	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1912	1927	1951				
Turnford Bulls Head PH	1416	1446	1516	1546	1616	1646	1716	1746	1816	1846	1913	1928	1952				
Turnford Hertford Regional College	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1914	1929	1953				
Wormley The Queens Head PH	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849	1916	1931	1955				
Wormley Old Star PH	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849	1916	1931	1955				
Broxbourne New River Garage	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1917	1932	1956				
Broxbourne Bell Lane	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1918	1933	1957				
Broxbourne Grenville Avenue	1423	1453	1523	1553	1623	1653	1723	1753	1823	1853	1919	1934	1958				
Broxbourne Station Road	1424	1454	1524	1554	1624	1654	1724	1754	1824	1854	1920	1935	1959				
Spitalbrook St David's Drive	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1921	1936	2000				
Hoddesdon Lowewood Museum	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1922	1937	2001				
Hoddesdon Brocket Road	1426	1456	1526	1556	1626	1656	1726	1756	1826	1856	1922	1937	2001				
Hoddesdon Sainsbury's	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858	1924	1939	2003				
Hoddesdon Clock Tower	1429	1459	1529	1559	1629	1659	1729	1759	1829	1859	1925	1940	2004				
Hoddesdon Middlefield Road	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1925	1940	2004				
Hoddesdon Briscoe Road	1431	1501	1531	1601	1631	1701	1731	1801	1831	1901	1926	1941	2005				
Hoddesdon The Drive	1431	1501	1531	1601	1631	1701	1731	1801	1831	1901	1927	1942	2006				
Hoddesdon Bridle Way	1433	1503	1533	1603	1633	1703	1733	1803	1833	1903	1928	1943	2007				
Hoddesdon Bridle Close	1433	1503	1533	1603	1633	1703	1733	1803	1833	1903	1928	1943	2007				
Hoddesdon Cranbourne School	1434	1504	1534	1604	1634	1704	1734	1804	1834	1904	1929	1944	2008				
Hoddesdon Field Way	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1930	1946	2010				
Hoddesdon St Margaret's Road	1436	1506	1536	1606	1636	1706	1736	1806	1836	1906	1931	1946	2010				
St Margarets St Mary's Church	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908	1933	1949	2013				
St Margarets Hillside Lane	1438	1508	1538	1608	1638	1708	1738	1808	1838	1908	1933	1949	2013				
Great Amwell Amwell Roundabout	1440	1510	1540	1610	1640	1710	1740	1810	1840	1910	1935	1950	2015				
Great Amwell Van Hage Garden Centre	1441	1511	1541	1611	1641	1711	1741	1811	1841	1911	1936	1951	2016				
Great Amwell Lower Road	1443	1513	1543	1613	1643	1713	1743	1812	1842	1912	1937	1952	2017				
Ware Gilpin Mews	1445	1515	1545	1615	1645	1715	1745	1814	1844	1914	1939	1954	2019				
Ware Hertford Regional College	1446	1516	1546	1616	1646	1716	1746	1815	1845	1915	1940	1955	2020				
Chadwell Pumping Station	1447	1517	1547	1617	1647	1717	1747	1816	1846	1916	1941	1956	2021				
Chadwell Springs	1448	1518	1548	1618	1648	1718	1748	1817	1847	1917	1942	1957	2022				
Chadwell Viaduct	1449	1519	1549	1619	1649	1719	1749	1818	1848	1918	1943	1958	2022				
Hertford Kings Road	1450	1520	1550	1620	1650	1720	1750	1819	1849	1919	1944	1959	2023				
Hertford Fairfax Road	1451	1521	1551	1621	1651	1721	1751	1820	1850	1920	1945	2000	2024				
Hertford Raynham Street	1452	1522	1552	1622	1652	1722	1752	1821	1851	1921	1946	2001	2025				
Hertford Caxton Hill	1452	1522	1552	1622	1652	1722	1752	1821	1851	1921	1946	2001	2026				
Hertford Bus Station	1455	1525	1555	1625	1655	1725	1755	1824	1854	1924	1949	2004	2028				

Monday-Friday - towards Waltham Cross Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Ware Railway Station	--	0625	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hertford Bus Station	0600	--	0630	0645	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	
Hertford Tesco	0601	--	0631	0646	0701	0731	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231	

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Hertford Raynham Street	0602	--	0632	0647	0702	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232		
Hertford Fairfax Road	0603	--	0633	0648	0703	0733	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233		
Hertford Kings Road	0605	--	0635	0650	0705	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235		
Chadwell Viaduct	0606	--	0636	0651	0706	0736	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236		
Chadwell Springs	0607	--	0637	0652	0707	0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237		
Chadwell Pumping Station	0608	--	0638	0653	0708	0738	0808	0838	0908	0938	1008	1038	1108	1138	1208	1238		
Ware Hertford Regional College	0610	--	0640	0655	0710	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240		
Ware Gilpin Road	0611	0626	0641	0656	0711	0741	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241		
Great Amwell Lower Road	0612	0627	0642	0657	0712	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242		
Great Amwell Van Hage Garden Centre	0613	0628	0643	0658	0713	0743	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243		
Great Amwell Amwell Roundabout	0614	0629	0644	0659	0714	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244		
St Margarets Hillside Lane	0616	0631	0646	0701	0716	0746	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246		
St Margarets St Mary's Church	0617	0632	0647	0702	0717	0747	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247		
Hoddesdon St Margaret's Road	0618	0633	0648	0703	0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248		
Hoddesdon Field Way	0618	0633	0648	0703	0718	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248		
Hoddesdon Caxton Road	0619	0634	0649	0704	0719	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249		
Hoddesdon Cranbourne School	0619	0634	0649	0704	0719	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249		
Hoddesdon Bridle Close	0620	0635	0650	0705	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250		
Hoddesdon Bridle Way	0621	0636	0651	0706	0721	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251		
Hoddesdon The Drive	0622	0637	0652	0707	0722	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252		
Hoddesdon Briscoe Road	0623	0638	0653	0708	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253		
Hoddesdon Middlefield Road	0624	0639	0654	0709	0724	0754	0824	0854	0924	0954	1024	1054	1124	1154	1224	1254		
Hoddesdon Clock Tower	0626	0641	0656	0711	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256		
Hoddesdon Sainsbury's	0626	0641	0656	0711	0726	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256		
Hoddesdon Priory Close	0628	0643	0658	0713	0728	0758	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258		
Hoddesdon Lowewood Museum	0629	0644	0659	0714	0729	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259		
Spitalbrook St David's Drive	0630	0645	0700	0715	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300		
Broxbourne Station Road	0631	0646	0701	0716	0731	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301		
Broxbourne Grenville Avenue	0632	0647	0702	0717	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302		
Broxbourne Bell Lane	0632	0647	0702	0717	0732	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302		
Broxbourne New River Garage	0634	0649	0704	0719	0734	0804	0834	0904	0934	1004	1034	1104	1134	1204	1234	1304		
Wormley Old Star PH	0635	0650	0705	0720	0735	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305		
Wormley The Queens Head PH	0636	0651	0706	0721	0736	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236	1306		
Turnford Hertford Regional College	0637	0652	0707	0722	0737	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307		
Turnford Bulls Head PH	0639	0654	0709	0724	0739	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309		
Turnford Thomas Rochford Way	0640	0655	0710	0725	0740	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310		
Turnford Mayfield School	0642	0657	0712	0727	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312		
Cheshunt Mill Lane	0642	0657	0712	0727	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312		
Cheshunt Cadmore Lane	0644	0659	0714	0729	0744	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314		
Cheshunt The Old English Gentleman PH	0645	0700	0715	0730	0745	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315		
Cheshunt Police Station	0647	0702	0717	0732	0747	0817	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317		
Cheshunt Old Pond	0648	0703	0718	0733	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318		
Cheshunt King Arthur Court	0648	0703	0718	0733	0748	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318		
Theobalds Grove The Roman Urn PH	0649	0704	0719	0734	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219	1249	1319		
Theobalds Grove Railway Station	0651	0706	0721	0736	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321		
Waltham Cross The Vine PH	0651	0706	0721	0736	0751	0821	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321		
Waltham Cross Bus Station	0655	0710	0725	0740	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325		

Monday-Friday - towards Waltham Cross Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Hertford Bus Station	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1815						
Hertford Tesco	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1816						
Hertford Raynham Street	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1817						
Hertford Fairfax Road	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1818						
Hertford Kings Road	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1820						
Chadwell Viaduct	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806	1821						
Chadwell Springs	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1822						
Chadwell Pumping Station	1308	1338	1408	1438	1508	1538	1608	1638	1708	1738	1808	1823						
Ware Hertford Regional College	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1825						
Ware Gilpin Road	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1826						
Great Amwell Lower Road	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1827						
Great Amwell Van Hage Garden Centre	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	1813	1828						
Great Amwell Amwell Roundabout	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1829						
St Margarets Hillside Lane	1316	1346	1416	1446	1516	1546	1616	1646	1716	1746	1816	1831						
St Margarets St Mary's Church	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1832						
Hoddesdon St Margaret's Road	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1833						
Hoddesdon Field Way	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1833						
Hoddesdon Caxton Road	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1834						

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Hoddesdon Cranbourne School	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1834			
Hoddesdon Bridle Close	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1835			
Hoddesdon Bridle Way	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1836			
Hoddesdon The Drive	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752	1822	1837			
Hoddesdon Briscoe Road	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1823	1838			
Hoddesdon Middlefield Road	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1824	1839			
Hoddesdon Clock Tower	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1841			
Hoddesdon Sainsbury's	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756	1826	1841			
Hoddesdon Priory Close	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1843			
Hoddesdon Lowewood Museum	1329	1359	1429	1459	1529	1559	1629	1659	1729	1759	1829	1844			
Spitalbrook St David's Drive	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1845			
Broxbourne Station Road	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1831	1846			
Broxbourne Grenville Avenue	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1847			
Broxbourne Bell Lane	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1847			
Broxbourne New River Garage	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834	1849			
Wormley Old Star PH	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1850			
Wormley The Queens Head PH	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806	1836	1851			
Turnford Hertford Regional College	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1852			
Turnford Bulls Head PH	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839	1854			
Turnford Thomas Rochford Way	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840	1855			
Turnford Mayfield School	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1857			
Cheshunt Mill Lane	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1857			
Cheshunt Cadmore Lane	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1859			
Cheshunt The Old English Gentleman PH	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845	1900			
Cheshunt Police Station	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1902			
Cheshunt Old Pond	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1903			
Cheshunt King Arthur Court	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1903			
Theobalds Grove The Roman Urn PH	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849	1904			
Theobalds Grove Railway Station	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1906			
Waltham Cross The Vine PH	1351	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851	1906			
Waltham Cross Bus Station	1355	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1910			

Saturday - towards Hertford Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	
Waltham Cross Bus Station	0735	0755	0835	0855	0935	0955	1035	1055	1135	1155	1235	1255	1335	1355	1435	1455
Waltham Cross The Vine PH	0737	0757	0837	0857	0937	0957	1037	1057	1137	1157	1237	1257	1337	1357	1437	1457
Theobalds Grove Railway Station	0738	0758	0838	0858	0938	0958	1038	1058	1138	1158	1238	1258	1338	1358	1438	1458
Theobalds Grove The Roman Urn PH	0740	0800	0840	0900	0940	1000	1040	1100	1140	1200	1240	1300	1340	1400	1440	1500
Cheshunt Old Pond	0742	0802	0842	0902	0942	1002	1042	1102	1142	1202	1242	1302	1342	1402	1442	1502
Cheshunt Police Station	0743	0803	0843	0903	0943	1003	1043	1103	1143	1203	1243	1303	1343	1403	1443	1503
Cheshunt The Old English Gentleman PH	0744	0804	0844	0904	0944	1004	1044	1104	1144	1204	1244	1304	1344	1404	1444	1504
Cheshunt Cadmore Lane	0745	0805	0845	0905	0945	1005	1045	1105	1145	1205	1245	1305	1345	1405	1445	1505
Cheshunt Mill Lane	0746	0806	0846	0906	0946	1006	1046	1106	1146	1206	1246	1306	1346	1406	1446	1506
Turnford Mayfield School	0748	0808	0848	0908	0948	1008	1048	1108	1148	1208	1248	1308	1348	1408	1448	1508
Turnford Thomas Rochford Way	0749	0809	0849	0909	0949	1009	1049	1109	1149	1209	1249	1309	1349	1409	1449	1509
Turnford Bulls Head PH	0751	0811	0851	0911	0951	1011	1051	1111	1151	1211	1251	1311	1351	1411	1451	1511
Turnford Hertford Regional College	0752	0812	0852	0912	0952	1012	1052	1112	1152	1212	1252	1312	1352	1412	1452	1512
Wormley The Queens Head PH	0754	0814	0854	0914	0954	1014	1054	1114	1154	1214	1254	1314	1354	1414	1454	1514
Wormley Old Star PH	0754	0814	0854	0914	0954	1014	1054	1114	1154	1214	1254	1314	1354	1414	1454	1514
Broxbourne New River Garage	0755	0815	0855	0915	0955	1015	1055	1115	1155	1215	1255	1315	1355	1415	1455	1515
Broxbourne Bell Lane	0756	0816	0856	0916	0956	1016	1056	1116	1156	1216	1256	1316	1356	1416	1456	1516
Broxbourne Grenville Avenue	0758	0818	0858	0918	0958	1018	1058	1118	1158	1218	1258	1318	1358	1418	1458	1518
Broxbourne Station Road	0759	0819	0859	0919	0959	1019	1059	1119	1159	1219	1259	1319	1359	1419	1459	1519
Spitalbrook St David's Drive	0800	0820	0900	0920	1000	1020	1100	1120	1200	1220	1300	1320	1400	1420	1500	1520
Hoddesdon Lowewood Museum	0801	0821	0901	0921	1001	1021	1101	1121	1201	1221	1301	1321	1401	1421	1501	1521
Hoddesdon Brocket Road	0801	0821	0901	0921	1001	1021	1101	1121	1201	1221	1301	1321	1401	1421	1501	1521
Hoddesdon Sainsbury's	0803	0823	0903	0923	1003	1023	1103	1123	1203	1223	1303	1323	1403	1423	1503	1523
Hoddesdon Clock Tower	0804	0824	0904	0924	1004	1024	1104	1124	1204	1224	1304	1324	1404	1424	1504	1524
Hoddesdon Middlefield Road	0805	0825	0905	0925	1005	1025	1105	1125	1205	1225	1305	1325	1405	1425	1505	1525
Hoddesdon Briscoe Road	0806	0826	0906	0926	1006	1026	1106	1126	1206	1226	1306	1326	1406	1426	1506	1526
Hoddesdon The Drive	0806	0826	0906	0926	1006	1026	1106	1126	1206	1226	1306	1326	1406	1426	1506	1526
Hoddesdon Bridle Way	0808	0828	0908	0928	1008	1028	1108	1128	1208	1228	1308	1328	1408	1428	1508	1528
Hoddesdon Bridle Close	0808	0828	0908	0928	1008	1028	1108	1128	1208	1228	1308	1328	1408	1428	1508	1528
Hoddesdon Cranbourne School	0809	0829	0909	0929	1009	1029	1109	1129	1209	1229	1309	1329	1409	1429	1509	1529
Hoddesdon Field Way	0810	0830	0910	0930	1010	1030	1110	1130	1210	1230	1310	1330	1410	1430	1510	1530
Hoddesdon St Margaret's Road	0811	0831	0911	0931	1011	1031	1111	1131	1211	1231	1311	1331	1411	1431	1511	1531
St Margarets St Mary's Church	0813	0833	0913	0933	1013	1033	1113	1133	1213	1233	1313	1333	1413	1433	1513	1533
St Margarets Hillside Lane	0813	0833	0913	0933	1013	1033	1113	1133	1213	1233	1313	1333	1413	1433	1513	1533

