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By email

12th February 2024

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Extension of Everest House, Cuffley (6/2023/2345/FULL): Parking Survey and Travel Mode Review

EAS Transport Planning Ltd has been commissioned to provide additional highways advice on the proposed Everest House extension scheme, at Sopers Road, Cuffley. EAS has previously prepared the Framework Travel Plan for this scheme.

The Site

The site under consideration is located within the heart of Cuffley. The full address of the site is Cuffley Place, Sopers Rd, Cuffley, Potters Bar, EN6 4RY.

The site is therefore located within the administrative planning boundaries of Welwyn Hatfield District Council ('WHDC'). The Local Highways Authority ('LHA') is Hertfordshire County Council ('HCC'), who manage the local street network.

A Location Map showing the setting of the site is contained within **Appendix A**.

The Scheme

The proposals are to refurbish the existing office building on the site, and to incorporate an additional floor to the existing structure. Additional alterations to building façade and landscaping of the site are proposed as part of the scheme.

The extension is proposed to generate an additional 531sqm of Class E office floor space on top of the existing office floor space.

Access and car parking on site is proposed to be retained in line with the existing arrangements.

The preliminary set of plans for the scheme are contained at **Appendix B**.

Highways Comments

HCC Highways have commented as follows:

"I am currently reviewing 6/2023/2345/FULL and have some concerns with the application regarding car parking, particularly as I note there have been a number of objections raised from local residents and the Parish Council raising concerns with existing vehicle parking at the site and on Sopers Road. The application form states that there will be no decrease or increase in employee numbers even though the application seeks to add an additional floor to the building for office use and increase the GFA of the overall building.

Could you please request that the applicant undertakes an on-site parking survey for a Tuesday/Wednesday/Thursday period noting if staff are having to park off-site (i.e. in the car park next door) as well as request confirmation if staff numbers are remaining (and what the existing level of staff is

within the building). – If you prefer, I'm happy to issue this via a formal response and state insufficient information and for an onsite parking survey."

In this regard, a parking survey of the local area has been undertaken by the authors of this report, as well as a Travel Questionnaire has been undertaken by the existing occupants of the site, querying the travel patterns amongst staff.

Parking Survey

In light of the comments made by HCC Highways, a parking survey has been conducted by EAS, as part of a wider visit to the site, in order to ascertain first hand, and quantify the number of car parking spaces available within a walkable range of the site.

The survey visit was undertaken on Wednesday, the 24th of January 2024, and the weather on the day of the visit was partly sunny, with temperatures well above freezing level (at circa 10°C). The parking count was undertaken at approximately 10am.

The survey covered the NSL Sopers Road Car Park, the Train Station Car Park (accessed near the northern end of Sopers Road), the site car park (around Everest House) and its overflow car park to the east of the site.

Within the survey, it was noted that the local area is quite popular for parking during working hours. The combination of a popular local centre (i.e., Cuffley High Street), the local commuter parking outside the train station, as well as the existing offices and commercial development nearby, do therefore generate significant demand for parking. It is worth adding that the local is covered by parking restrictions, either as part of resident Parking Permit zones, or through timed single-yellow line restrictions which apply during 2 hours during weekday working hours (11am to 1pm).

On a more localised basis the following number of parked cars and spaces was recorded:

- Site Car Park: 10 free spaces (3 spaces at the front, 3 spaces on the north side, and 4 empty spaces on the south side of the building), out of a total of 43 spaces (9 at the front, 15 to the north, and 19 spaces to the south);
- Site Overflow Car Park: 3 free spaces out of 61 spaces; 1 irregularly parked vehicle;
- NSL Sopers Road Car Park: all 87 spaces occupied;
- Sopers Road on-street parking: to the north of site (all private, off-street spaces); to the south of site, c. 20 vehicles informally parked on Sopers Road (including, a number of vehicles parked on site boundary areas), out of a total of 23 informal spaces;
- Train Station Car Park: 23 free spaces out of 276 spaces.

Within the site, a parking stress of 88% was recorded, with 13 free spaces out of a total of 104, or 92 parked vehicles, after accounting for the one irregularly parked vehicle.

Within the local area, but outside of the site, circa 26 free spaces were noted, out of a total of 386 spaces. This equates to a local off-site parking stress of 93%.

A map showing the location of each car park, and the occupancy within each area is contained at **Appendix C**.

Travel Questionnaire

A travel questionnaire has also been prepared circulated with the current staff based at the existing Everest House facility. This was circulated via the respective companies who currently occupy the site.

The questionnaire was issued to the site management at the time of the site visit mentioned above, but was circulated amongst the staff within the last week of January 2024. During this week, the local weather was cloudy and windy, with temperatures ranging between 6°C and 12°C.

The questionnaire is drafted so as to inform the car parking discussions at planning stage, and so as to be re-used following occupation of the redeveloped site, as part of the Travel Plan process. This will enable site management (and HCC’s Travel Planning team) to monitor travel mode, as well as car parking demand by staff at the future redeveloped site.

A copy of the questionnaire at **Appendix D**.

The survey was therefore filled-in to by 60 respondents, from 14 different companies currently on site, during the last week of January 2024. A good response rate was therefore achieved within the survey, covering more than half the number of staff working on site.

Travel Questionnaire Findings

The questionnaire therefore covered a good number of staff from a wide range of companies based at the site. It would be expected that all respondents to the survey were staff members on site, but a number of respondents did miss answering this question.

The home postcode of the majority of respondents was located within the Hertfordshire and the surrounding counties, with a small percentage of respondents stating that they live within the Greater London Metropolitan Area. A third of respondents travel from the nearest two postcode areas to the site (EN6 and EN7, i.e., Potters Bar and Goff’s Oak and the surrounding areas).

The fourth question of the survey queried the time of arrival at the site, which indicated a spread over the morning peak period, with most arrivals occurring between 8am and 9:30am.

Questions 5 and 6 addressed the mode of travel. Whereas the former question queried the mode of travel on the day, the latter question asked about the usual model of travel. The main variation in this captured people who were affected by rail strikes.

In this regard, the following results were noted:

	How did you travel to the site today?				How do you usually travel to the site?			
	As Primary Mode		As Secondary Mode		As Primary Mode		As Secondary Mode	
Car Driver	50	82.0%	0	0.0%	51	83.6%	1	20.0%
Car Passenger	2	3.3%	1	14.3%	1	1.6%	1	20.0%
Bus	0	0.0%	1	14.3%	0	0.0%	0	0.0%
Rail	7	11.5%	2	28.6%	8	13.1%	1	20.0%
Walk	1	1.6%	2	28.6%	1	1.6%	2	40.0%
Cycle	0	0.0%	1	14.3%	0	0.0%	0	0.0%
Any Other Mode	1	1.6%	0	0.0%	0	0.0%	0	0.0%

Table 1 – Questionnaire Response on Modal Choice

In both question a high choice of users travelling by car was noted, in line with Census data (and previously presented within the Travel Plan). In this regard, just over 80% usually travel to the site by car. Although a significant percentage of staff within the nearest postcodes, only a small percentage opted to walk, and no one cycle to the office.

