THREE RIVERS DISTRICT COUNCIL

Access to Services Study

February 2026

Contents

1. Introduction

1.1. This study evaluates existing accessibility to services within the Three Rivers District area, including a focus on individual sites which were submitted via the Local Plan process (for residential allocation). The services assessed as part of this study are as follows:

- Community uses;
- GP Surgeries;
- Leisure Sites;
- Libraries;
- Local Shops;
- Publicly Accessible Open Space Access Points;
- Primary Schools;
- Secondary Schools; and
- Railway Stations.

1.2. This study is focused on two key deliverables:

Deliverable 1 – Mapping Audit of the District:
An assessment of the general distribution of services and infrastructure, through a mapping audit of service provision in the district and surrounding areas. This highlights areas which have a high level of accessibility to existing services as well as areas with deficiencies in access to existing services.

Deliverable 2 – Site Accessibility Measurements:
An individual assessment of each site under consideration for allocation in the new Local Plan in terms of its accessibility to services through distance measurements based on walking and cycling. This provides an indication of the sustainability of a site's location in terms of its access to services.

1.3. The study will form part of the evidence base of the new Local Plan, highlighting where there are gaps in local service provision and contributing to the identification of the most sustainable sites for development. An assessment of individual sites' accessibility to services through distance measurements provides a comparative assessment of the sustainability of a given site's location.

1.4. It is recognised from the outset that a high level of service provision, in terms of the number of services/facilities functioning in an area, may not necessarily equate to an intrinsic high level of access to that service, as some services may have little remaining capacity whilst others may have greater spare capacity (for example, primary/secondary schools may have limited remaining spaces). This issue will be dealt with separately by working closely with the key service providers and through the Infrastructure Delivery Plan.

1.5. This study is an update to the mapping audit exercise set out in the 'Three Rivers Access to Services Study', published in March 2007. It should be noted that the information used

for the assessment was the best available at the time (October 2025 to December 2025) and that services and facilities will change over time.

2. Policy Context

2.1. The National Planning Policy Framework (NPPF) (December 2024, as amended February 2025) sets out that achieving sustainable development has three overarching objectives: economic, social and environmental. These objectives should be delivered through the preparation and implementation of plans and application of policies in the NPPF. The NPPF goes on to state that 'planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area' (para. 9).

2.2. This study takes into account the need for the Local Plan to consider and account for local circumstances in the district, in order to reflect the character, needs and opportunities of each area. The approach of assessing the existing accessibility of sites will subsequently contribute to guiding development to sustainable solutions as part of the new Local Plan.

2.3. The NPPF also states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (para 110). Through the study highlighting locations which have a high accessibility level to existing services via walking and cycling, it will be possible to guide development to the most sustainable sites which are available for development and are least reliant on private vehicles as a mode of transport. The study will also highlight locations which have deficiencies in accessibility to existing services. This will help to identify settlements and sites which could be made sustainable in the future through the provision of additional services or the enhancement of existing services, through targeted service delivery in areas where deficiencies in a given service exist. In turn, this would improve the sustainability of these locations and help to support sustainable development within district.

3. Methodology

Data Collection

3.1. The data collection for the study has been undertaken using data provided by service providers and by officers using desk-based survey work. The data sources are shown in Table 1 below.