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Great Amwell Amwell Roundabout	0815	0835	0915	0935	1015	1035	1115	1135	1215	1235	1315	1335	1415	1435	1515	1535	
Great Amwell Van Hage Garden Centre	0816	0836	0916	0936	1016	1036	1116	1136	1216	1236	1316	1336	1416	1436	1516	1536	
Great Amwell Lower Road	0818	0838	0918	0938	1018	1038	1118	1138	1218	1238	1318	1338	1418	1438	1518	1538	
Ware Gilpin Mews	0820	0840	0920	0940	1020	1040	1120	1140	1220	1240	1320	1340	1420	1440	1520	1540	
Ware Hertford Regional College	0821	0841	0921	0941	1021	1041	1121	1141	1221	1241	1321	1341	1421	1441	1521	1541	
Chadwell Pumping Station	0822	0842	0922	0942	1022	1042	1122	1142	1222	1242	1322	1342	1422	1442	1522	1542	
Chadwell Springs	0823	0843	0923	0943	1023	1043	1123	1143	1223	1243	1323	1343	1423	1443	1523	1543	
Chadwell Viaduct	0824	0844	0924	0944	1024	1044	1124	1144	1224	1244	1324	1344	1424	1444	1524	1544	
Hertford Kings Road	0825	0845	0925	0945	1025	1045	1125	1145	1225	1245	1325	1345	1425	1445	1525	1545	
Hertford Fairfax Road	0826	0846	0926	0946	1026	1046	1126	1146	1226	1246	1326	1346	1426	1446	1526	1546	
Hertford Raynham Street	0827	0847	0927	0947	1027	1047	1127	1147	1227	1247	1327	1347	1427	1447	1527	1547	
Hertford Caxton Hill	0827	0847	0927	0947	1027	1047	1127	1147	1227	1247	1327	1347	1427	1447	1527	1547	
Hertford Bus Station	0830	0850	0930	0950	1030	1050	1130	1150	1230	1250	1330	1350	1430	1450	1530	1550	

Saturday - towards Hertford Bus Station

	310	310	310	310	310	310	310
Waltham Cross Bus Station	1535	1555	1635	1655	1735	1755	1930
Waltham Cross The Vine PH	1537	1557	1637	1657	1737	1757	1932
Theobalds Grove Railway Station	1538	1558	1638	1658	1738	1758	1933
Theobalds Grove The Roman Urn PH	1540	1600	1640	1700	1740	1800	1934
Cheshunt Old Pond	1542	1602	1642	1702	1742	1802	1936
Cheshunt Police Station	1543	1603	1643	1703	1743	1803	1936
Cheshunt The Old English Gentleman PH	1544	1604	1644	1704	1744	1804	1937
Cheshunt Cadmore Lane	1545	1605	1645	1705	1745	1805	1938
Cheshunt Mill Lane	1546	1606	1646	1706	1746	1806	1939
Turnford Mayfield School	1548	1608	1648	1708	1748	1808	1940
Turnford Thomas Rochford Way	1549	1609	1649	1709	1749	1809	1941
Turnford Bulls Head PH	1551	1611	1651	1711	1751	1811	1942
Turnford Hertford Regional College	1552	1612	1652	1712	1752	1812	1943
Wormley The Queens Head PH	1554	1614	1654	1714	1754	1814	1945
Wormley Old Star PH	1554	1614	1654	1714	1754	1814	1945
Broxbourne New River Garage	1555	1615	1655	1715	1755	1815	1946
Broxbourne Bell Lane	1556	1616	1656	1716	1756	1816	1947
Broxbourne Grenville Avenue	1558	1618	1658	1718	1758	1818	1948
Broxbourne Station Road	1559	1619	1659	1719	1759	1819	1949
Spitalbrook St David's Drive	1600	1620	1700	1720	1800	1820	1950
Hoddesdon Lowewood Museum	1601	1621	1701	1721	1801	1821	1951
Hoddesdon Brocket Road	1601	1621	1701	1721	1801	1821	1951
Hoddesdon Sainsbury's	1603	1623	1703	1723	1803	1823	1953
Hoddesdon Clock Tower	1604	1624	1704	1724	1804	1824	1954
Hoddesdon Middlefield Road	1605	1625	1705	1725	1805	1825	1954
Hoddesdon Briscoe Road	1606	1626	1706	1726	1806	1826	1955
Hoddesdon The Drive	1606	1626	1706	1726	1806	1826	1956
Hoddesdon Bridle Way	1608	1628	1708	1728	1808	1828	1957
Hoddesdon Bridle Close	1608	1628	1708	1728	1808	1828	1957
Hoddesdon Cranbourne School	1609	1629	1709	1729	1809	1829	1958
Hoddesdon Field Way	1610	1630	1710	1730	1810	1830	2000
Hoddesdon St Margaret's Road	1611	1631	1711	1731	1811	1831	2000
St Margarets St Mary's Church	1613	1633	1713	1733	1813	1833	2003
St Margarets Hillside Lane	1613	1633	1713	1733	1813	1833	2003
Great Amwell Amwell Roundabout	1615	1635	1715	1735	1815	1835	2005
Great Amwell Van Hage Garden Centre	1616	1636	1716	1736	1816	1836	2006
Great Amwell Lower Road	1618	1638	1718	1738	1817	1837	2007
Ware Gilpin Mews	1620	1640	1720	1740	1819	1839	2009
Ware Hertford Regional College	1621	1641	1721	1741	1820	1840	2010
Chadwell Pumping Station	1622	1642	1722	1742	1821	1841	2011
Chadwell Springs	1623	1643	1723	1743	1822	1842	2012
Chadwell Viaduct	1624	1644	1724	1744	1823	1843	2012
Hertford Kings Road	1625	1645	1725	1745	1824	1844	2013
Hertford Fairfax Road	1626	1646	1726	1746	1825	1845	2014
Hertford Raynham Street	1627	1647	1727	1747	1826	1846	2015
Hertford Caxton Hill	1627	1647	1727	1747	1826	1846	2016
Hertford Bus Station	1630	1650	1730	1750	1829	1849	2018

Saturday - towards Waltham Cross Bus Station

	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310
Hertford Bus Station	0615	0635	0655	0735	0755	0835	0855	0935	0955	1035	1055	1135	1155	1235	1255	1335	
Hertford Tesco	0616	0636	0656	0736	0756	0836	0856	0936	0956	1036	1056	1136	1156	1236	1256	1336	
Hertford Raynham Street	0617	0637	0657	0737	0757	0837	0857	0937	0957	1037	1057	1137	1157	1237	1257	1337	
Hertford Fairfax Road	0618	0638	0658	0738	0758	0838	0858	0938	0958	1038	1058	1138	1158	1238	1258	1338	
Hertford Kings Road	0620	0640	0700	0740	0800	0840	0900	0940	1000	1040	1100	1140	1200	1240	1300	1340	
Chadwell Viaduct	0621	0641	0701	0741	0801	0841	0901	0941	1001	1041	1101	1141	1201	1241	1301	1341	
Chadwell Springs	0622	0642	0702	0742	0802	0842	0902	0942	1002	1042	1102	1142	1202	1242	1302	1342	
Chadwell Pumping Station	0623	0643	0703	0743	0803	0843	0903	0943	1003	1043	1103	1143	1203	1243	1303	1343	
Ware Hertford Regional College	0625	0645	0705	0745	0805	0845	0905	0945	1005	1045	1105	1145	1205	1245	1305	1345	
Ware Gilpin Road	0626	0646	0706	0746	0806	0846	0906	0946	1006	1046	1106	1146	1206	1246	1306	1346	
Great Amwell Lower Road	0627	0647	0707	0747	0807	0847	0907	0947	1007	1047	1107	1147	1207	1247	1307	1347	
Great Amwell Van Hage Garden Centre	0628	0648	0708	0748	0808	0848	0908	0948	1008	1048	1108	1148	1208	1248	1308	1348	
Great Amwell Amwell Roundabout	0629	0649	0709	0749	0809	0849	0909	0949	1009	1049	1109	1149	1209	1249	1309	1349	
St Margarets Hillside Lane	0631	0651	0711	0751	0811	0851	0911	0951	1011	1051	1111	1151	1211	1251	1311	1351	
St Margarets St Mary's Church	0632	0652	0712	0752	0812	0852	0912	0952	1012	1052	1112	1152	1212	1252	1312	1352	
Hoddesdon St Margaret's Road	0633	0653	0713	0753	0813	0853	0913	0953	1013	1053	1113	1153	1213	1253	1313	1353	
Hoddesdon Field Way	0633	0653	0713	0753	0813	0853	0913	0953	1013	1053	1113	1153	1213	1253	1313	1353	
Hoddesdon Caxton Road	0634	0654	0714	0754	0814	0854	0914	0954	1014	1054	1114	1154	1214	1254	1314	1354	
Hoddesdon Cranbourne School	0634	0654	0714	0754	0814	0854	0914	0954	1014	1054	1114	1154	1214	1254	1314	1354	
Hoddesdon Bridle Close	0635	0655	0715	0755	0815	0855	0915	0955	1015	1055	1115	1155	1215	1255	1315	1355	
Hoddesdon Bridle Way	0636	0656	0716	0756	0816	0856	0916	0956	1016	1056	1116	1156	1216	1256	1316	1356	
Hoddesdon The Drive	0637	0657	0717	0757	0817	0857	0917	0957	1017	1057	1117	1157	1217	1257	1317	1357	
Hoddesdon Briscoe Road	0638	0658	0718	0758	0818	0858	0918	0958	1018	1058	1118	1158	1218	1258	1318	1358	
Hoddesdon Middlefield Road	0639	0659	0719	0759	0819	0859	0919	0959	1019	1059	1119	1159	1219	1259	1319	1359	
Hoddesdon Clock Tower	0641	0701	0721	0801	0821	0901	0921	1001	1021	1101	1121	1201	1221	1301	1321	1401	
Hoddesdon Sainsbury's	0641	0701	0721	0801	0821	0901	0921	1001	1021	1101	1121	1201	1221	1301	1321	1401	
Hoddesdon Priory Close	0643	0703	0723	0803	0823	0903	0923	1003	1023	1103	1123	1203	1223	1303	1323	1403	
Hoddesdon Lowewood Museum	0644	0704	0724	0804	0824	0904	0924	1004	1024	1104	1124	1204	1224	1304	1324	1404	
Spitalbrook St David's Drive	0645	0705	0725	0805	0825	0905	0925	1005	1025	1105	1125	1205	1225	1305	1325	1405	
Broxbourne Station Road	0646	0706	0726	0806	0826	0906	0926	1006	1026	1106	1126	1206	1226	1306	1326	1406	
Broxbourne Grenville Avenue	0647	0707	0727	0807	0827	0907	0927	1007	1027	1107	1127	1207	1227	1307	1327	1407	
Broxbourne Bell Lane	0647	0707	0727	0807	0827	0907	0927	1007	1027	1107	1127	1207	1227	1307	1327	1407	
Broxbourne New River Garage	0649	0709	0729	0809	0829	0909	0929	1009	1029	1109	1129	1209	1229	1309	1329	1409	
Wormley Old Star PH	0650	0710	0730	0810	0830	0910	0930	1010	1030	1110	1130	1210	1230	1310	1330	1410	
Wormley The Queens Head PH	0651	0711	0731	0811	0831	0911	0931	1011	1031	1111	1131	1211	1231	1311	1331	1411	
Turnford Hertford Regional College	0652	0712	0732	0812	0832	0912	0932	1012	1032	1112	1132	1212	1232	1312	1332	1412	
Turnford Bulls Head PH	0654	0714	0734	0814	0834	0914	0934	1014	1034	1114	1134	1214	1234	1314	1334	1414	
Turnford Thomas Rochford Way	0655	0715	0735	0815	0835	0915	0935	1015	1035	1115	1135	1215	1235	1315	1335	1415	
Turnford Mayfield School	0657	0717	0737	0817	0837	0917	0937	1017	1037	1117	1137	1217	1237	1317	1337	1417	
Cheshunt Mill Lane	0657	0717	0737	0817	0837	0917	0937	1017	1037	1117	1137	1217	1237	1317	1337	1417	
Cheshunt Cadmore Lane	0659	0719	0739	0819	0839	0919	0939	1019	1039	1119	1139	1219	1239	1319	1339	1419	
Cheshunt The Old English Gentleman PH	0700	0720	0740	0820	0840	0920	0940	1020	1040	1120	1140	1220	1240	1320	1340	1420	
Cheshunt Police Station	0702	0722	0742	0822	0842	0922	0942	1022	1042	1122	1142	1222	1242	1322	1342	1422	
Cheshunt Old Pond	0703	0723	0743	0823	0843	0923	0943	1023	1043	1123	1143	1223	1243	1323	1343	1423	
Cheshunt King Arthur Court	0703	0723	0743	0823	0843	0923	0943	1023	1043	1123	1143	1223	1243	1323	1343	1423	
Theobalds Grove The Roman Urn PH	0704	0724	0744	0824	0844	0924	0944	1024	1044	1124	1144	1224	1244	1324	1344	1424	
Theobalds Grove Railway Station	0706	0726	0746	0826	0846	0926	0946	1026	1046	1126	1146	1226	1246	1326	1346	1426	
Waltham Cross The Vine PH	0706	0726	0746	0826	0846	0926	0946	1026	1046	1126	1146	1226	1246	1326	1346	1426	
Waltham Cross Bus Station	0710	0730	0750	0830	0850	0930	0950	1030	1050	1130	1150	1230	1250	1330	1350	1430	