Within question 7, respondents travelling to the site by car were therefore asked as to why they choose to do so. Whilst a significant number of respondents did not answer the question, a number of those who responded did mention a number of reasons as to why they opted for the particular mode of travel

employed on the day. Most of these responses pointed out the need to use the car in the absence of comparable alternatives (which is understandable in many circumstances, having become the default mode of travel in modern lifestyles).

The following responses were therefore provided:

Reason for travelling by car	Number	Percentage of Respondents	Percentage of Survey Total
Ease and convenience	18	25.7%	30.0%
Lack of alternative	11	15.7%	18.3%
School run / Linked trips	10	14.3%	16.7%
Shorter travel time	9	12.9%	15.0%
Needs car for work	8	11.4%	13.3%
Unreliable public transport	3	4.3%	5.0%
Expensive public transport options	3	4.3%	5.0%
Weather	2	2.9%	3.3%
Long distance	2	2.9%	3.3%
Transports goods	1	1.4%	1.7%
Personal health	1	1.4%	1.7%
Personal preference	1	1.4%	1.7%
Anxiety on public transport	1	1.4%	1.7%

Table 2 – Reason for travelling by car

Almost half of respondents therefore clarified that they opted to travel by car, as it was just the most easy and convenient way to travel to the site or the quickest way to get to site (45% of all trips). A sixth mentioned that they needed the car to make linked trips, such as for school drop-offs and pick-ups. A further 18 (or 30% of the total) stated that public transport is not a viable alternative. 9 respondents (or 15% of all survey respondents) stated that they need the car for their business operation.

The following question asked respondents who travelled to the site by car on the day of the survey, where they had parked their vehicles. In this regard, this response included the feedback from the single respondent who stated that they had car-shared with someone else (as a car passenger). All but one of the respondents (or 98% of all responses) stated that they parked within the site car park, with just one staff member noting that they had parked within the NSL car park directly to the north of the site.

Question 9 of the survey queried the distance travelled by the respondent. The following findings were noted:

Travelling distance	Number	Percentage of Respondents
Up to 1 mile	3	5.0%
2 to 5 miles	22	36.7%
6 to 10 miles	14	23.3%
11 to 20 miles	11	18.3%
Over 20 miles	10	16.7%

Table 3 – Distance travelled

From the above, one can note that whilst only a small percentage of staff lived within a walkable range of the site, around 40% of staff lived within a cyclable range, but as noted above, none of the respondents did so, to arrive at the building.

Questions 10 and 11 focused on car sharing. These questions asked if the respondent car shared on the day of travel, or if they regularly do so (say on one other particular day of the week). Whilst 8.3% stated that they had done so, on that particular day, a further 2.1% mentioned that they shared on other days.

Finally, the last two questions of the survey queried the potential for travel by alternative modes of travel. Question 12 asked about which alternative modes of travel were considered viable alternatives to travel, whereas Question 13 enquired about the user’s particular preference.

The results are tabulated in table 4 below:

Travel mode	Modes Considered as Viable		Modes Considered as Preferred	
	Number	Percentage	Number	Percentage
Car Driver	18	36.0%	42	66.7%
Car Passenger	9	18.0%	2	3.2%
Bus	4	8.0%	3	4.8%
Rail	11	22.0%	8	12.7%
Walk	2	4.0%	6	9.5%
Cycle	5	10.0%	2	3.2%
Any Other Mode	1	2.0%	0	0.0%

Table 2 – Reason for travelling by car

Whilst not all users clearly understood the question, it is clear that a significant number of respondents noted that whilst they travelled by car, they did consider that other alternative modes of travel remained available. In this regard, a significant number of answers noted that car sharing, public transport, and active travel modes of travel were an option. On the other hand, it is clear that the majority of respondents still prefer to use their private car (without sharing), with two-thirds of respondents answering so.

In conclusion, the survey respondents were asked about any final remarks they wish to add on their transport experiences. In this regard, a number of responses noted that parking on site can be an issue, with allocated parking and the review of who is parking within the site, being options worth investigating for the site management. One response noted that no Electric Vehicle charging facilities are currently available within the site car park. The limitation to keeping ownership of a bike at home was also pointed out by another respondent, as an issue precluding them from cycling.

Travel Impacts

It is noted that as surveyed with the existing staff on site, almost all staff working on site (98%) who travel to the site by car, park within the existing site car parks. Only one respondent stated that they parked off site.

Based upon the above, it can also be noted that the existing site car parking areas included 13 available spaces when surveyed. Similarly, c. 26 parking spaces were found to be available within the different parts of wider local area. It is accepted that in the overall context of the wider business area, the total number of free parking spaces were limited, at 93% of spaces being occupied.

It can therefore be concluded, daily variations may lead to the occasional parking overspill situation, if a large number of new staff would be attracted to the redeveloped site.

Now, the proposed development scheme includes the development of an additional fourth floor of office space to the building on top of the existing three floors of offices, potentially increasing person trip rates on top of the existing number of trips.

It is noted by the client that the client and existing site management propose no significant increase in staff working on site, as part of the development. It is however acknowledged that whilst this statement can apply whilst the site is under their management, a future operator of the site, may intensify such use to existing levels. Therefore, whilst the existing capacity for parking on the site would remain, it cannot be excluded that the proposed development would generate an element of increase in parking, potentially leading to some overspill from the site.

In order to counter such overspill, the developer will therefore propose to restrict the provision of car parking spaces on site through allocation of spaces. The development scheme also proposes the introduction of dedicated cycle parking areas, and facilities which are currently not available to the existing staff on site, to promote such alternative uses.

The clients have already submitted a Travel Plan as part of the proposed scheme's planning documentation, which would cover all the staff employed on the site. The initial draft of the Travel Plan recommended a reduction in Single-Occupancy Vehicle ('SOV') trips by 10% as compared to the existing levels.

Based on the findings of the Travel Questionnaire undertaken above, it is noted that this would permit a general reduction in the percentage of vehicular trips from 83.6% to 75.2% of all trips being made by car. In raw numbers, reducing the number of existing staff vehicles by 10%, would reduce the 92 parked cars surveyed above, to 83 vehicles. The Travel Plan process therefore permit the freeing up an additional 9 car parking spaces within the site car parks. On this basis, it would be expected that the site has capacity for c. 22 additional vehicles.

Considering the above, it is concluded that, if we are to assume that the redeveloped site would, in a worst-case scenario of the client's expectations not being factual, generate an increase in parking demand in line with the growth in floor space. In such a case, the additional staff working within the new floorspace on site may occasionally generate enough demand to just exceed the levels of car parking available within the site. This would likely to happen for a handful of vehicles, as part of the daily variation in vehicle trips being attracted to the site, assuming that all spaces within the site is used as office space. In such as case, a significant number of spaces remain available within the local area, such as the Train Station Car Park, at the bottom of Sopers Road.

Mitigation Measures

It is therefore recommended that moving forward, and in line with comments received as part of the Travel Questionnaire, the allocation of parking spaces to specific users is made via a parking pre-booking system, which is to set up for staff and visitors to the site, as part of the redevelopment. This would limit the number of staff and visitors turning up at the site without having a guaranteed parking space. In such a case when no parking is available, staff may therefore opt to work from home, car share, or travel via more sustainable modes, such as active travel or public transport alternatives, which are available locally.