Service	Data Source
Community Use	Community use land use data was collected from the Ordinance Survey Data Hub (https://osdatahub.os.uk/).
GP Surgeries	Data was obtained from the UK Parliament website, which includes GP datasets with X and Y coordinates by constituency, from NHS Digital services (https://commonslibrary.parliament.uk/constituency-data-gps-and-gp-practices/).
Leisure Sites	Leisure site land use data was obtained from the Active Places Power website, which is an open dataset managed by Sport England on behalf of the sector (https://www.activeplacespower.com/).
Libraries	Library land use data was collected from the Ordinance Survey Data Hub (https://osdatahub.os.uk/).
Local Shops	Shop land use data was collected from the Ordinance Survey Data Hub and subsequently condensed into collective locations via a desk-based assessment, as opposed to individual points for each shop (https://osdatahub.os.uk/).
Publicly Accessible Open Space	Data was obtained from data.gov.uk for OS Open Greenspace (https://www.data.gov.uk/dataset/4c1fe120-a920-4f6d-bc41-8fd4586bd662/os-open-greenspace1). It was found that the data did not include Rights of Way Act 2000 (CRoW Act) areas within Three Rivers District Council. Accordingly, a separate CRoW Act 2000 – Access Layer dataset was obtained from data.gov.uk and subsequently combined with the OS Open Greenspace data (https://www.data.gov.uk/dataset/05fa192a-06ba-4b2b-b98c-5b6bec5ff638/crow-act-2000-access-layer2).
Primary Schools	Education land use data was collected from the Ordinance Survey Data Hub (https://osdatahub.os.uk/).
Secondary Schools	Education land use data was collected from the Ordinance Survey Data Hub (https://osdatahub.os.uk/).
Railway Stations	Railway station data was collected from the Ordinance Survey Data Hub (https://osdatahub.os.uk/), combined with a desk-based assessment.

Table 1: Data sources used for the assessment of services

3.2. The data sources above were used to identify the locations of services in Three Rivers District and surrounding authorities. The locations of services were reviewed in detail within a geographical information system (GIS) program with corrections made where necessary on a desk-based assessment approach, in order to allow for an assessment of the distribution of services across the district (Deliverable 1) and for measurements between potential housing sites and the locations of services (Deliverable 2).

3.3. In contrast to the Three Rivers Access to Services Study 2007, it was decided not to undertake data collection regarding Post Offices. Post offices are now often located within shops in shopping parades and shopping locations are considered as a separate criterion. Post Office services are now often undertaken by other means i.e. in shops and on the internet, and therefore are not considered as important or necessary to record for the purposes of this study as in previous years. Pharmacies have not been included as a service as these are also commonly located within shops in shopping locations or are adjacent to GP surgeries, both of which have been included in the assessment as separate criteria.

Distance Thresholds

3.4. In order to determine levels of accessibility to services, it is necessary to define the distance between housing and services, under which the service may be considered accessible.

3.5. Since the previous study (Three Rivers Access to Services Study, 2007), no further relevant guidance has been published in relation to distance thresholds for assessing accessibility to services within Three Rivers. However, it is considered that the distance thresholds provided in 'Sustainable Settlements'[1] and from PPG13: Transport[2], which were used in the previous Study, are still applicable. These provide distance thresholds for different travel modes. This information indicates that:

- Important facilities to which people can usually be expected to walk to should be a maximum of 400m away.
- Local facilities which are ideally accessible by foot should be a maximum of 800m away.
- Local facilities to which it is not reasonable to expect all people to walk to, but which could be walked to by those who choose should be a maximum of 1600m away.
- Facilities which are less local but should be within cycling distance should preferably be within 5000m.

3.6. Based on these criteria, the following walking distance thresholds have been used as the ideal standards:

Service	Lower Distance Threshold	Upper Distance Threshold
Community Use	1,600m	3,200m
GP Surgeries	800m	1,600m
Leisure Sites	1,600m	3,200m
Libraries	800m	1,600m
Local Shops	800m	1,600m

[1] Barton, H. et al (1995),Sustainable Settlements: a guide for planners, designers and developers, UWE, Bristol
[2] DETR (2001) PPG13: Transport, HMSO, London

Publicly Accessible Open Spaces	400m	800m
Primary Schools	400m	800m
Secondary Schools	1,600m	3,200m
Rail Stations	800m	1,600m

Table 2: Service thresholds

3.7. A blanket 5km upper cycling distance threshold has been used across all services, which is in line with the previous Access to Services Study 2007. This data largely accords with recent Department for Transport data[3], based on National Travel Survey and Active Lives Survey statistics, which suggests an average cycling trip length of 3 miles (4.83km).

Mapping Audit of the District

3.8. Following the plotting of locational points for services on GIS, maps were created to show the general distribution of services in Three Rivers and the surrounding authorities. Buffers were also applied to visually represent the upper and lower distance thresholds of each service. This mapping enabled an analysis of the general distribution of services within and immediately surrounding the district (Deliverable 1); this assessment is categorised by service in Section 4 below. District-scale maps demonstrating the spatial distribution of services are shown within Appendices 1-9.