Saturday - towards Waltham Cross Bus Station

	310	310	310	310	310	310	310	310
Hertford Bus Station	1355	1435	1455	1535	1555	1635	1655	1825
Hertford Tesco	1356	1436	1456	1536	1556	1636	1656	1826
Hertford Raynham Street	1357	1437	1457	1537	1557	1637	1657	1827
Hertford Fairfax Road	1358	1438	1458	1538	1558	1638	1658	1828
Hertford Kings Road	1400	1440	1500	1540	1600	1640	1700	1830
Chadwell Viaduct	1401	1441	1501	1541	1601	1641	1701	1831
Chadwell Springs	1402	1442	1502	1542	1602	1642	1702	1832
Chadwell Pumping Station	1403	1443	1503	1543	1603	1643	1703	1833
Ware Hertford Regional College	1405	1445	1505	1545	1605	1645	1705	1835
Ware Gilpin Road	1406	1446	1506	1546	1606	1646	1706	1836
Great Amwell Lower Road	1407	1447	1507	1547	1607	1647	1707	1837
Great Amwell Van Hage Garden Centre	1408	1448	1508	1548	1608	1648	1708	1838
Great Amwell Amwell Roundabout	1409	1449	1509	1549	1609	1649	1709	1839
St Margarets Hillside Lane	1411	1451	1511	1551	1611	1651	1711	1841
St Margarets St Mary's Church	1412	1452	1512	1552	1612	1652	1712	1842
Hoddesdon St Margaret's Road	1413	1453	1513	1553	1613	1653	1713	1843

	310	310	310	310	310	310	310	310
Hoddesdon Field Way	1413	1453	1513	1553	1613	1653	1713	1843
Hoddesdon Caxton Road	1414	1454	1514	1554	1614	1654	1714	1844
Hoddesdon Cranbourne School	1414	1454	1514	1554	1614	1654	1714	1844
Hoddesdon Bridle Close	1415	1455	1515	1555	1615	1655	1715	1845
Hoddesdon Bridle Way	1416	1456	1516	1556	1616	1656	1716	1846
Hoddesdon The Drive	1417	1457	1517	1557	1617	1657	1717	1846
Hoddesdon Briscoe Road	1418	1458	1518	1558	1618	1658	1718	1847
Hoddesdon Middlefield Road	1419	1459	1519	1559	1619	1659	1719	1847
Hoddesdon Clock Tower	1421	1501	1521	1601	1621	1701	1721	1849
Hoddesdon Sainsbury's	1421	1501	1521	1601	1621	1701	1721	1849
Hoddesdon Priory Close	1423	1503	1523	1603	1623	1703	1723	1851
Hoddesdon Lowewood Museum	1424	1504	1524	1604	1624	1704	1724	1852
Spitalbrook St David's Drive	1425	1505	1525	1605	1625	1705	1725	1853
Broxbourne Station Road	1426	1506	1526	1606	1626	1706	1726	1854
Broxbourne Grenville Avenue	1427	1507	1527	1607	1627	1707	1727	1854
Broxbourne Bell Lane	1427	1507	1527	1607	1627	1707	1727	1855
Broxbourne New River Garage	1429	1509	1529	1609	1629	1709	1729	1856
Wormley Old Star PH	1430	1510	1530	1610	1630	1710	1730	1857
Wormley The Queens Head PH	1431	1511	1531	1611	1631	1711	1731	1858
Turnford Hertford Regional College	1432	1512	1532	1612	1632	1712	1732	1859
Turnford Bulls Head PH	1434	1514	1534	1614	1634	1714	1734	1901
Turnford Thomas Rochford Way	1435	1515	1535	1615	1635	1715	1735	1901
Turnford Mayfield School	1437	1517	1537	1617	1637	1717	1737	1903
Cheshunt Mill Lane	1437	1517	1537	1617	1637	1717	1737	1903
Cheshunt Cadmore Lane	1439	1519	1539	1619	1639	1719	1739	1905
Cheshunt The Old English Gentleman PH	1440	1520	1540	1620	1640	1720	1740	1906
Cheshunt Police Station	1442	1522	1542	1622	1642	1722	1742	1907
Cheshunt Old Pond	1443	1523	1543	1623	1643	1723	1743	1908
Cheshunt King Arthur Court	1443	1523	1543	1623	1643	1723	1743	1908
Theobalds Grove The Roman Urn PH	1444	1524	1544	1624	1644	1724	1744	1909
Theobalds Grove Railway Station	1446	1526	1546	1626	1646	1726	1746	1910
Waltham Cross The Vine PH	1446	1526	1546	1626	1646	1726	1746	1911
Waltham Cross Bus Station	1450	1530	1550	1630	1650	1730	1750	1914

Sunday - towards Hertford Bus Station

	310 ¹	310 ¹	310 ¹
Waltham Cross Bus Station	0750	1945	2045
Waltham Cross The Vine PH	0752	1947	2047
Theobalds Grove Railway Station	0753	1948	2048
Theobalds Grove The Roman Urn PH	0754	1949	2049
Cheshunt Old Pond	0756	1951	2051
Cheshunt Police Station	0756	1951	2051
Cheshunt The Old English Gentleman PH	0757	1952	2052
Cheshunt Cadmore Lane	0758	1953	2053
Cheshunt Mill Lane	0759	1954	2054
Turnford Mayfield School	0800	1955	2055
Turnford Thomas Rochford Way	0802	1956	2056
Turnford Bulls Head PH	0803	1957	2057
Turnford Hertford Regional College	0804	1958	2058
Wormley The Queens Head PH	0806	2000	2100
Wormley Old Star PH	0806	2000	2100
Broxbourne New River Garage	0807	2001	2101
Broxbourne Bell Lane	0808	2002	2102
Broxbourne Grenville Avenue	0809	2003	2103
Broxbourne Station Road	0810	2004	2104
Spitalbrook St David's Drive	0811	2005	2105
Hoddesdon Lowewood Museum	0812	2006	2106
Hoddesdon Brocket Road	0812	2006	2106
Hoddesdon Sainsbury's	0814	2008	2108
Hoddesdon Clock Tower	0815	2009	2109
Hoddesdon Middlefield Road	0816	2009	2109
Hoddesdon Briscoe Road	0817	2010	2110
Hoddesdon The Drive	0817	2011	2111
Hoddesdon Bridle Way	0819	2012	2112
Hoddesdon Bridle Close	0819	2012	2112
Hoddesdon Cranbourne School	0820	2013	2113
Hoddesdon Field Way	0821	2015	2115
Hoddesdon St Margaret's Road	0822	2015	2115

	310 ¹	310 ¹	310 ¹
St Margarets St Mary's Church	0824	2018	2118
St Margarets Hillside Lane	0824	2018	2118
Great Amwell Amwell Roundabout	0826	2020	2120
Great Amwell Van Hage Garden Centre	0827	2021	2121
Great Amwell Lower Road	0828	2022	2122
Ware Gilpin Mews	0830	2024	2124
Ware Hertford Regional College	0831	2025	2125
Chadwell Pumping Station	0832	2026	2126
Chadwell Springs	0833	2027	2127
Chadwell Viaduct	0834	2027	2127
Hertford Kings Road	0835	2028	2128
Hertford Fairfax Road	0836	2029	2129
Hertford Raynham Street	0837	2030	2130
Hertford Caxton Hill	0837	2031	2131
Hertford Bus Station	0840	2033	2133

¹ Only During Bank Holidays

Sunday - towards Waltham Cross Bus Station

	310 ¹	310 ¹
Ware Railway Station	0701	--
Hertford Bus Station	--	1945
Hertford Tesco	--	1946
Hertford Raynham Street	--	1947
Hertford Fairfax Road	--	1948
Hertford Kings Road	--	1950
Chadwell Viaduct	--	1951
Chadwell Springs	--	1952
Chadwell Pumping Station	--	1953
Ware Hertford Regional College	--	1955
Ware Gilpin Road	0702	1956
Great Amwell Lower Road	0703	1957
Great Amwell Van Hage Garden Centre	0705	1958
Great Amwell Amwell Roundabout	0706	1959
St Margarets Hillside Lane	0707	2001
St Margarets St Mary's Church	0709	2002
Hoddesdon St Margaret's Road	0710	2003
Hoddesdon Field Way	0710	2003
Hoddesdon Caxton Road	0711	2004
Hoddesdon Cranbourne School	0711	2004
Hoddesdon Bridle Close	0712	2005
Hoddesdon Bridle Way	0713	2006
Hoddesdon The Drive	0714	2006
Hoddesdon Briscoe Road	0714	2007
Hoddesdon Middlefield Road	0715	2007
Hoddesdon Clock Tower	0717	2009
Hoddesdon Sainsbury's	0717	2009
Hoddesdon Priory Close	0719	2011
Hoddesdon Lowewood Museum	0720	2012
Spitalbrook St David's Drive	0721	2013
Broxbourne Station Road	0722	2014
Broxbourne Grenville Avenue	0722	2014
Broxbourne Bell Lane	0723	2015
Broxbourne New River Garage	0724	2016
Wormley Old Star PH	0725	2017
Wormley The Queens Head PH	0726	2018
Turnford Hertford Regional College	0727	2019
Turnford Bulls Head PH	0728	2021
Turnford Thomas Rochford Way	0728	2021
Turnford Mayfield School	0730	2023
Cheshunt Mill Lane	0730	2023
Cheshunt Cadmore Lane	0731	2025
Cheshunt The Old English Gentleman PH	0732	2026
Cheshunt Police Station	0733	2027
Cheshunt Old Pond	0734	2028
Cheshunt King Arthur Court	0734	2028
Theobalds Grove The Roman Urn PH	0735	2029
Theobalds Grove Railway Station	0736	2030
Waltham Cross The Vine PH	0737	2031