The allocation of parking would therefore be managed by the respective commercial occupants on site, potentially with staff booking spaces from a dedicated pool of shared parking spaces per company, or the spaces allocated by each company for individual users based upon their personal need. The number of allocated spaces per company can be either leased, or be allocated to the respective unit, via pre-agreed within standard commercial agreements.

The Travel Plan process was already recommended as part of the submitted planning documentation. Higher SOV-reduction targets within the Travel Plan may therefore also be considered useful as part of the Travel Plan process, to counter any potential parking overspill which may be generated within the local area. The client seeks HCC's feedback in this regard, prior to updating the draft Travel Plan already submitted with the planning documentation.

Summary

EAS Transport Planning Ltd has been commissioned to provide additional highways advice on the proposed Everest House extension scheme, at Sopers Road, Cuffley. The site under consideration is located within the heart of Cuffley.

The proposals are to refurbish the existing office building on the site, and to incorporate an additional floor to the existing structure. Additional alterations to building façade and landscaping of the site are proposed as part of the scheme.

The extension is proposed to generate an additional 531sqm of Class E office floor space on top of the existing office floor space. Access and car parking on site is proposed to be retained in line with the existing arrangements. HCC Highways requested further evidence that parking remains available on site, to allow for the growth in floor space. HCC also seek the client's confirmation that no additional staff would be working on site.

A review of the car parking on the site, undertaken during the middle days of the week, indicated that only 88% of spaces were found to be occupied. Similarly, circa 93% of on-street parking spaces were found occupied at the time of survey.

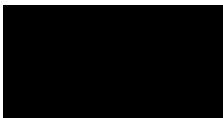
A travel questionnaire was also undertaken with staff, querying information on the staff travel patterns, and their choice of parking location. Whilst the demand for travel to the office by car was found to be in line with local expectations, it was also noted that almost all responding staff (98%) stated that they park within the site car parking areas. A good response rate was achieved within the survey, covering more than half the number of staff working on site.

Considering the application of the future Travel Plan process on site, as well as the recommendation to allocate car parking within the redeveloped site, it would be expected that any parking overspill from the site would be limited to a handful of cars as a worst-case scenario, even if the client's anticipation that the number of staff working on site is significantly exceeded.

It is therefore concluded that the scheme will not generate significant impacts on the local area, and it certainly cannot be considered that the impact to the local highway would be severe.

Should you have any comments, queries or require any further information, please do not hesitate to contact me.

Yours Sincerely,



Joseph Mercieca | CIHT ARB MSc (Transport) BE&A (Hons)
Principal Engineer, for and on behalf of EAS Transport Planning

Appendices:

Appendix A: Location Plan

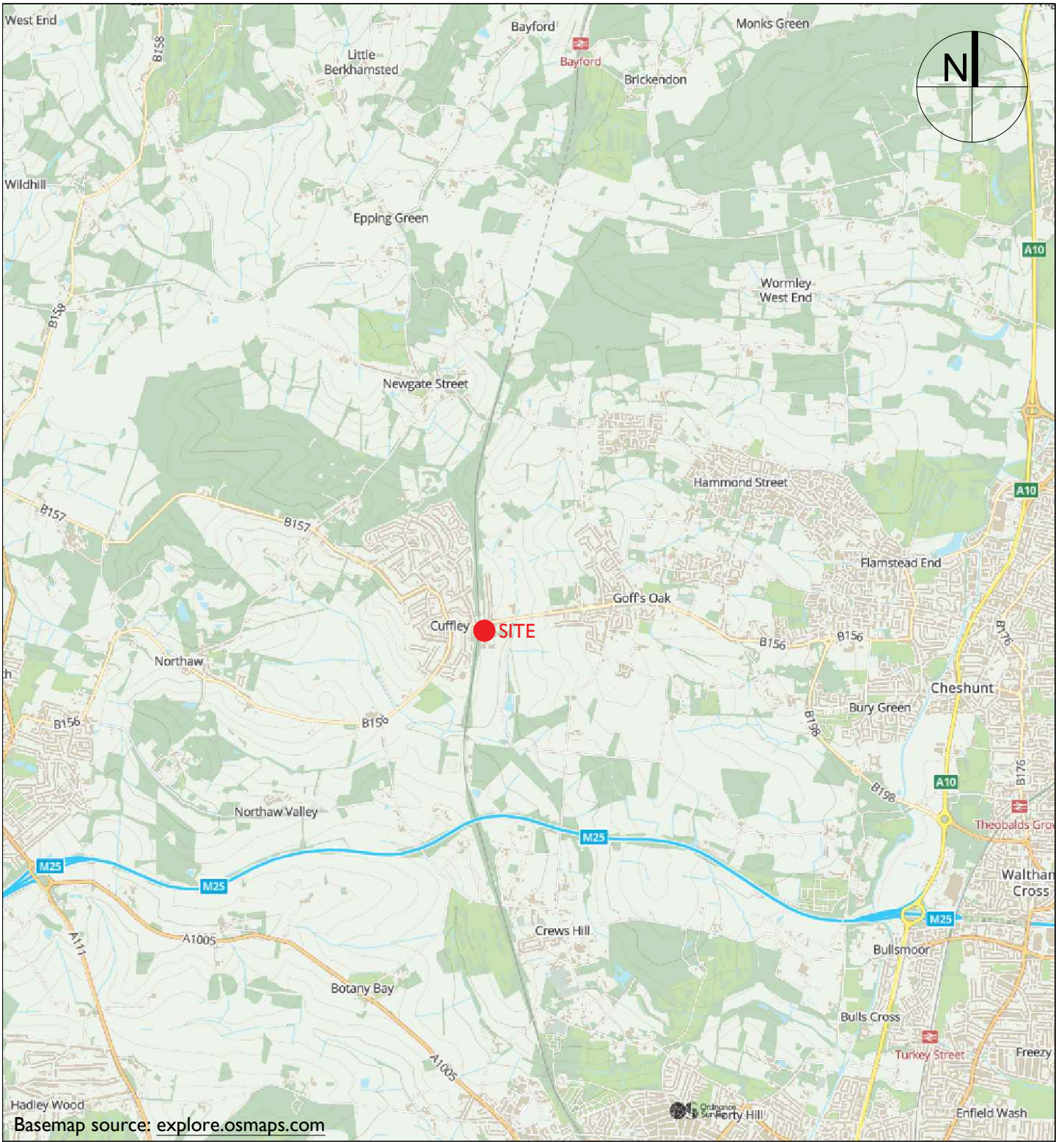
Appendix B: Proposed Plans


Appendix C: Parking Survey

Appendix D: Travel Questionnaire

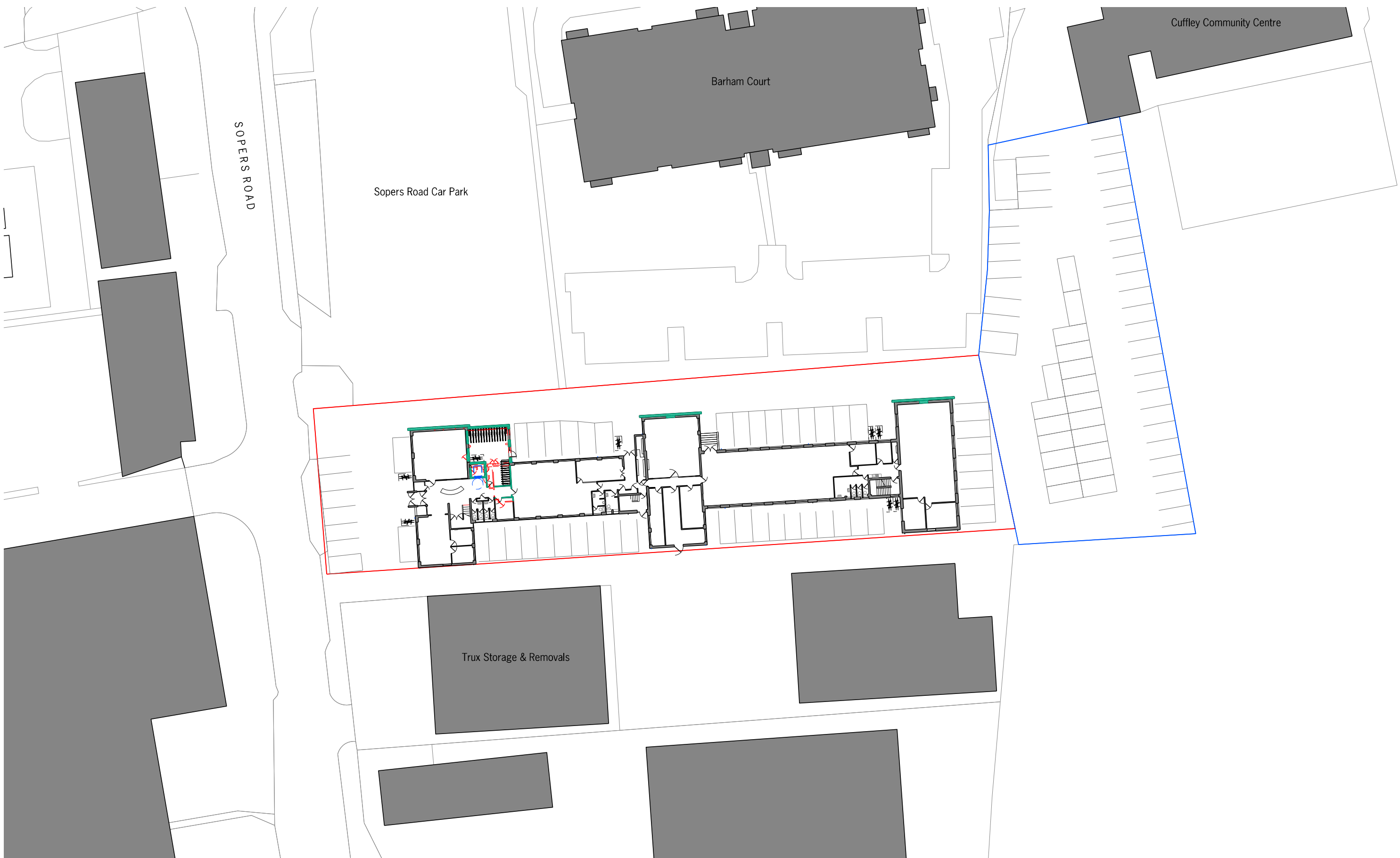
Appendix E: Questionnaire Findings

Appendix A: Location Plan



DRAWING STATUS:		FOR INFORMATION			REV	DATE	BY	DESCRIPTION	CKD	APP
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					NTS		JM		21/09/2023	
ARCHITECT:		PAPA ARCHITECTS			PROJECT No:		DRAWING No:			
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Appendix B: Proposed Plans



01 Proposed Site Plan
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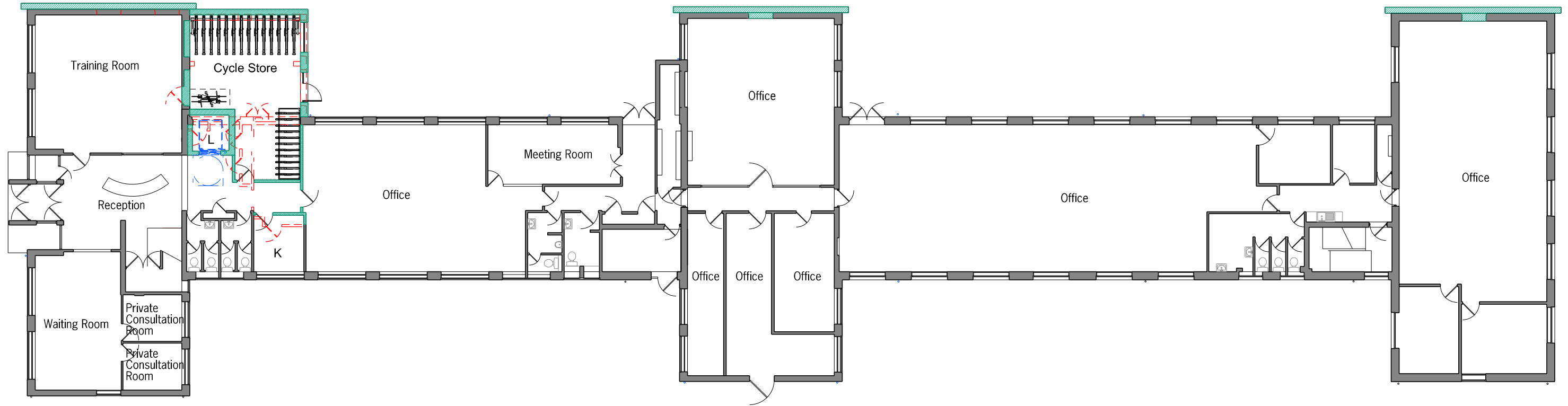
Legend	
	Site Boundary
	Leased Car Park

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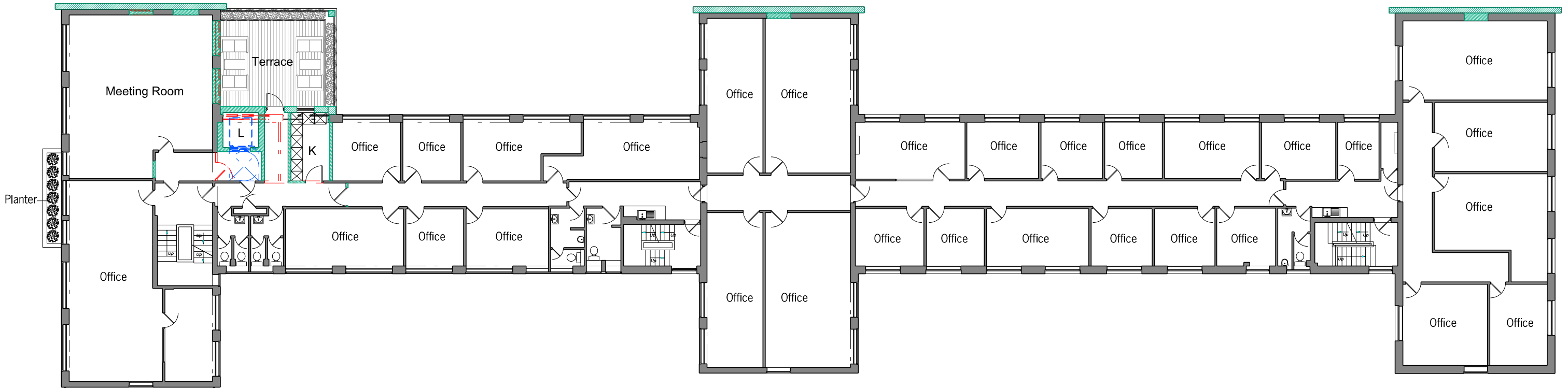
Rev	Date	Description	Chk