Site Accessibility Measurements

3.9. Each residential site included within the Strategic Housing and Employment Land Availability Assessment (SHELAA) has been individually assessed in terms of accessibility to services. Previously, this has been completed as an 'as-the-crow-flies' assessment, taking the centre point of the site and measuring to the relevant service. For the February 2026 update, a different approach has been taken whereby distances have been routed along walking and cycling networks created within GIS to provide a more accurate representation of a site's accessibility to a local service via pedestrian means. This also takes into account the limitations to walkability around some rural areas of the district.

3.10. Road and pathway network data was collected from the Ordinance Survey Data Hub. The extent of network data related to all roads, pathways and pavements within a 5km radius of the Three Rivers District Council Boundary. A 5km radius was used to account for the maximum extent of the cycling threshold to access services outside the district. Two networks were created from this data, a walking network and a cycling network.

3.11. This data was reviewed in detail within GIS software and the networks modified to ensure they were appropriate for the assessment of walkability and cycling routes to

[3] Walking and cycling statistics, England: Introduction and main findings (National Travel Survey). Department for Transport. Published August 2024.

services respectively. Whilst many of the alterations were technical in nature, the most prominent alterations have been summarised below:

- Walking network: all roads which are not identified within the dataset as benefitting from a pavement were removed.
- Walking & cycling networks: motorways were removed from the dataset given these cannot be used by cyclists or pedestrians.
- Walking & cycling networks: unmade pathways/cycle routes respectively (e.g. rural unsurfaced footpaths/bridleways) were removed from the dataset, given importance is attached to the fact that routes are both usable year-around and useable by the greatest proportion of the population. The network was reviewed in detail and corrections made for routes with unknown surface types within the dataset.
- Cycling network: unless they benefitted from cycle infrastructure, A and B roads between major hubs/in rural areas were largely removed since these are typically set at national speed limit and are largely unsafe/inappropriate for cycling. This included any remaining dual carriageways.

3.12. The resulting walking and cycling networks used for the assessment are shown at Appendices 10 and 11 respectively.

3.13. To prepare sites for routing to services along the created walking and cycling networks, a point dataset was created at site access locations. Given the need to measure along walking and cycling networks, points were placed both at the main access points to each given site, but also at each point where the walking network or cycling network intersected the site/could be accessed by the site. At a small minority of sites, it was not possible to place an access point due to a site being landlocked by other land parcels/otherwise inaccessible by walking/cycling means.

3.14. To gather the distances from the access points to the nearest services, a ‘Closest Facility’ assessment was conducted within GIS software, using the site access points as the ‘incidents’ being routed from, and the given service category (e.g. primary schools) as the ‘facilities’ being routed to. This analysis was repeated for each of the nine service categories for both the walking and the cycling networks, resulting in a set of 18 measurements from every site access point to the closest respective service across all categories.

3.15. The result of the closest facility assessments was a collection of distance measurements from accessible site access points along the shortest route to a given service/’facility’. Given this data included multiple access points from some sites, the data was refined to take only the shortest distance where there were multiple access points at a given site, resulting in a single measurement per site, where a route could be made.

3.16. In some instances, a route could not be made. The failure to create a route along a walking or cycling network is reflective of the lack of pedestrian/cycling connectivity in some rural areas of the district and as such forms a key part in identifying unsustainable sites. Additionally, where an access point for pedestrians/cyclists could not be placed on

a site, though being a landlocked parcel or otherwise inaccessible via pedestrian/cycle networks, the site distance measurement to a given service was recorded as null.

3.17. Particularly on larger sites, it is recognised that the walking/cycling distance from the access point may not be representative of all future residents on the site, given that depending on the final site layout it may be the case that some residents live a notable distance from the access point. Nevertheless, the measurements still provide a good indication to establish which sites are in sustainable locations, to show where there is a lack of service coverage and which sites have the necessary surrounding infrastructure to accommodate active travel modes.