Waltham Cross Bus Station

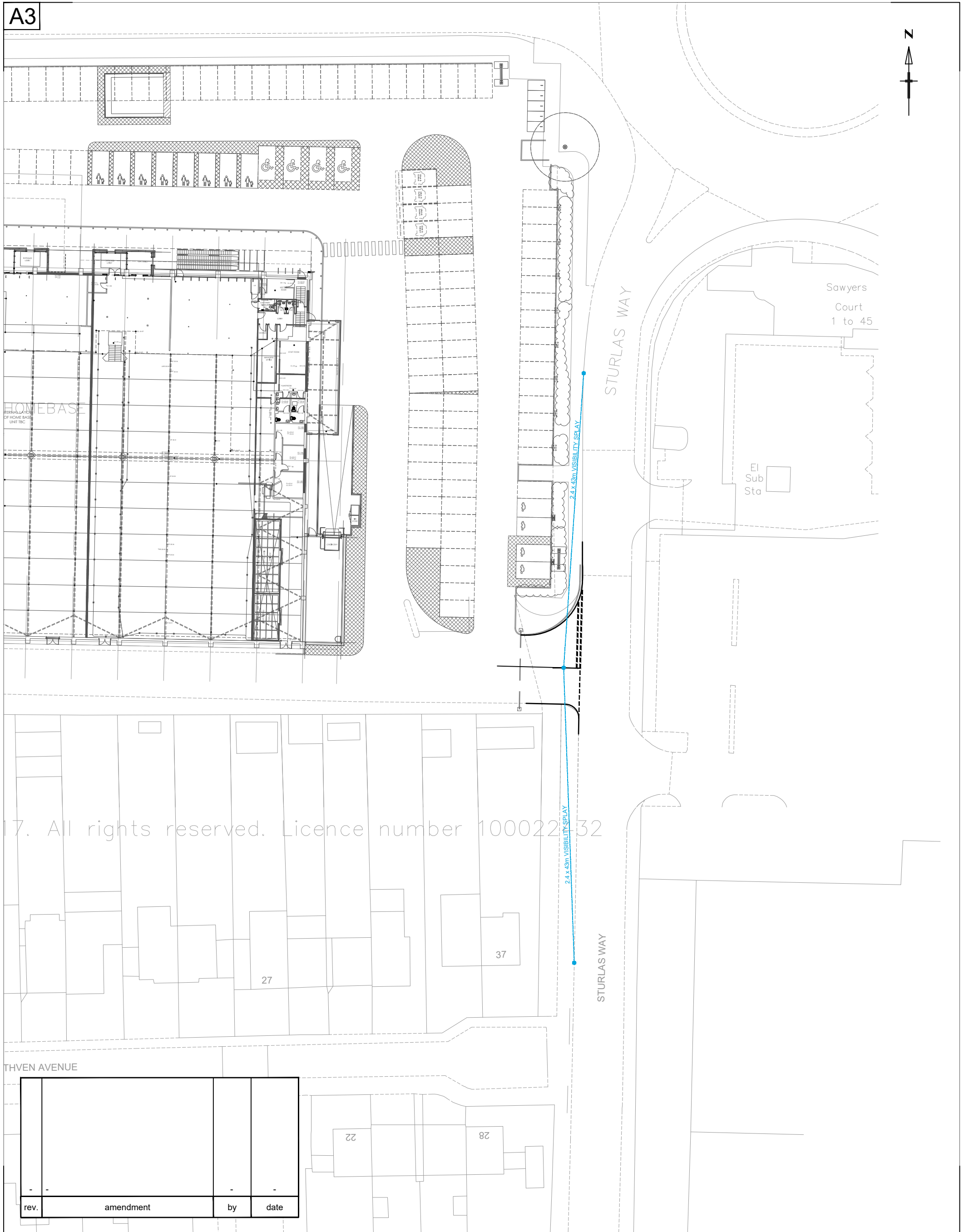
310¹ 310¹

0740 2034

¹ Only During Bank Holidays

Appendix 3

Connect Drawing
'19094 – 010'
Proposed Highways Works



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rev.	amendment	by	date

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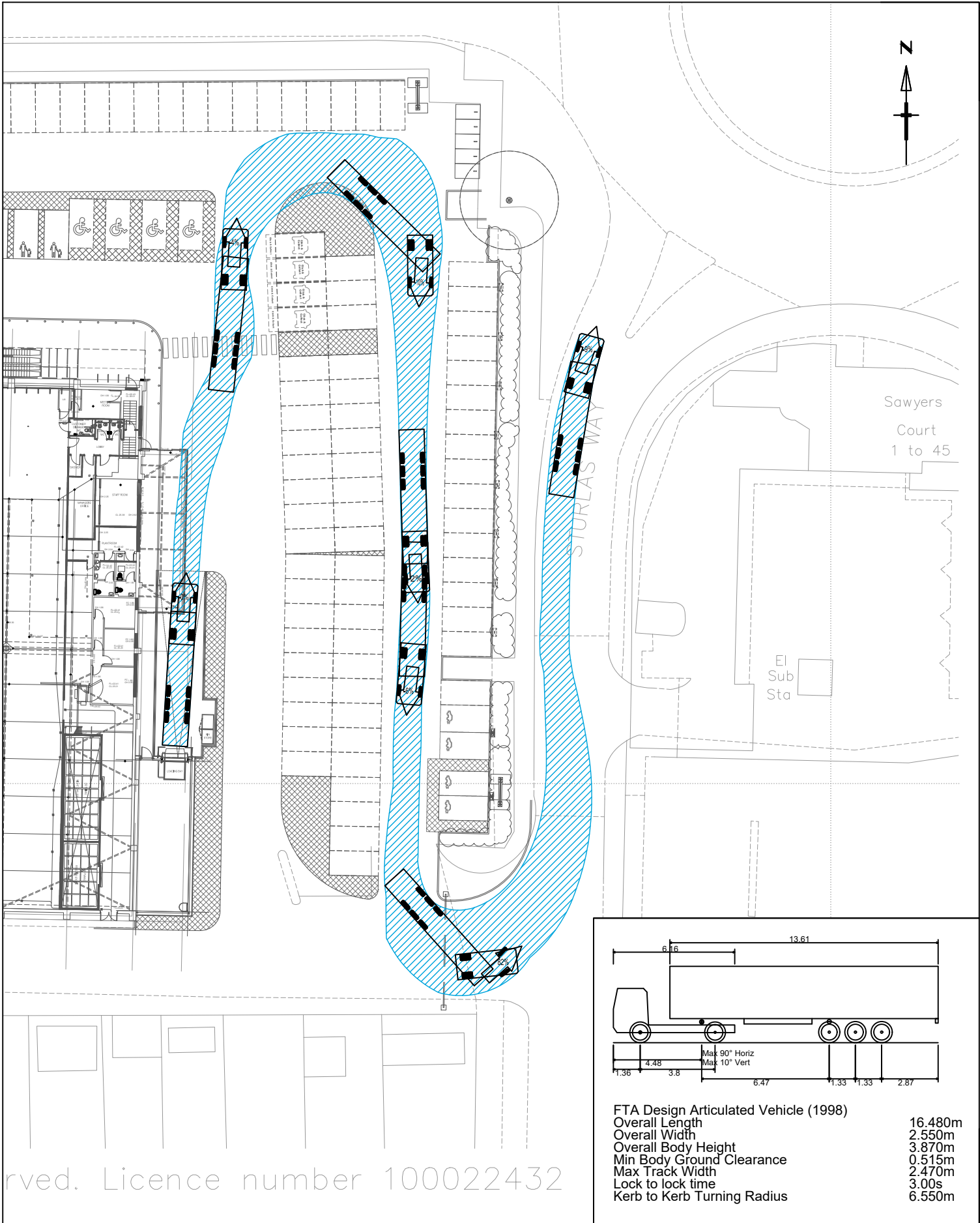
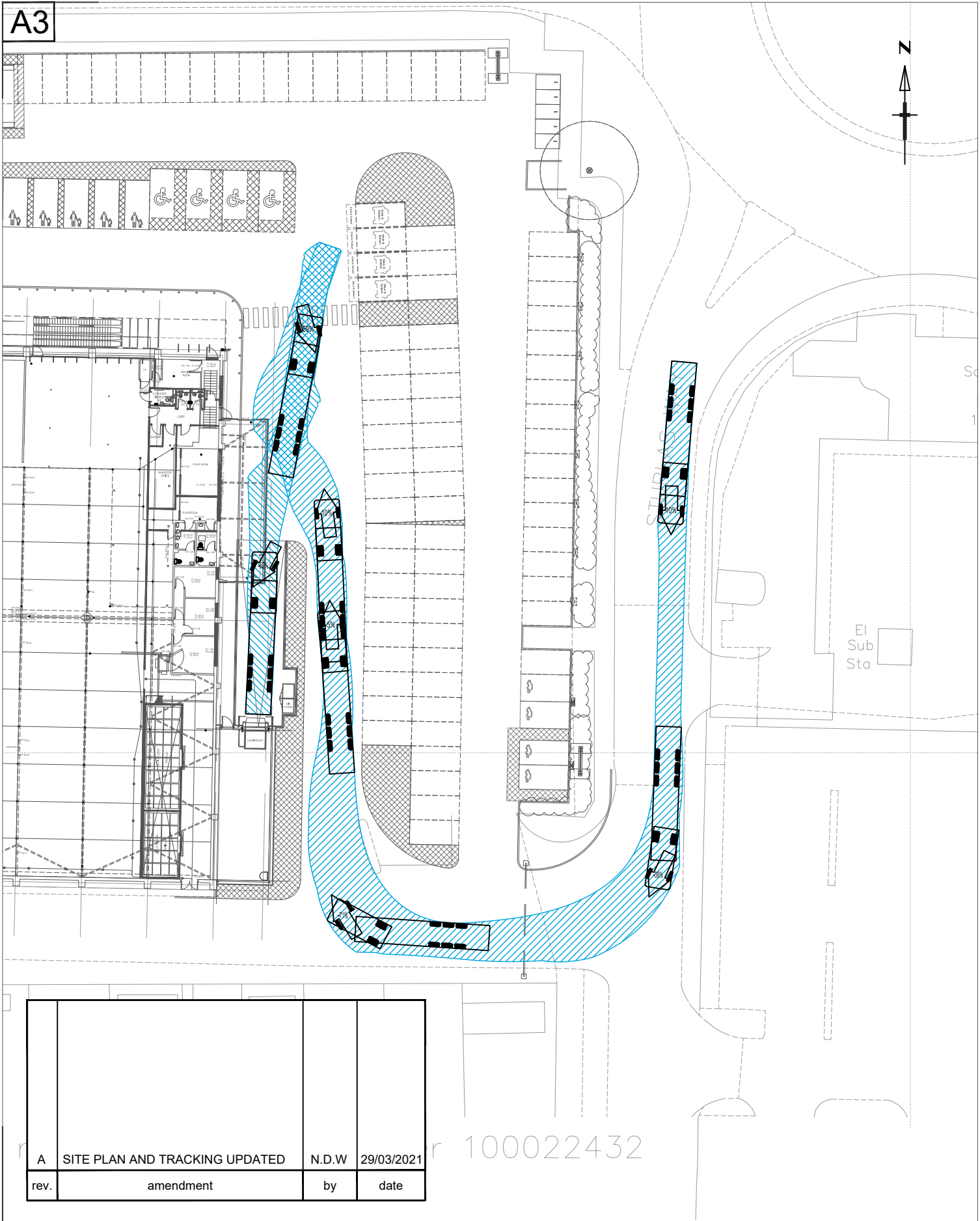
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project	PROPOSED DEVELOPMENT WALTHAM CROSS
title	PROPOSED SITE ACCESS

scale	1:500	date	MARCH 2021
drawn by	N.D.W	checked by	J.S
drawing number	19094-010	status	INFORMATION
rev.	-		

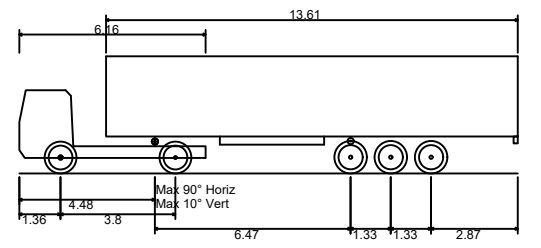
Appendix 4

Connect Drawing '19094 – TR001 – A' Swept Path Analysis

A3



rev.	amendment	by	date
A	SITE PLAN AND TRACKING UPDATED	N.D.W	29/03/2021



FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

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<p>78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com</p>		client	ALDI STORES LTD	date	MARCH 2021	drawn by	N.D.W	checked by	J.S
		project	PROPOSED DEVELOPMENT WALTHAM CROSS	scale	1:500	status	INFORMATION		rev.
		title	SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE	drawing number	19094-TR001				

Appendix 5

TRICS Outputs

Calculation Reference: AUDIT-142301-210331-0328

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3110 to 12000 (units: sqm)
 Range Selected by User: 1987 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/09/18

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

Selected survey days:

Friday 5 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 5

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	2
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(a) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

Not Known	5 days
-----------	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-01-D-01	B&Q	KENT
	LONDON ROAD NEAR MAIDSTONE LARKFIELD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3556 sqm <i>Survey date: FRIDAY 20/10/00</i>		
	<i>Survey Type: MANUAL</i>		
2	KC-01-D-02	HOMEBASE	KENT
	A225 PRINCES ROAD DARTFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5000 sqm <i>Survey date: FRIDAY 12/10/01</i>		
	<i>Survey Type: MANUAL</i>		
3	NT-01-D-01	B&Q	NOTTINGHAMSHIRE
	DERBY ROAD NEAR NOTTINGHAM EASTWOOD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4325 sqm <i>Survey date: FRIDAY 19/04/02</i>		
	<i>Survey Type: MANUAL</i>		
4	WM-01-D-01	B&Q	WEST MIDLANDS
	HARBORNE LANE BIRMINGHAM SELLY OAK Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 3110 sqm <i>Survey date: FRIDAY 02/06/00</i>		
	<i>Survey Type: MANUAL</i>		
5	WM-01-D-02	B&Q WAREHOUSE	WEST MIDLANDS
	HEARTLANDS SPINE RD BIRMINGHAM BROMFORD Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 12000 sqm <i>Survey date: FRIDAY 25/01/02</i>		
	<i>Survey Type: MANUAL</i>		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.100	1	12000	0.025	1	12000	0.125
07:00 - 08:00	2	8163	0.484	2	8163	0.208	2	8163	0.692
08:00 - 09:00	5	5598	0.850	5	5598	0.511	5	5598	1.361
09:00 - 10:00	5	5598	1.429	5	5598	1.172	5	5598	2.601
10:00 - 11:00	5	5598	1.811	5	5598	1.572	5	5598	3.383
11:00 - 12:00	5	5598	1.883	5	5598	1.911	5	5598	3.794
12:00 - 13:00	5	5598	1.958	5	5598	1.976	5	5598	3.934
13:00 - 14:00	5	5598	2.079	5	5598	1.943	5	5598	4.022
14:00 - 15:00	5	5598	2.026	5	5598	2.040	5	5598	4.066
15:00 - 16:00	5	5598	1.747	5	5598	1.954	5	5598	3.701
16:00 - 17:00	5	5598	1.676	5	5598	1.754	5	5598	3.430
17:00 - 18:00	5	5598	1.433	5	5598	1.590	5	5598	3.023
18:00 - 19:00	5	5598	1.633	5	5598	1.590	5	5598	3.223
19:00 - 20:00	5	5598	1.297	5	5598	1.701	5	5598	2.998
20:00 - 21:00	1	12000	0.483	1	12000	0.958	1	12000	1.441
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.889			20.905			41.794

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

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 3110 - 12000 (units: sqm)
 Survey date range: 01/01/00 - 22/09/18
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
 OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.008	1	12000	0.000	1	12000	0.008
07:00 - 08:00	2	8163	0.037	2	8163	0.018	2	8163	0.055
08:00 - 09:00	5	5598	0.046	5	5598	0.039	5	5598	0.085
09:00 - 10:00	5	5598	0.032	5	5598	0.029	5	5598	0.061
10:00 - 11:00	5	5598	0.039	5	5598	0.029	5	5598	0.068
11:00 - 12:00	5	5598	0.029	5	5598	0.036	5	5598	0.065
12:00 - 13:00	5	5598	0.036	5	5598	0.039	5	5598	0.075
13:00 - 14:00	5	5598	0.046	5	5598	0.039	5	5598	0.085
14:00 - 15:00	5	5598	0.061	5	5598	0.071	5	5598	0.132
15:00 - 16:00	5	5598	0.025	5	5598	0.036	5	5598	0.061
16:00 - 17:00	5	5598	0.036	5	5598	0.039	5	5598	0.075
17:00 - 18:00	5	5598	0.018	5	5598	0.018	5	5598	0.036
18:00 - 19:00	5	5598	0.025	5	5598	0.029	5	5598	0.054
19:00 - 20:00	5	5598	0.018	5	5598	0.018	5	5598	0.036
20:00 - 21:00	1	12000	0.008	1	12000	0.025	1	12000	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.464			0.465			0.929

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

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

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
07:00 - 08:00	2	8163	0.000	2	8163	0.000	2	8163	0.000
08:00 - 09:00	5	5598	0.000	5	5598	0.000	5	5598	0.000
09:00 - 10:00	5	5598	0.000	5	5598	0.000	5	5598	0.000
10:00 - 11:00	5	5598	0.004	5	5598	0.000	5	5598	0.004
11:00 - 12:00	5	5598	0.004	5	5598	0.004	5	5598	0.008
12:00 - 13:00	5	5598	0.000	5	5598	0.004	5	5598	0.004
13:00 - 14:00	5	5598	0.004	5	5598	0.000	5	5598	0.004
14:00 - 15:00	5	5598	0.007	5	5598	0.004	5	5598	0.011
15:00 - 16:00	5	5598	0.004	5	5598	0.011	5	5598	0.015
16:00 - 17:00	5	5598	0.011	5	5598	0.004	5	5598	0.015
17:00 - 18:00	5	5598	0.000	5	5598	0.004	5	5598	0.004
18:00 - 19:00	5	5598	0.007	5	5598	0.007	5	5598	0.014
19:00 - 20:00	5	5598	0.004	5	5598	0.007	5	5598	0.011
20:00 - 21:00	1	12000	0.000	1	12000	0.000	1	12000	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.045			0.090

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

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

Calculation Reference: AUDIT-142301-210331-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	KC	KENT	3 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2165 to 15000 (units: sqm)
 Range Selected by User: 1987 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/09/18

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

Selected survey days:

Saturday 14 days

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

Selected survey types:

Manual count 14 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 11

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

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 2
 Residential Zone 5
 Retail Zone 1
 Built-Up Zone 1
 No Sub Category 4

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

Secondary Filtering selection:

Use Class:

E(a) 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	9 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

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

Travel Plan:

Not Known	6 days
Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-01-D-01 MULLER ROAD BRISTOL ASHLEY DOWN Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 3900 sqm <i>Survey date: SATURDAY 17/10/09</i>	B&Q	BRISTOL CITY	<i>Survey Type: MANUAL</i>
2	DC-01-D-01 GREAT WESTERN ROAD DORCHESTER Edge of Town Centre No Sub Category Total Gross floor area: 2230 sqm <i>Survey date: SATURDAY 05/07/08</i>	FOCUS	DORSET	<i>Survey Type: MANUAL</i>
3	GM-01-D-03 GEORGES ROAD STOCKPORT HEATON ROAD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 15000 sqm <i>Survey date: SATURDAY 21/11/09</i>	B&Q	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
4	HF-01-D-01 BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4791 sqm <i>Survey date: SATURDAY 16/02/02</i>	B&Q	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
5	KC-01-D-01 LONDON ROAD NEAR MAIDSTONE LARKFIELD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3556 sqm <i>Survey date: SATURDAY 21/10/00</i>	B&Q	KENT	<i>Survey Type: MANUAL</i>
6	KC-01-D-02 A225 PRINCES ROAD DARTFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5000 sqm <i>Survey date: SATURDAY 13/10/01</i>	HOMEBASE	KENT	<i>Survey Type: MANUAL</i>
7	KC-01-D-03 EDDINGTON WAY HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3952 sqm <i>Survey date: SATURDAY 23/09/17</i>	HOMEBASE	KENT	<i>Survey Type: MANUAL</i>
8	LC-01-D-05 BROOKFIELD STREET PRESTON MOOR PARK Edge of Town Centre Commercial Zone Total Gross floor area: 4650 sqm <i>Survey date: SATURDAY 18/09/10</i>	B&Q	LANCASHIRE	<i>Survey Type: MANUAL</i>
9	NF-01-D-02 BOUNDARY ROAD NORWICH HELLESDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 13775 sqm <i>Survey date: SATURDAY 17/09/05</i>	B&Q WAREHOUSE	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	NT-01-D-01	B&Q		NOTTINGHAMSHIRE
	DERBY ROAD NEAR NOTTINGHAM EASTWOOD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4325 sqm <i>Survey date: SATURDAY 27/04/02</i>			
	<i>Survey Type: MANUAL</i>			
11	SF-01-D-01	HOMEBASE		SUFFOLK
	STATION APPROACH FELIXSTOWE Edge of Town Centre Retail Zone Total Gross floor area: 2165 sqm <i>Survey date: SATURDAY 13/07/13</i>			
	<i>Survey Type: MANUAL</i>			
12	WK-01-D-01	HOMEBASE		WARWICKSHIRE
	EMSCOTE ROAD WARWICK Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4561 sqm <i>Survey date: SATURDAY 30/06/18</i>			
	<i>Survey Type: MANUAL</i>			
13	WM-01-D-01	B&Q		WEST MIDLANDS
	HARBORNE LANE BIRMINGHAM SELLY OAK Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 3110 sqm <i>Survey date: SATURDAY 03/06/00</i>			
	<i>Survey Type: MANUAL</i>			
14	WM-01-D-02	B&Q WAREHOUSE		WEST MIDLANDS
	HEARTLANDS SPINE RD BIRMINGHAM BROMFORD Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 12000 sqm <i>Survey date: SATURDAY 26/01/02</i>			
	<i>Survey Type: MANUAL</i>			

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	6291	0.072	4	6291	0.016	4	6291	0.088
07:00 - 08:00	10	6656	0.281	10	6656	0.153	10	6656	0.434
08:00 - 09:00	14	5930	0.891	14	5930	0.600	14	5930	1.491
09:00 - 10:00	14	5930	1.761	14	5930	1.332	14	5930	3.093
10:00 - 11:00	14	5930	2.863	14	5930	2.310	14	5930	5.173
11:00 - 12:00	14	5930	3.340	14	5930	3.084	14	5930	6.424
12:00 - 13:00	14	5930	3.087	14	5930	3.199	14	5930	6.286
13:00 - 14:00	14	5930	3.292	14	5930	3.210	14	5930	6.502
14:00 - 15:00	14	5930	3.514	14	5930	3.338	14	5930	6.852
15:00 - 16:00	14	5930	3.269	14	5930	3.436	14	5930	6.705
16:00 - 17:00	14	5930	2.625	14	5930	3.086	14	5930	5.711
17:00 - 18:00	14	5930	1.771	14	5930	2.300	14	5930	4.071
18:00 - 19:00	14	5930	1.125	14	5930	1.371	14	5930	2.496
19:00 - 20:00	13	6219	0.508	13	6219	0.815	13	6219	1.323
20:00 - 21:00	9	6020	0.063	9	6020	0.218	9	6020	0.281
21:00 - 22:00	1	3900	0.000	1	3900	0.000	1	3900	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.462			28.468			56.930

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

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

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Parameter summary

Trip rate parameter range selected: 2165 - 15000 (units: sqm)
 Survey date range: 01/01/00 - 22/09/18
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 14
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	6291	0.000	4	6291	0.000	4	6291	0.000
07:00 - 08:00	10	6656	0.000	10	6656	0.000	10	6656	0.000
08:00 - 09:00	14	5930	0.007	14	5930	0.004	14	5930	0.011
09:00 - 10:00	14	5930	0.016	14	5930	0.011	14	5930	0.027
10:00 - 11:00	14	5930	0.010	14	5930	0.011	14	5930	0.021
11:00 - 12:00	14	5930	0.013	14	5930	0.007	14	5930	0.020
12:00 - 13:00	14	5930	0.010	14	5930	0.008	14	5930	0.018
13:00 - 14:00	14	5930	0.010	14	5930	0.011	14	5930	0.021
14:00 - 15:00	14	5930	0.007	14	5930	0.011	14	5930	0.018
15:00 - 16:00	14	5930	0.007	14	5930	0.012	14	5930	0.019
16:00 - 17:00	14	5930	0.012	14	5930	0.012	14	5930	0.024
17:00 - 18:00	14	5930	0.007	14	5930	0.010	14	5930	0.017
18:00 - 19:00	14	5930	0.004	14	5930	0.005	14	5930	0.009
19:00 - 20:00	13	6219	0.000	13	6219	0.002	13	6219	0.002
20:00 - 21:00	9	6020	0.000	9	6020	0.000	9	6020	0.000
21:00 - 22:00	1	3900	0.000	1	3900	0.000	1	3900	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.104			0.207

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

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

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	6291	0.000	4	6291	0.000	4	6291	0.000
07:00 - 08:00	10	6656	0.009	10	6656	0.000	10	6656	0.009
08:00 - 09:00	14	5930	0.022	14	5930	0.001	14	5930	0.023
09:00 - 10:00	14	5930	0.007	14	5930	0.005	14	5930	0.012
10:00 - 11:00	14	5930	0.011	14	5930	0.011	14	5930	0.022
11:00 - 12:00	14	5930	0.013	14	5930	0.010	14	5930	0.023
12:00 - 13:00	14	5930	0.010	14	5930	0.012	14	5930	0.022
13:00 - 14:00	14	5930	0.010	14	5930	0.014	14	5930	0.024
14:00 - 15:00	14	5930	0.013	14	5930	0.006	14	5930	0.019
15:00 - 16:00	14	5930	0.012	14	5930	0.017	14	5930	0.029
16:00 - 17:00	14	5930	0.011	14	5930	0.010	14	5930	0.021
17:00 - 18:00	14	5930	0.002	14	5930	0.012	14	5930	0.014
18:00 - 19:00	14	5930	0.006	14	5930	0.018	14	5930	0.024
19:00 - 20:00	13	6219	0.000	13	6219	0.007	13	6219	0.007
20:00 - 21:00	9	6020	0.004	9	6020	0.007	9	6020	0.011
21:00 - 22:00	1	3900	0.000	1	3900	0.000	1	3900	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.130			0.260

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1165 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/10/20

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

Selected survey days:

Monday	1 days
Tuesday	7 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Built-Up Zone	3
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

E(a) 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	7 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DC-01-C-02	LIDL		DORSET
	POOLE ROAD			
	BOURNEMOUTH			
	BRANKSOME			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:		1334 sqm	
	Survey date:	TUESDAY	15/07/08	Survey Type: MANUAL
2	ES-01-C-01	ALDI		EAST SUSSEX
	LONDON ROAD			
	BEXHILL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		1222 sqm	
	Survey date:	THURSDAY	04/10/01	Survey Type: MANUAL
3	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1407 sqm	
	Survey date:	TUESDAY	27/11/12	Survey Type: MANUAL
4	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2398 sqm	
	Survey date:	TUESDAY	19/07/16	Survey Type: MANUAL
5	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	LIVERPOOL			
	ELM PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1165 sqm	
	Survey date:	WEDNESDAY	20/06/07	Survey Type: MANUAL
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		2450 sqm	
	Survey date:	MONDAY	12/06/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02 NEWTON ROAD RUSHDEN	LIDL		NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		2624 sqm	
	Survey date: <i>TUESDAY</i>		<i>19/07/16</i>	<i>Survey Type: MANUAL</i>
8	NY-01-C-02 STATION ROAD THIRSK	LIDL		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1527 sqm	
	Survey date: <i>TUESDAY</i>		<i>11/10/11</i>	<i>Survey Type: MANUAL</i>
9	SH-01-C-01 CASTLE STREET TELFORD HADLEY	LIDL		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		1900 sqm	
	Survey date: <i>TUESDAY</i>		<i>16/06/09</i>	<i>Survey Type: MANUAL</i>
10	WO-01-C-02 WORCESTER ROAD MALVERN	LIDL		WORCESTERSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		1471 sqm	
	Survey date: <i>TUESDAY</i>		<i>26/06/18</i>	<i>Survey Type: MANUAL</i>
11	WS-01-C-02 FOUNDRY LANE HORSHAM	LIDL		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		1616 sqm	
	Survey date: <i>WEDNESDAY</i>		<i>21/10/20</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	2213	0.271	3	2213	0.030	3	2213	0.301
07:00 - 08:00	8	1900	0.599	8	1900	0.250	8	1900	0.849
08:00 - 09:00	10	1789	2.113	10	1789	1.425	10	1789	3.538
09:00 - 10:00	11	1738	3.448	11	1738	2.904	11	1738	6.352
10:00 - 11:00	11	1738	4.018	11	1738	3.563	11	1738	7.581
11:00 - 12:00	11	1738	4.301	11	1738	4.117	11	1738	8.418
12:00 - 13:00	11	1738	4.128	11	1738	4.520	11	1738	8.648
13:00 - 14:00	11	1738	3.783	11	1738	4.123	11	1738	7.906
14:00 - 15:00	11	1738	4.379	11	1738	4.039	11	1738	8.418
15:00 - 16:00	11	1738	4.363	11	1738	4.348	11	1738	8.711
16:00 - 17:00	11	1738	4.384	11	1738	4.567	11	1738	8.951
17:00 - 18:00	11	1738	3.767	11	1738	4.238	11	1738	8.005
18:00 - 19:00	11	1738	3.191	11	1738	3.275	11	1738	6.466
19:00 - 20:00	10	1789	1.956	10	1789	2.403	10	1789	4.359
20:00 - 21:00	8	1853	1.423	8	1853	1.929	8	1853	3.352
21:00 - 22:00	6	1994	0.819	6	1994	1.203	6	1994	2.022
22:00 - 23:00	4	2272	0.033	4	2272	0.319	4	2272	0.352
23:00 - 24:00									
Total Rates:			46.976			47.253			94.229

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

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

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Parameter summary

Trip rate parameter range selected: 1165 - 2624 (units: sqm)
Survey date range: 01/01/00 - 24/10/20
Number of weekdays (Monday-Friday): 11
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	2213	0.015	3	2213	0.000	3	2213	0.015
07:00 - 08:00	8	1900	0.026	8	1900	0.013	8	1900	0.039
08:00 - 09:00	10	1789	0.011	10	1789	0.022	10	1789	0.033
09:00 - 10:00	11	1738	0.047	11	1738	0.026	11	1738	0.073
10:00 - 11:00	11	1738	0.021	11	1738	0.037	11	1738	0.058
11:00 - 12:00	11	1738	0.026	11	1738	0.031	11	1738	0.057
12:00 - 13:00	11	1738	0.000	11	1738	0.005	11	1738	0.005
13:00 - 14:00	11	1738	0.010	11	1738	0.000	11	1738	0.010
14:00 - 15:00	11	1738	0.026	11	1738	0.026	11	1738	0.052
15:00 - 16:00	11	1738	0.010	11	1738	0.010	11	1738	0.020
16:00 - 17:00	11	1738	0.010	11	1738	0.021	11	1738	0.031
17:00 - 18:00	11	1738	0.016	11	1738	0.005	11	1738	0.021
18:00 - 19:00	11	1738	0.000	11	1738	0.000	11	1738	0.000
19:00 - 20:00	10	1789	0.006	10	1789	0.006	10	1789	0.012
20:00 - 21:00	8	1853	0.007	8	1853	0.000	8	1853	0.007
21:00 - 22:00	6	1994	0.000	6	1994	0.017	6	1994	0.017
22:00 - 23:00	4	2272	0.000	4	2272	0.011	4	2272	0.011
23:00 - 24:00									
Total Rates:			0.231			0.230			0.461

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	2213	0.015	3	2213	0.000	3	2213	0.015
07:00 - 08:00	8	1900	0.026	8	1900	0.007	8	1900	0.033
08:00 - 09:00	10	1789	0.050	10	1789	0.039	10	1789	0.089
09:00 - 10:00	11	1738	0.047	11	1738	0.052	11	1738	0.099
10:00 - 11:00	11	1738	0.031	11	1738	0.042	11	1738	0.073
11:00 - 12:00	11	1738	0.058	11	1738	0.047	11	1738	0.105
12:00 - 13:00	11	1738	0.058	11	1738	0.047	11	1738	0.105
13:00 - 14:00	11	1738	0.068	11	1738	0.052	11	1738	0.120
14:00 - 15:00	11	1738	0.037	11	1738	0.052	11	1738	0.089
15:00 - 16:00	11	1738	0.094	11	1738	0.063	11	1738	0.157
16:00 - 17:00	11	1738	0.068	11	1738	0.068	11	1738	0.136
17:00 - 18:00	11	1738	0.078	11	1738	0.094	11	1738	0.172
18:00 - 19:00	11	1738	0.058	11	1738	0.037	11	1738	0.095
19:00 - 20:00	10	1789	0.039	10	1789	0.039	10	1789	0.078
20:00 - 21:00	8	1853	0.013	8	1853	0.034	8	1853	0.047
21:00 - 22:00	6	1994	0.000	6	1994	0.033	6	1994	0.033
22:00 - 23:00	4	2272	0.000	4	2272	0.011	4	2272	0.011
23:00 - 24:00									
Total Rates:			0.740			0.717			1.457