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w: papaarchitects.co.uk t: +44 20 8348 8411

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Proposed Site Plan		Cuffley Place, EN6 4SG		Client	
Project No:	Drawing No:	Rev:	Scale:	Status:	Date:
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Drawn:			DY		



01 Proposed Ground Floor Plan
1:200@A3



02 Proposed First Floor Plan
1:200@A3

Key:

	Existing Walls
	To be demolished
	New Walls



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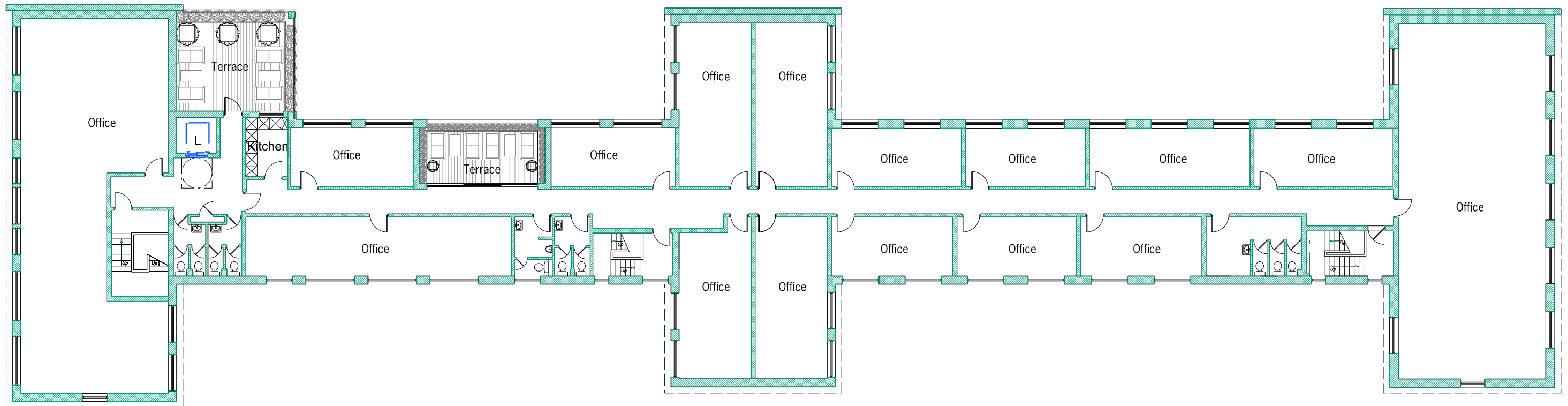
Rev	Date	Description	Chk
P01	12.04.23	Submission	DY

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Drawing Title:	Project Name:	Client:
Proposed Ground & First Floor Plan	Cuffley Place, EN6 4SG	
Project No:	Drawing No:	Rev:
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Scale:	Status:	Date:
1:200@A3	PLANNING	12.04.23
Drawn:		
DY		



01 Proposed Second Floor Plan
1:200@A3



02 Proposed Third Floor Plan
1:200@A3

Key:

	Existing Walls
	To be demolished
	New Walls



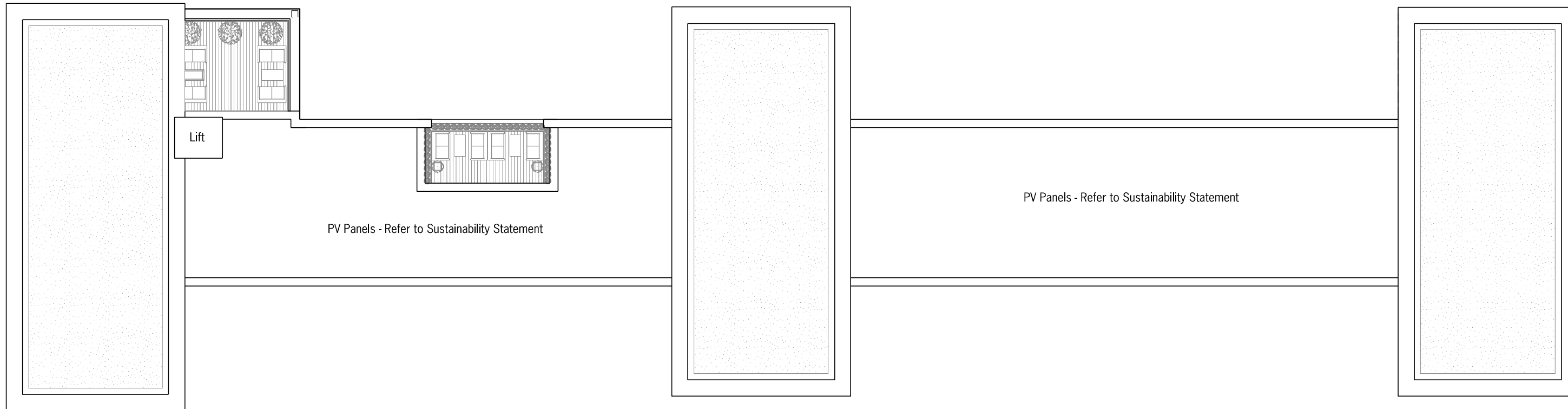
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P01	12.04.23	Submission	DY

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Proposed Second & Third Floor Plan		Cuffley Place, EN6 4SG		
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Date:	Drawn:			
12.04.23	DY			



01 Proposed Roof Plan
1:200@A3

Key:

	Existing Walls
	To be demolished
	New Walls



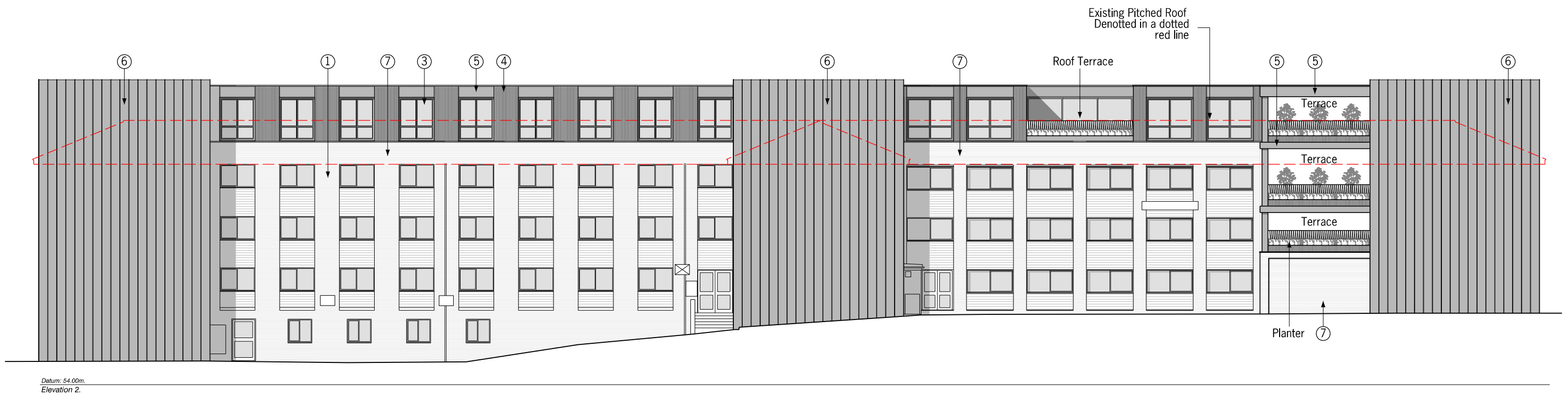
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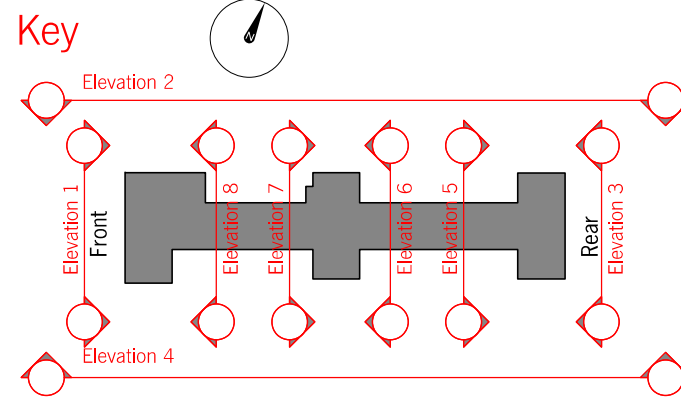


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Elevation 1.

01 Proposed Elevation 1
1:200@A3



03 Proposed Elevation 3
1:200@A3



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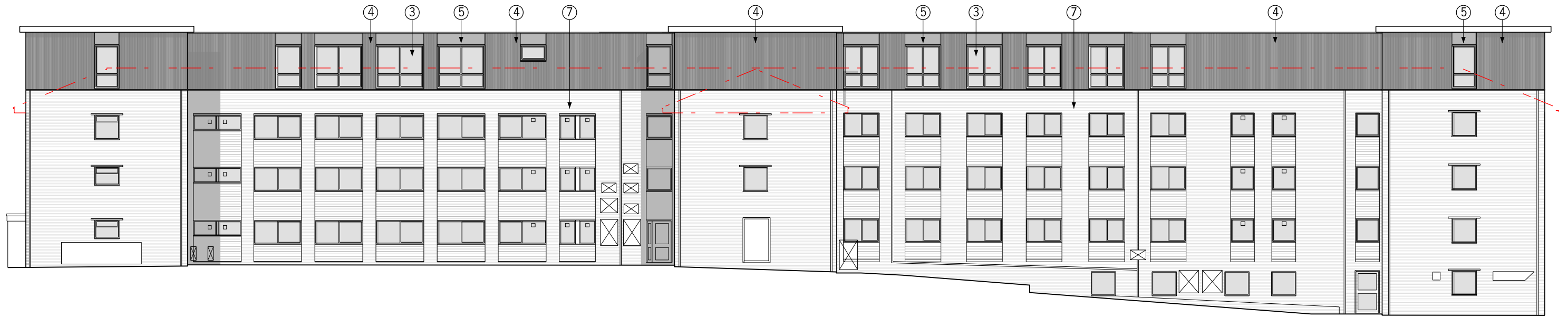


Rev	Date	Description	Chk
P01	12.04.23	Submission	DY

- ① Existing Building
- ② Painted Brickwork
- ③ Aluminium Framed Double Glazed Windows
- ④ Extruded Aluminium Cladding System
- ⑤ Aluminium Cladding
- ⑥ Aluminium Cladding Standing Seam
- ⑦ Facing Brickwork to match existing

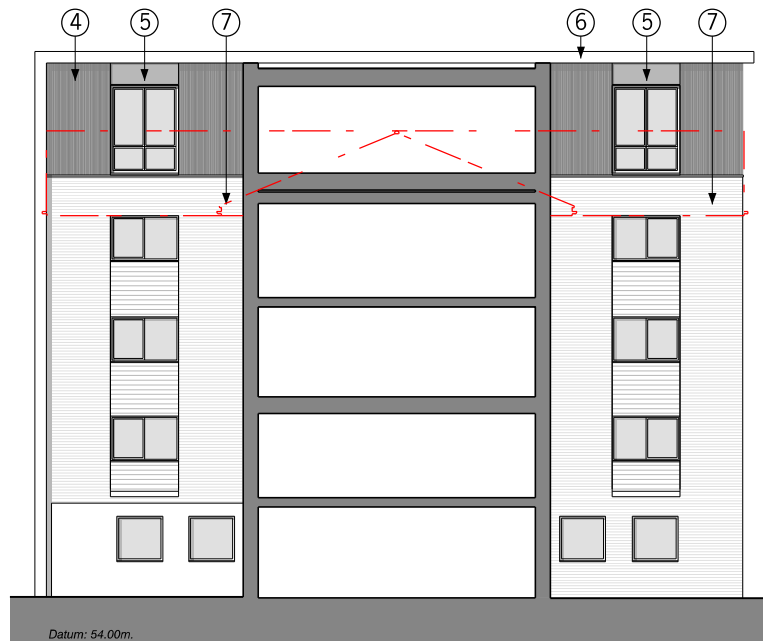
PAPAArchitects
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w: papaarchitects.co.uk t: +44 20 8348 8411

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Project No: 2304	Drawing No: 00-210	Rev: P01
Scale: 1:200@A3	Status: PLANNING	Date: 09.02.23
		Drawn: DY



Datum: 54.00m.
Elevation 4.

01 Proposed Elevation 4
1:200@A3



Datum: 54.00m.
Elevation 5.