3.18. Taking these measurements forward, a scoring matrix was created to grade each site based on the service accessibility thresholds listed at Table 2 and the 5km cycling distance threshold. The scoring used within the matrix is listed below:

Walking Threshold Category	Score Attributed
Walking Lower	5
Walking Upper	3
Outside Threshold	1
No Route	0

Table 3: Scoring matrix score structure – walking

Cycling Threshold Category	Score Attributed
Cycling Upper	2
Outside Threshold	1
No Route	0

Table 4: Scoring matrix score structure - cycling

3.19. The scoring structure follows a linear distribution of points between the threshold categories based on distance, except for the walking lower threshold which is attributed greater weight, insofar if the tables were combined the point progression would be as follows:

1. Walking Lower (5)
2. Walking Upper (3)
3. Cycling Upper (2)
4. Outside Threshold (1)
5. No Route (0)

3.20. The lower walking threshold has been increased to 5 points instead of 4 to attribute greater weight to those sites in the most sustainable locations, helping to better identify which sites are more sustainable than others.

3.21. The scoring thresholds attribute a single point to those routes which are ‘Outside Threshold’ for both the walking and cycling networks. Routes which are outside threshold occur when a route has been made, but is too far to fall into the threshold categories. It is considered important to distinguish between outside threshold and no route, given the ‘outside threshold’ still offers a future resident the opportunity to walk/cycle should they choose, irrespective of the distance, as opposed to no route

where the resident would not have the opportunity (for example through a lack of pavements along a given route).

3.22. The maximum achievable score for each category is seven points (five for walking lower threshold and two for upper cycling threshold), therefore giving a maximum score of 63 for each site when the scoring of the nine categories is pooled together. Each pooled site score was subsequently expressed as a percentage of the maximum achievable score (i.e. 63/63 = 100%) and sorted into grades based on percentile bands. The following grades were applied across all sites:

Percentile Bands	Attributed Grade
90-100%	Good
75-90%	Fair
50-75%	Poor
0-50%	Very Poor
0%	Disconnected

Table 5: Site grading system

3.23. The percentile bands are arranged in a curved grading system, with the grade 'very poor' covering the bottom 50%, 'poor' covering the 25% above, 'fair' covering the 15% above 'poor' and finally 'good' covering the top 10% only. Sites which score 0% are rated as disconnected. The curved grading system is reflective of the need to provide dwellings in sustainable locations, thereby only rating the most sustainable sites as 'good'. Those sites which only have access to a limited selection of services will have an increased likelihood of being reliant on private vehicles to access services.

4. Findings of the Mapping Audit

4.1. Maps have been created showing the distribution of services in Three Rivers District. The services within surrounding authorities are also shown within 5km of the Three Rivers District boundary (henceforth referred to as 'the surrounding area'), given this represents the highest threshold distance (cycling upper) which a site could reasonably access. Those surrounding authorities which fall within the 5km radius are limited to the following:

- London Borough of Barnet;
- Buckinghamshire Council;
- Dacorum Borough Council;
- London Borough of Harrow;
- Hertsmere Borough Council;
- London Borough of Hillingdon;
- St Albans City and District Council; and
- Watford Borough Council.

4.2. The maps additionally include walking distance buffers around services, based on the distance thresholds established within Table 3 of this document. Given the extensive coverage of the 5km cycling buffer, this has been added inversely, highlighting areas which fall outside the buffer where relevant. The buffers are a visual guide only and did not inform the assessment of accessibility to services, given they represent an 'as the crow flies' distance around a given service, as opposed to routing along a network. The maps are nonetheless useful as a starting point to broadly illustrate areas which benefit from service coverage.

4.3. The following sections provide an accompanying overview to the maps included within the appendices, with the aim of identifying spatial patterns and highlighting key areas of under-delivery within the district. For a detailed review of the accessibility of services to specific settlements, it is recommended to consult the Three Rivers Settlement Appraisal (December 2025).

Community Use

4.4. There are 178 community use buildings within Three Rivers and the surrounding area within the OS Community Use Land Data dataset, in addition to two further sites added based on a desk-based assessment. For the purposes of this audit, OS defines a community use building as a site that offers a location, by arrangement, for public meetings, social gatherings and similar functions, either on an ad-hoc or repeating basis[4]. The two additional sites added meet the OS definition.