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

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

Calculation Reference: AUDIT-142301-210331-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1007 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/10/20

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

Selected survey days:

Saturday 11 days

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

Selected survey types:

Manual count 11 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 4
 Suburban Area (PPS6 Out of Centre) 7

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

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 3
 Built-Up Zone 3
 High Street 1
 No Sub Category 2

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

Secondary Filtering selection:

Use Class:

E(a) 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	5 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BR-01-C-01 LIDL LAWRENCE HILL BRISTOL LAWRENCE HILL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1007 sqm <i>Survey date: SATURDAY 17/05/03</i>	BRISTOL CITY <i>Survey Type: MANUAL</i>
2	CB-01-C-01 ALDI KINGSTOWN ROAD CARLISLE KINGSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1216 sqm <i>Survey date: SATURDAY 07/09/02</i>	CUMBRIA <i>Survey Type: MANUAL</i>
3	ES-01-C-01 ALDI LONDON ROAD BEXHILL Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1222 sqm <i>Survey date: SATURDAY 06/10/01</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
4	HE-01-C-01 ALDI EIGN STREET HEREFORD Edge of Town Centre Built-Up Zone Total Gross floor area: 1219 sqm <i>Survey date: SATURDAY 04/03/06</i>	HEREFORDSHIRE <i>Survey Type: MANUAL</i>
5	LN-01-C-01 LIDL RICHMOND DRIVE SKEGNESS Edge of Town Centre Built-Up Zone Total Gross floor area: 2398 sqm <i>Survey date: SATURDAY 16/07/16</i>	LINCOLNSHIRE <i>Survey Type: MANUAL</i>
6	LN-01-C-02 LIDL DIXON STREET LINCOLN NEW BOULTHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2233 sqm <i>Survey date: SATURDAY 28/10/17</i>	LINCOLNSHIRE <i>Survey Type: MANUAL</i>
7	LN-01-C-03 ALDI NEWARK ROAD LINCOLN BRACEBRIDGE Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area: 1485 sqm <i>Survey date: SATURDAY 28/10/17</i>	LINCOLNSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NB-01-C-01 SCHALKSMUHLE ROAD BEDLINGTON	LIDL	NORTHUMBERLAND
	Edge of Town Centre No Sub Category Total Gross floor area: 2450 sqm <i>Survey date: SATURDAY 10/06/17</i>		<i>Survey Type: MANUAL</i>
9	NR-01-C-02 NEWTON ROAD RUSHDEN	LIDL	NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 2624 sqm <i>Survey date: SATURDAY 16/07/16</i>		<i>Survey Type: MANUAL</i>
10	NY-01-C-01 LAYERTHORPE YORK	NETTO	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1250 sqm <i>Survey date: SATURDAY 21/05/05</i>		<i>Survey Type: MANUAL</i>
11	TV-01-C-01 JESMOND GARDENS HARTLEPOOL	LIDL	TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1765 sqm <i>Survey date: SATURDAY 05/09/20</i>		<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	10	1765	0.646	10	1765	0.170	10	1765	0.816
08:00 - 09:00	10	1765	2.584	10	1765	1.762	10	1765	4.346
09:00 - 10:00	11	1715	4.219	11	1715	3.657	11	1715	7.876
10:00 - 11:00	11	1715	5.411	11	1715	4.764	11	1715	10.175
11:00 - 12:00	11	1715	6.413	11	1715	6.052	11	1715	12.465
12:00 - 13:00	11	1715	5.750	11	1715	6.031	11	1715	11.781
13:00 - 14:00	11	1715	6.089	11	1715	5.925	11	1715	12.014
14:00 - 15:00	11	1715	5.846	11	1715	5.830	11	1715	11.676
15:00 - 16:00	11	1715	5.533	11	1715	5.941	11	1715	11.474
16:00 - 17:00	11	1715	4.780	11	1715	5.109	11	1715	9.889
17:00 - 18:00	10	1765	3.530	10	1765	3.797	10	1765	7.327
18:00 - 19:00	10	1765	1.904	10	1765	2.624	10	1765	4.528
19:00 - 20:00	6	2159	1.729	6	2159	2.277	6	2159	4.006
20:00 - 21:00	6	2159	0.996	6	2159	1.258	6	2159	2.254
21:00 - 22:00	6	2159	0.702	6	2159	0.826	6	2159	1.528
22:00 - 23:00	5	2238	0.143	5	2238	0.349	5	2238	0.492
23:00 - 24:00									
Total Rates:			56.494			56.452			112.946

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

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

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Parameter summary

Trip rate parameter range selected: 1007 - 2624 (units: sqm)
 Survey date range: 01/01/00 - 24/10/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 11
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.020	2	2511	0.020	2	2511	0.040
07:00 - 08:00	10	1765	0.040	10	1765	0.011	10	1765	0.051
08:00 - 09:00	10	1765	0.006	10	1765	0.028	10	1765	0.034
09:00 - 10:00	11	1715	0.011	11	1715	0.005	11	1715	0.016
10:00 - 11:00	11	1715	0.011	11	1715	0.016	11	1715	0.027
11:00 - 12:00	11	1715	0.000	11	1715	0.005	11	1715	0.005
12:00 - 13:00	11	1715	0.000	11	1715	0.000	11	1715	0.000
13:00 - 14:00	11	1715	0.011	11	1715	0.000	11	1715	0.011
14:00 - 15:00	11	1715	0.016	11	1715	0.011	11	1715	0.027
15:00 - 16:00	11	1715	0.000	11	1715	0.016	11	1715	0.016
16:00 - 17:00	11	1715	0.000	11	1715	0.000	11	1715	0.000
17:00 - 18:00	10	1765	0.006	10	1765	0.000	10	1765	0.006
18:00 - 19:00	10	1765	0.006	10	1765	0.000	10	1765	0.006
19:00 - 20:00	6	2159	0.008	6	2159	0.015	6	2159	0.023
20:00 - 21:00	6	2159	0.000	6	2159	0.008	6	2159	0.008
21:00 - 22:00	6	2159	0.000	6	2159	0.000	6	2159	0.000
22:00 - 23:00	5	2238	0.000	5	2238	0.000	5	2238	0.000
23:00 - 24:00									
Total Rates:			0.135			0.135			0.270

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.020	2	2511	0.000	2	2511	0.020
07:00 - 08:00	10	1765	0.028	10	1765	0.006	10	1765	0.034
08:00 - 09:00	10	1765	0.062	10	1765	0.051	10	1765	0.113
09:00 - 10:00	11	1715	0.058	11	1715	0.048	11	1715	0.106
10:00 - 11:00	11	1715	0.090	11	1715	0.069	11	1715	0.159
11:00 - 12:00	11	1715	0.111	11	1715	0.101	11	1715	0.212
12:00 - 13:00	11	1715	0.042	11	1715	0.058	11	1715	0.100
13:00 - 14:00	11	1715	0.111	11	1715	0.069	11	1715	0.180
14:00 - 15:00	11	1715	0.106	11	1715	0.074	11	1715	0.180
15:00 - 16:00	11	1715	0.111	11	1715	0.090	11	1715	0.201
16:00 - 17:00	11	1715	0.058	11	1715	0.090	11	1715	0.148
17:00 - 18:00	10	1765	0.108	10	1765	0.153	10	1765	0.261
18:00 - 19:00	10	1765	0.051	10	1765	0.068	10	1765	0.119
19:00 - 20:00	6	2159	0.062	6	2159	0.069	6	2159	0.131
20:00 - 21:00	6	2159	0.039	6	2159	0.085	6	2159	0.124
21:00 - 22:00	6	2159	0.046	6	2159	0.062	6	2159	0.108
22:00 - 23:00	5	2238	0.000	5	2238	0.018	5	2238	0.018
23:00 - 24:00									
Total Rates:			1.103			1.111			2.214

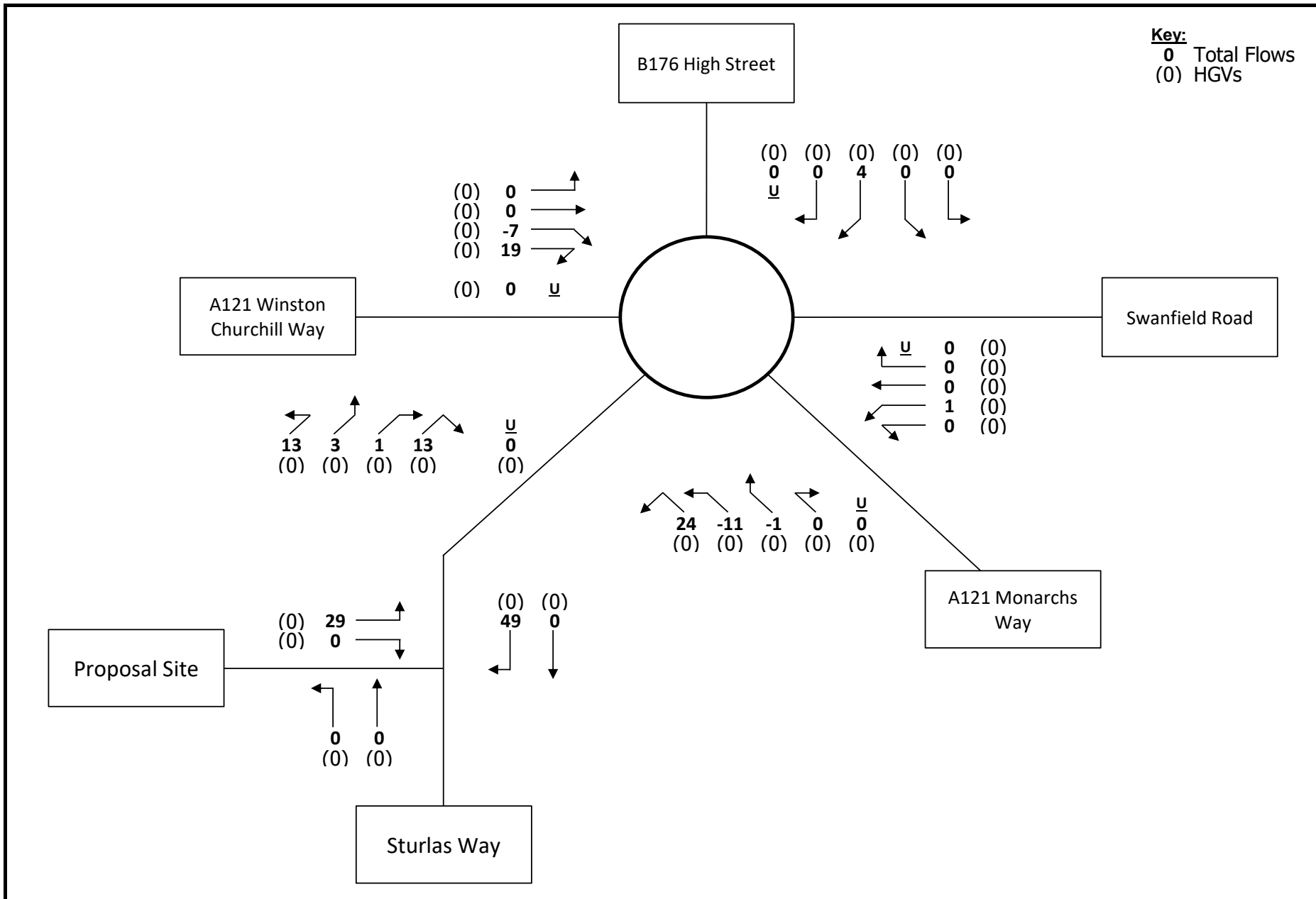
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Appendix 6

Traffic Flow Diagrams
Existing Homebase Traffic Effect

Key:
0 Total Flows
 (0) HGVs



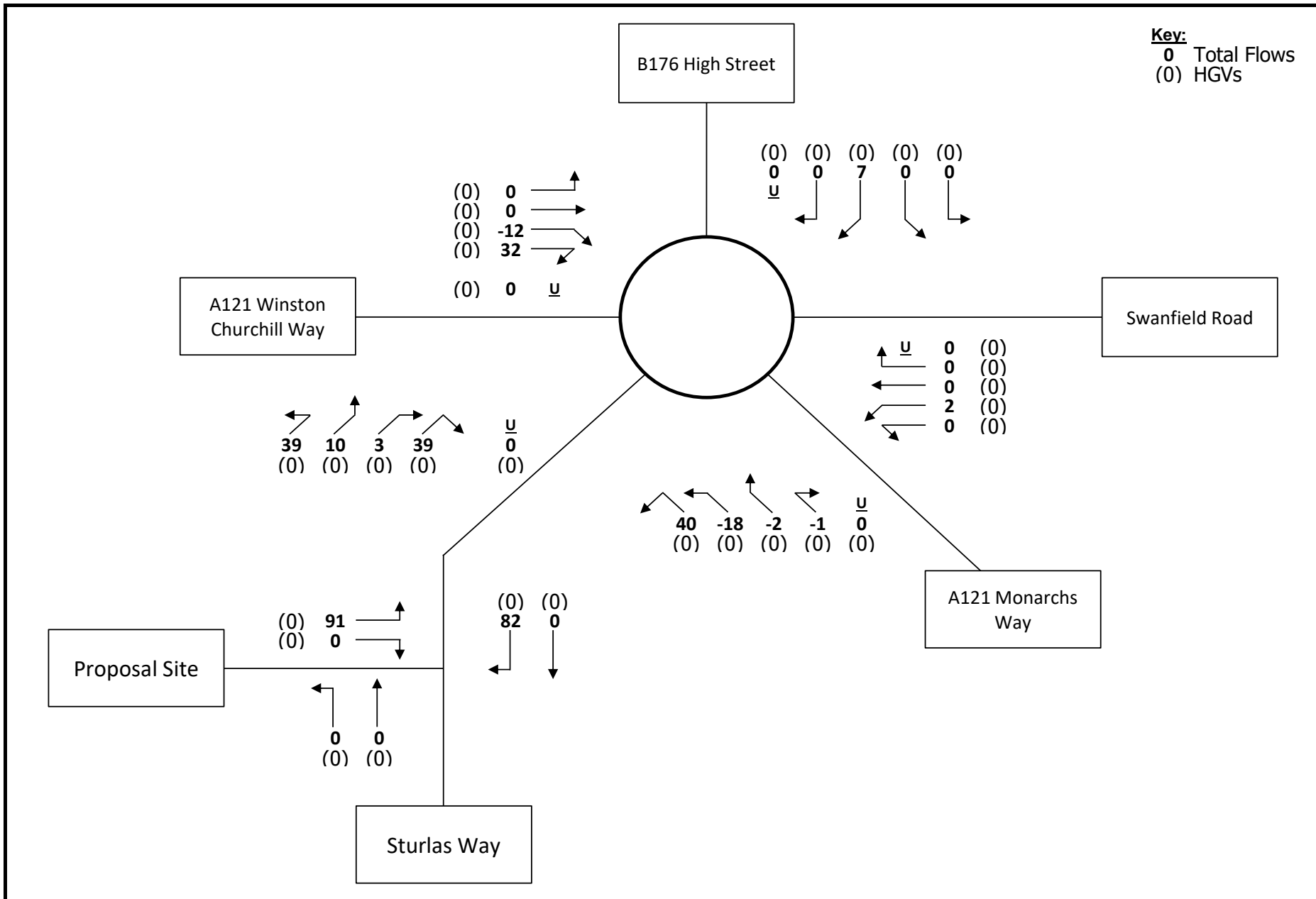
PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY

AM Peak (08:00 - 09:00)

Existing Homebase Traffic Effect



Key:
0 Total Flows
 (0) HGVs



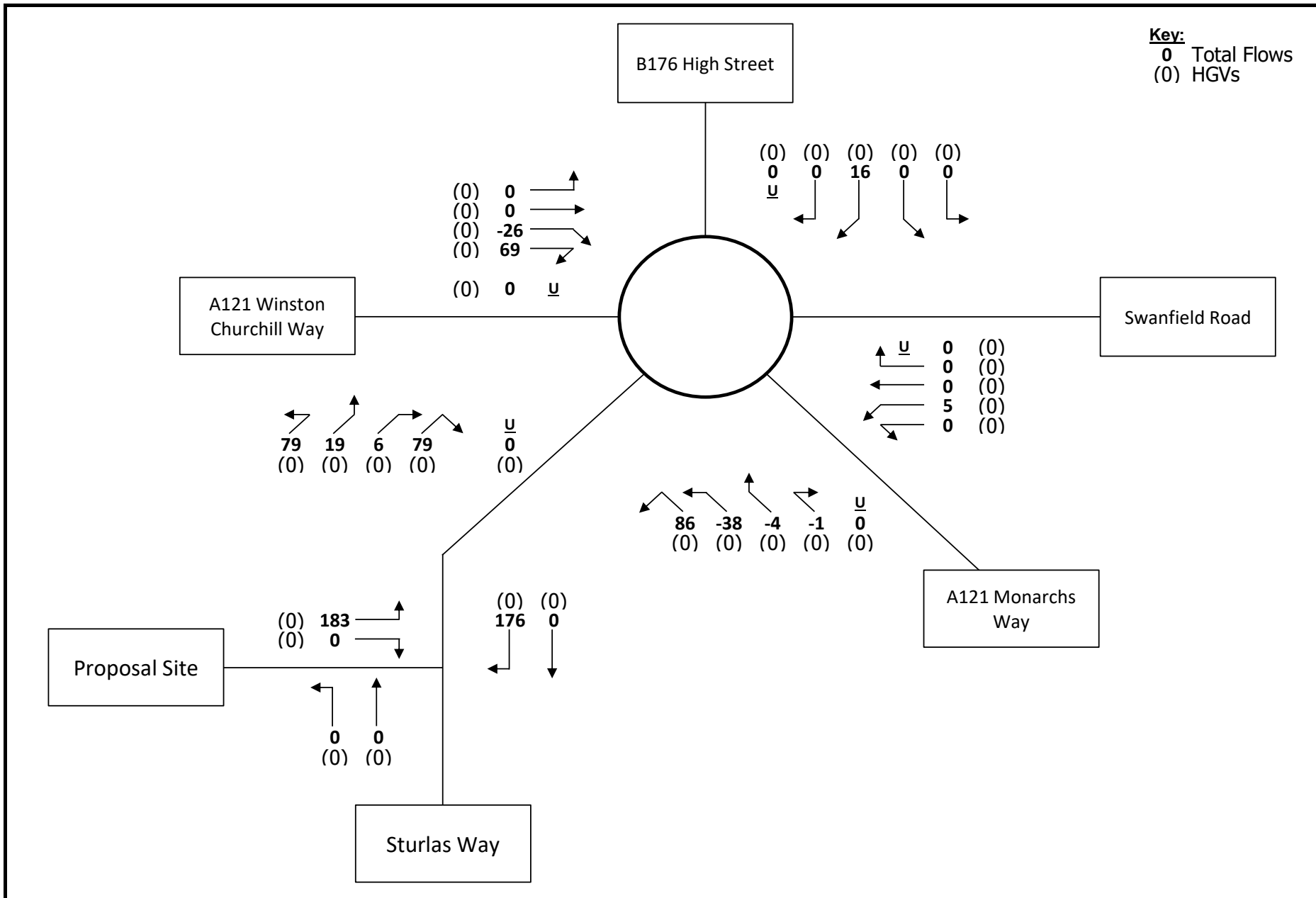
PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY



PM Peak (17:00 - 18:00)

Existing Homebase Traffic Effect

Key:
0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY

Sat Peak (12:00 - 13:00)

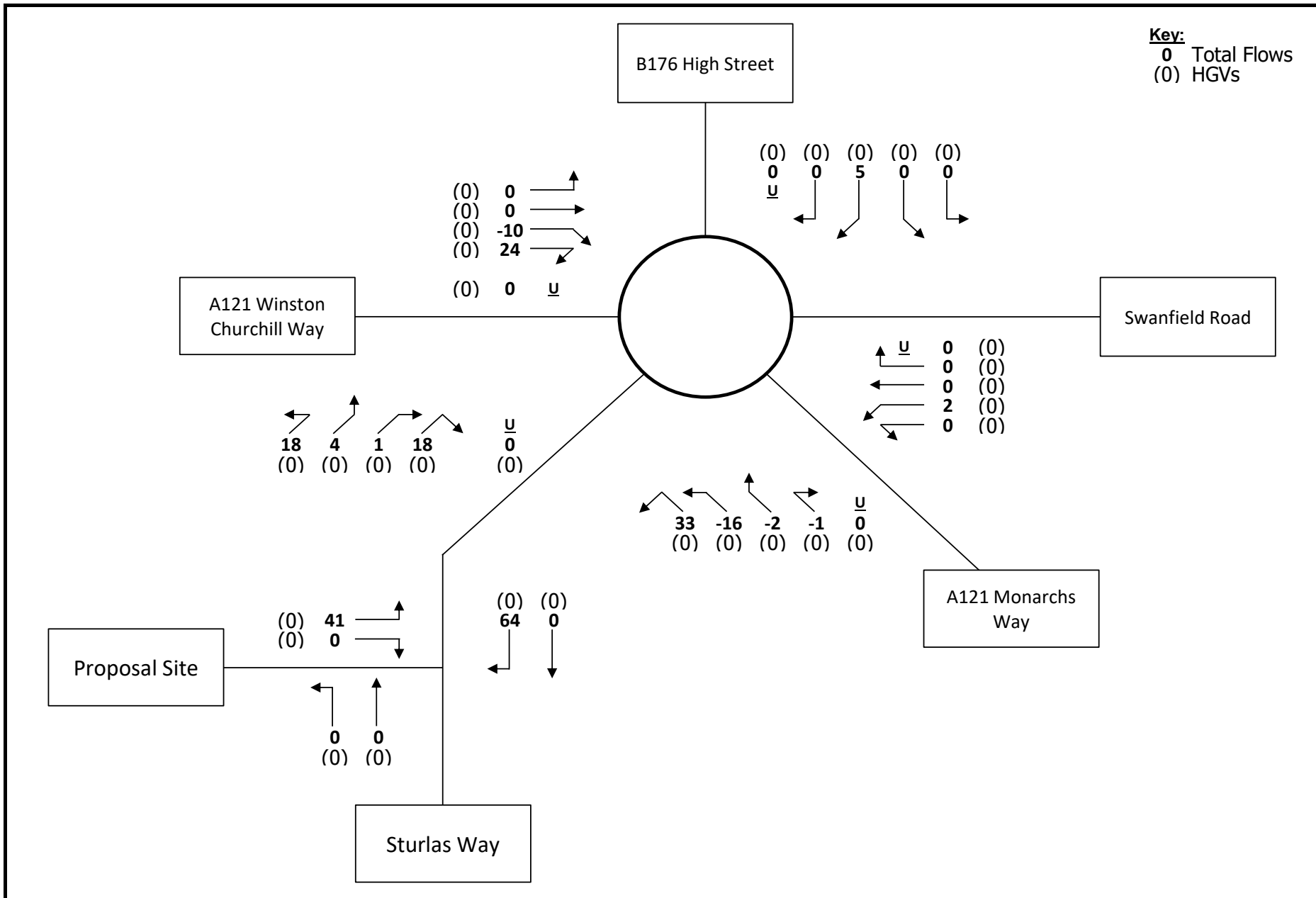
Existing Homebase Traffic Effect



Appendix 7

Traffic Flow Diagrams Proposed Development Traffic Effect

Key:
 0 Total Flows
 (0) HGVs

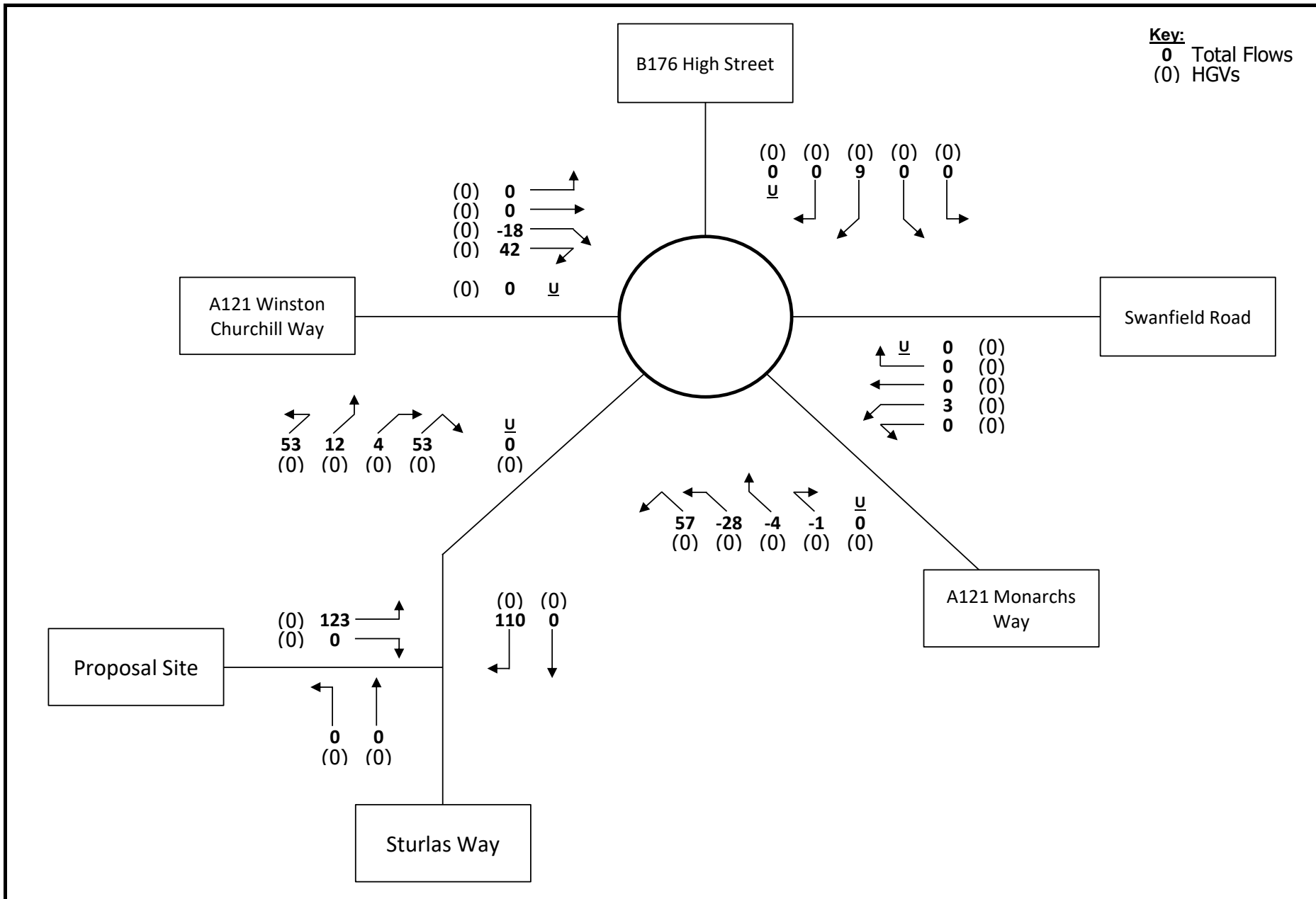


PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY

AM Peak (08:00 - 09:00)