02 Proposed Elevation 5
1:200@A3



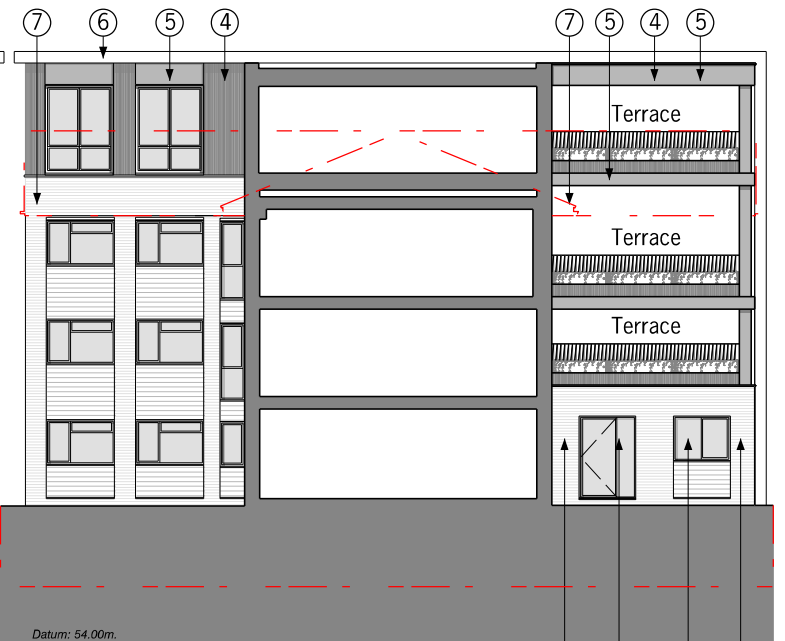
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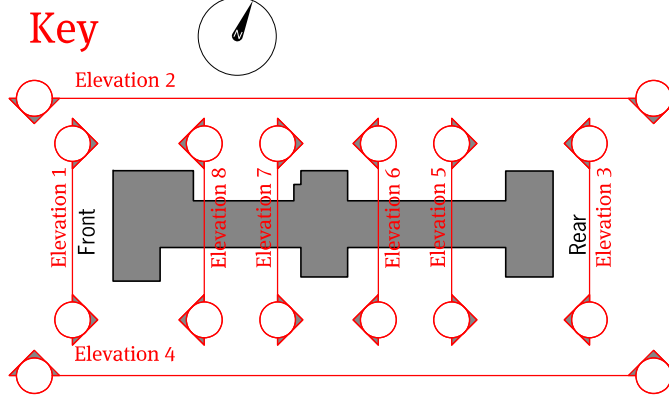
Datum: 54.00m.
Elevation 7.

04 Proposed Elevation 7
1:200@A3



Datum: 54.00m.
Elevation 8.

05 Proposed Elevation 8
1:200@A3



- ① Existing Building
- ② Painted Brickwork
- ③ Aluminium Framed Double Glazed Windows
- ④ Extruded Aluminium Cladding System
- ⑤ Aluminium Cladding
- ⑥ Aluminium Cladding Standing Seam
- ⑦ Facing Brickwork to match existing
- ⑧ uPVC Windows/Doors to match Existing

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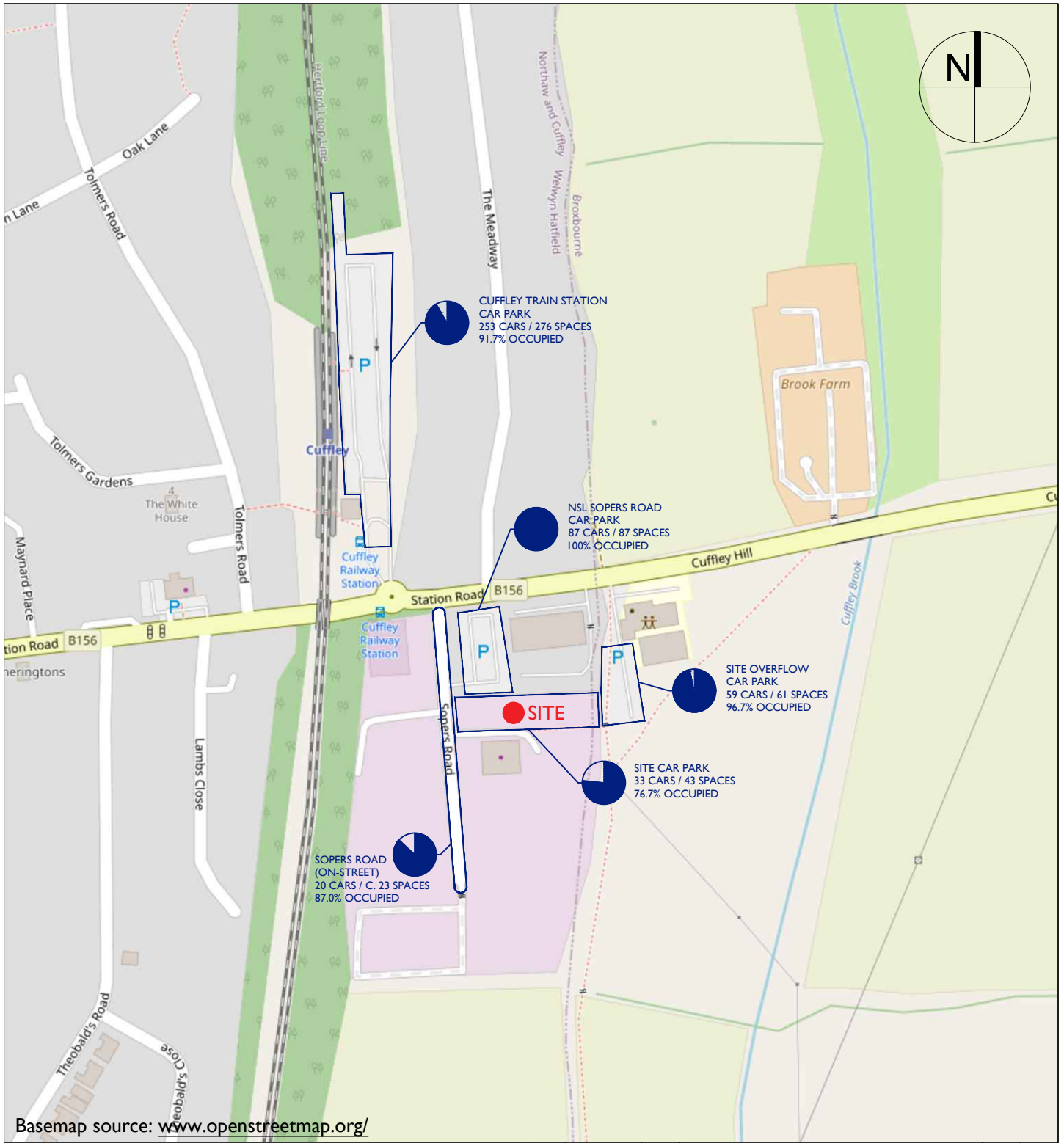
0 2 4 6 8 10m

Rev	Date	Description	Chk
P01	12.04.23	Submission	DY


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Drawing Title:	Project Name:	Client:
Proposed Elevation 4 to 8	Cuffley Place, EN6 4SG	
Project No: 2304	Drawing No: 00-211	Rev: P01
Scale: 1:200@A3	Status: PLANNING	Date: 12.04.23
		Drawn: DY

Appendix C: Parking Survey



Basemap source: www.openstreetmap.org/

DRAWING STATUS:		FOR INFORMATION			REV	DATE	BY	DESCRIPTION	CKD	APP
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432		PROJECT:								
 1 st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN Tel: 01920 871777 www.eastp.co.uk		CUFFLEY PLACE, SOPERS ROAD, CUFFLEY								
		TITLE: PARKING SURVEY MAP								
CLIENT:		CUFFLEY PROPERTIES LTD			SCALE @ A3:		DESIGN-DRAWN:		DATE:	
ARCHITECT:		PAPA ARCHITECTS			NTS		JM		12/02/2024	
		PROJECT No:			DRAWING No:					
4711			SK02							

Appendix D: Travel Questionnaire

Travel Planning & Parking Questionnaire (to be run on Tuesday, Wednesday, or Thursday)

1. Today's date:

/	/
---	---

2. Are you a member of staff or visitor?

Staff / Visitor (Circle appropriately)

3. What is the first half of your Home Post Code (e.g. SG12)

--

4. What time did you arrive today (approximately)?

--

5. How did you travel to the site today?

Car Driver	Car Passenger	Bus	Rail	Walk	Cycle	Any Other Mode

Please tick the main mode of travel:

Please tick if using a secondary mode of travel:

6. How do you usually travel to the site (not today)?

Car Driver	Car Passenger	Bus	Rail	Walk	Cycle	Any Other Mode

Please tick the main mode of travel:

Please tick if using a secondary mode of travel:

7. If you arrived by car, why did you choose this mode of travel, is it lack of alternative/time/distance/safety?

--

8. If you arrived by car, where did you actually park your vehicle today, and where would you prefer to leave your vehicle?

Skip this Question if you travelled by other modes.

	Actual	Preferred
Site Car Park (to the east of the site)		
NCL Sopers Road Pay & Display Car Park (north of site)		
Pre-school & Community Centre Car Park (off Cuffley Hill)		
Sopers Rd (on the street)		
Train Station Car Park		
Elsewhere		

9. How far did you travel to get to the site?

Please tick the appropriate distance:

Up to 1 mile	2 to 5 miles	6 to 10 miles	11 to 20 miles	Over 20 miles

10. If you arrived by car, did you travel/car share with anyone else? If so, how many passengers?

--

11. Do you regularly car share to work (maybe on other days, i.e., not today)? If so, how many passengers?

--

12. Would you consider any of the following modes of travel have been a viable alternative for your journey?

Car Driver	Car Passenger	Bus	Rail	Walk	Cycle	Other

Please tick as many alternatives as appropriate:

13. In general, which would be your preferred mode of travel, without considering the travel mode options which are available locally to you?

Car Driver	Car Passenger	Bus	Rail	Walk	Cycle	Other

Please tick as many alternatives as appropriate:

14. Please set out below any other travel related comments that you may have which you feel should be considered in the Travel Plan.

--



1st Floor, Millers House,
Roydon Road, Stanstead
Abbotts, Hertfordshire,
SG12 8HN

Tel: 01920 871 777
@: contact@eastp.co.uk
Web: www.eastp.co.uk

Many thanks for your response

Appendix E: Questionnaire Findings

Questionnaire Results - January 2024

2. Are you a member of staff or visitor?

Staff	50
Visitor	0

3. What is the first half of your Home Post Code (e.g. SG12)

AL7	1	1.7%
AL9	1	1.7%
AL10	1	1.7%
CM16	1	1.7%
CM23	1	1.7%
E15	1	1.7%
EN1	3	5.0%
EN2	1	1.7%
EN3	1	1.7%
EN4	1	1.7%
EN5	1	1.7%
EN6	9	15.0%
EN7	11	18.3%
EN8	1	1.7%
EN10	3	5.0%
EN11	2	3.3%
HP3	1	1.7%
N7	1	1.7%
N9	1	1.7%
N14	1	1.7%
N21	1	1.7%
NW3	1	1.7%
SE13	1	1.7%
SE15	1	1.7%
SG4	1	1.7%
SG6	1	1.7%
SG9	1	1.7%
SG11	2	3.3%
SG12	1	1.7%
SG13	2	3.3%
SG14	2	3.3%
SS11	1	1.7%
SW12	1	1.7%
W14	1	1.7%

4. What time did you arrive today (approximately)?

Before 07:00	1	1.7%
07:00-07:30	4	6.7%
07:31-08:00	7	11.7%
08:01-08:30	9	15.0%
08:31-09:00	14	23.3%
09:01-09:30	16	26.7%
After 09:30	9	15.0%

5. How did you travel to the site today?

	Primary		Secondary	
Car Driver	50	82.0%		0.0%
Car Passenger	2	3.3%	1	14.3%
Bus		0.0%	1	14.3%
Rail	7	11.5%	2	28.6%
Walk	1	1.6%	2	28.6%
Cycle		0.0%	1	14.3%
Any Other Mode	1	1.6%		0.0%

6. How do you usually travel to the site (not today)?

	Primary		Secondary	
Car Driver	51	83.6%	1	20.0%
Car Passenger	1	1.6%	1	20.0%
Bus		0.0%		0.0%
Rail	8	13.1%	1	20.0%
Walk	1	1.6%	2	40.0%
Cycle		0.0%		0.0%
Any Other Mode		0.0%		0.0%

7. If you arrived by car, why did you choose this mode of travel, is it lack of alternative/time/distance/safety?

Ease and convenience	18	25.7%	30.0%
Lack of alternative	11	15.7%	18.3%
School run / Linked trips	10	14.3%	16.7%
Shorter travel time	9	12.9%	15.0%
Needs car for work	8	11.4%	13.3%
Unreliable public transport	3	4.3%	5.0%
Expensive public transport options	3	4.3%	5.0%
Weather	2	2.9%	3.3%
Long distance	2	2.9%	3.3%
Transports goods	1	1.4%	1.7%
Personal health	1	1.4%	1.7%
Personal preference	1	1.4%	1.7%
Anxiety on public transport	1	1.4%	1.7%

8. If you arrived by car, where did you actually park your vehicle today, and where would you prefer to leave your vehicle?

	Actual		Preferred	
Site Car Park (to the east of the site)	50	98.0%	31	96.9%
NCL Sopers Road Pay & Display Car Park (north of site)	1	2.0%	1	3.1%
Pre-school & Community Centre Car Park (off Cuffley Hill)		0.0%		0.0%
Sopers Rd (on the street)		0.0%		0.0%
Train Station Car Park		0.0%		0.0%
Elsewhere		0.0%		0.0%

9. How far did you travel to get to the site?

Up to 1 mile	3	5.0%
2 to 5 miles	22	36.7%
6 to 10 miles	14	23.3%
11 to 20 miles	11	18.3%
Over 20 miles	10	16.7%

10. If you arrived by car, did you travel/car share with anyone else? If so, how many passengers?

0	44	91.7%
1	4	8.3%
2		0.0%
3		0.0%

11. Do you regularly car share to work (maybe on other days, i.e., not today)? If so, how many passengers?

0	43	89.6%
1	4	8.3%
2	1	2.1%
3		0.0%

12. Would you consider any of the following modes of travel have been a viable alternative for your journey? Please tick as many alternatives as appropriate:

Car Driver	18	36.0%
Car Passenger	9	18.0%
Bus	4	8.0%
Rail	11	22.0%
Walk	2	4.0%
Cycle	5	10.0%
Any Other Mode	1	2.0%

13. In general, which would be your preferred mode of travel, without considering the travel mode options which are available locally to you?

Please tick as many alternatives as appropriate:

Car Driver	42	66.7%
Car Passenger	2	3.2%
Bus	3	4.8%
Rail	8	12.7%
Walk	6	9.5%
Cycle	2	3.2%
Any Other Mode		0.0%

14. Please set out below any other travel related comments that you may have which you feel should be considered in the Travel Plan.

Cuffley is not accessible by public transport from home	2
Prefers allocated parking within car park	4
Parking warden should be used to check compliance	1
Parking on site can be stressful and costly	1
EV Charging spaces are needed	1
Walks if weather and time permits	1
Potential shuttle bus	1
Vehicle parking is required due to job commitments	1
No space at home to store bike	1