Total Proposed Development Traffic Effect

Key:
0 Total Flows
 (0) HGVs

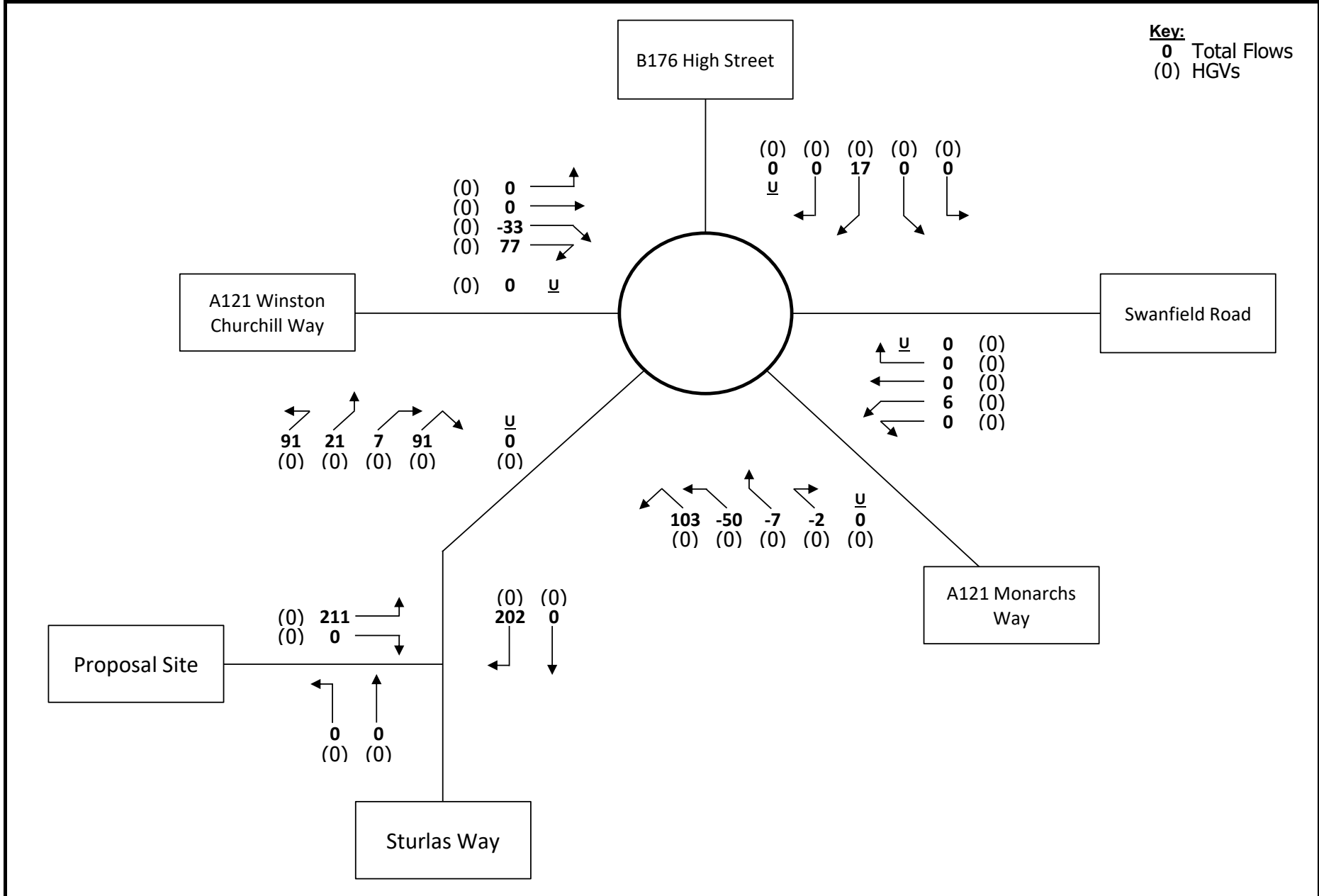


PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY



PM Peak (17:00 - 18:00)

Total Proposed Development Traffic Effect



PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY



Sat Peak (12:00 - 13:00)

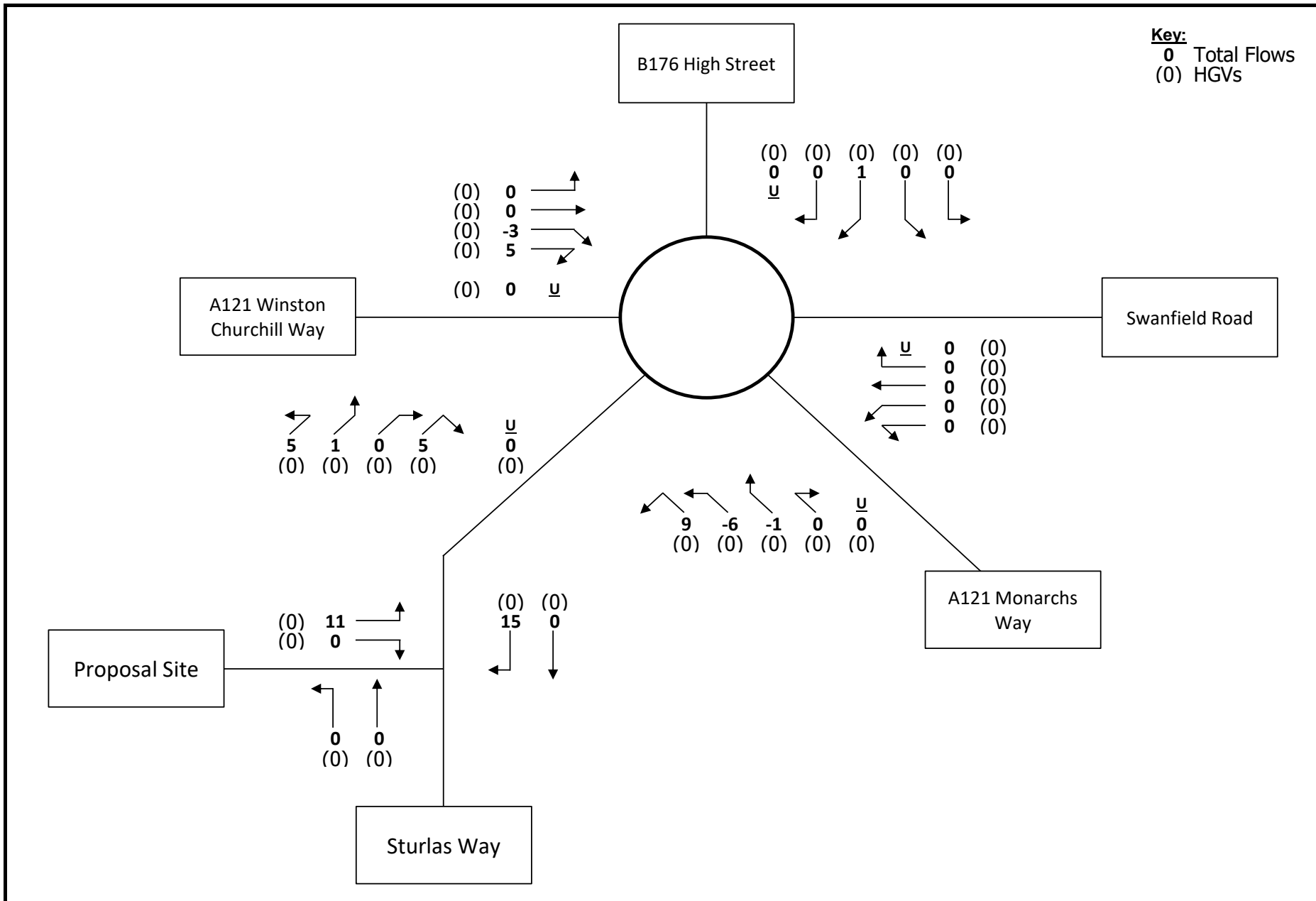
Total Proposed Development Traffic Effect

Appendix 8

Traffic Flow Diagrams

Net Change in Traffic (Proposed minus Existing)

Key:
0 Total Flows
 (0) HGVs



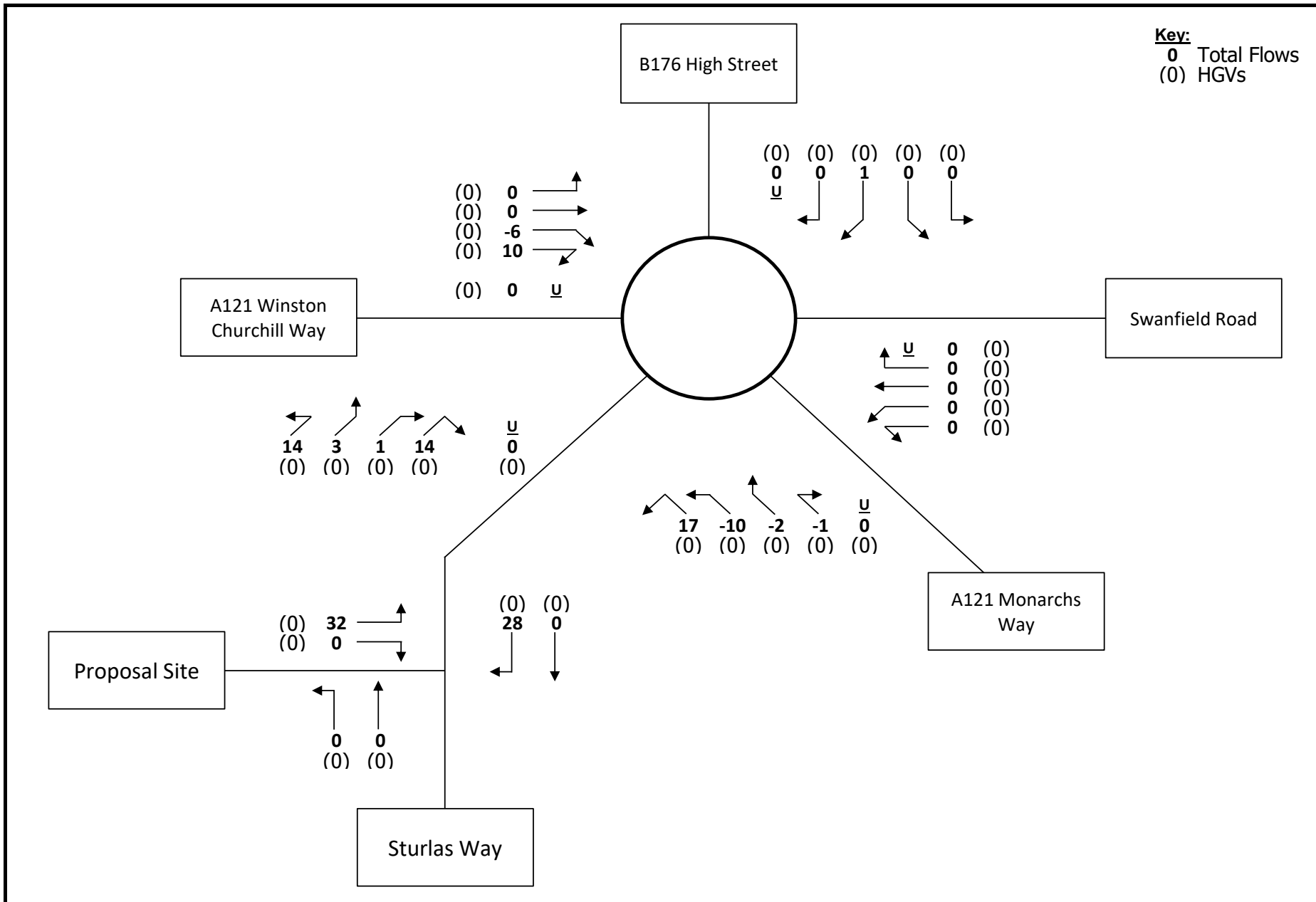
PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY



AM Peak (08:00 - 09:00)

Net Change in Trips (Proposed minus Existing)

Key:
0 Total Flows
 (0) HGVs



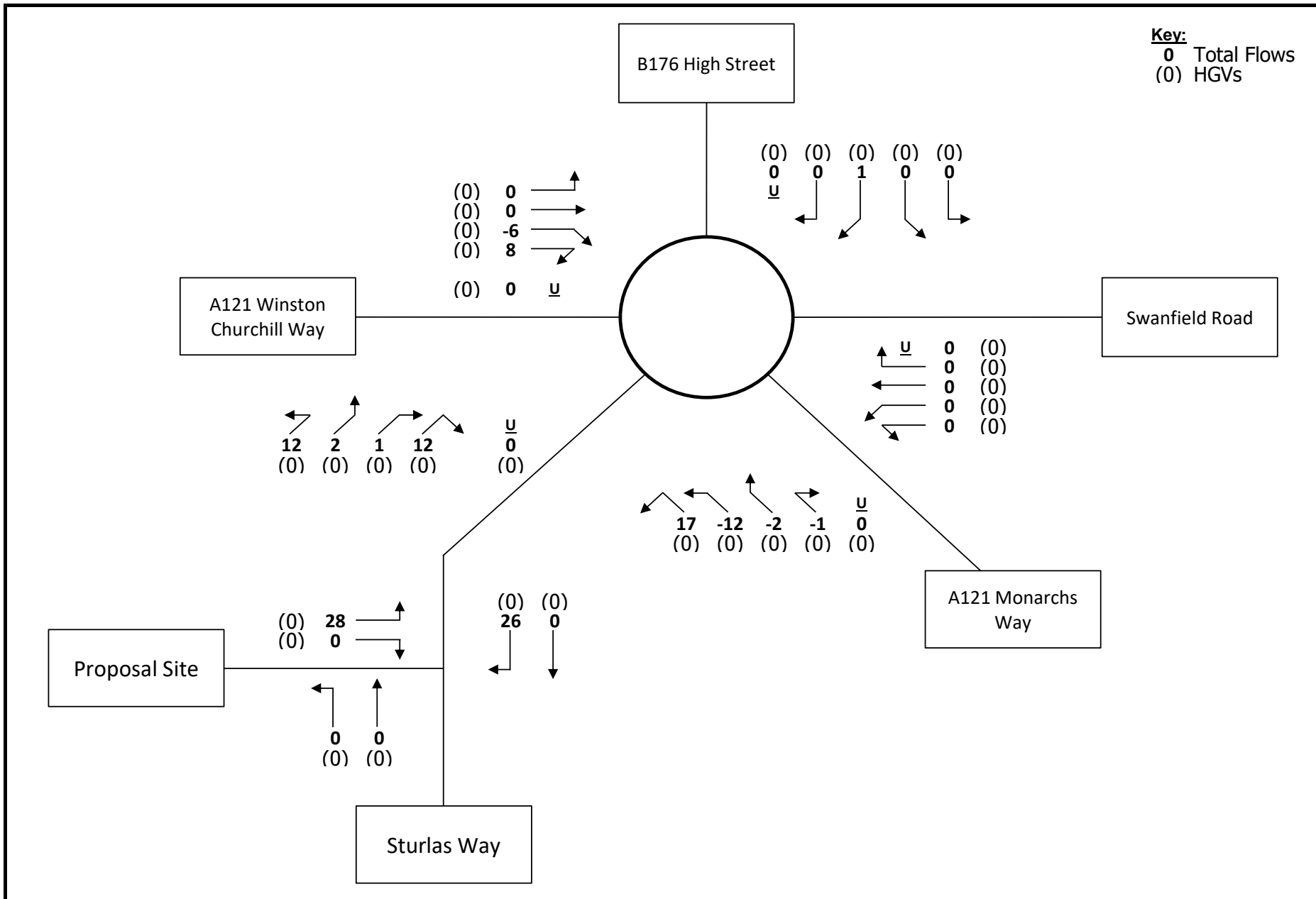
PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY



PM Peak (17:00 - 18:00)

Net Change in Trips (Proposed minus Existing)

Key:
 0 Total Flows
 (0) HGVs



PROPOSED DEVELOPMENT: WALTHAM CROSS, STURLAS WAY

Sat Peak (12:00 - 13:00)

Net Change in Trips (Proposed minus Existing)