4.5. The location of community use buildings, together with their associated 1.6km and 3.2km buffers, is shown at Appendix 1. Given the extensive coverage of community use

[4] OS Code List (Glossary): https://docs.os.uk/osngd/code-lists/code-lists-overview/landusetierbvalue.

buildings, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.6. The majority of Three Rivers is covered by the lower threshold of community use buildings, indicating good access to community buildings for residents. The community use buildings are typically clustered within larger built-up areas, such as Croxley Green, Mill End, Rickmansworth and Abbots Langley. Some satellite community use buildings exist, typically in the form of village halls, serving rural communities, for example at Sarratt and Bedmond. Those areas which have comparatively lower accessibility include Woodcock Hill, Moor Park and Chandlers Cross.

4.7. It is recognised that larger scale residential development may require provision of new facilities to serve the demands of the development. The Council can discourage the loss of existing community use facilities through planning policy, whilst planning for new facilities through the Infrastructure Delivery Plan.

GP Surgeries

4.8. There are 99 GP surgeries within Three Rivers and the surrounding area in the OS Dataset used as part of this study. The GP Surgeries shown include both main GP Practices and branch surgeries.

4.9. The location of GP surgeries, together with their associated 800m and 1.6km buffers, is shown at Appendix 2. Given the extensive coverage of GP surgeries, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.10. GP surgeries within Three Rivers are comparatively far more sparsely populated than those in surrounding areas, with notable clusters of GP surgeries occurring within Hemel Hempstead, Watford and Greater London. Consequently, whilst there are 99 GP surgeries within the 5km Three Rivers buffer area, only 14 of those surgeries fall within Three Rivers itself.

4.11. There is a notable variance in lower threshold GP surgery coverage between key built up areas and rural areas, though some exceptions exist, including Sarratt which benefits from a branch surgery.

4.12. It should also be recognised that the mapping of GP surgeries does not take account of opening hours, which may be limited; for example the branch surgery at Sarratt. Appointment availability is also not considered through mapping, and this may make a significant contribution to how accessible GP services are to residents.

4.13. NHS Hertfordshire and West Essex Integrated Care Board (HWE ICB) is responsible for planning health care provision in order to ensure the health needs of the community are met. The Infrastructure Delivery Plan will make appropriate provision for development of new health care facilities or extension of existing facilities where identified as required by the HWE ICB.

Leisure Sites

4.14. There are 420 leisure sites within Three Rivers and the surrounding area within the OS Leisure or Sports Centre Data dataset used. For the purposes of this audit, OS defines a leisure/sports centre as locations that offer multiple, primarily sports based, recreational activities to the public, for example, racquet sports, swimming pools, exercise classes, etc[5]. It is important to note that in some instances, schools may rent out spaces to the public for sport. Schools which offer sports facilities for hire have been encompassed within this dataset.

4.15. The location of leisure sites, together with their associated 1.6km and 3.2km buffers, is shown at Appendix 3. Given the extensive coverage of leisure sites, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.16. Three Rivers benefits from extensive lower threshold coverage from leisure sites, covering both rural and built-up locations. Whilst overall coverage is good, it is noted that there are greater concentrations of sports facilities in built up areas such as Rickmansworth, Chorleywood, Abbots Langley and South Oxhey.

4.17. It is recognised that the mapping does not take account for the capacity of leisure sites. Accordingly, it may be the case that where there are fewer concentrations of leisure sites in more rural areas, these may not be of sufficient size to serve the entirety of the population of that area. Additionally, the data as currently presented does not differentiate between types of leisure activities, therefore it is noted that those living in built up areas will benefit from a greater variety of sport facilities compared to rural locations.

Libraries

4.18. There are 26 library buildings within Three Rivers and the surrounding area within the OS Community Use Land Data dataset used.

4.19. The location of library buildings, together with their associated 800m and 1.6km buffers, is shown at Appendix 4. There are no areas within Three Rivers which fall within the 5km upper cycling threshold. Whilst there are parts of the surrounding area which fall outside the 5km upper cycling threshold, it should be noted that the mapping of services stops at the 5km district boundary buffer. Accordingly, service mapping does not include services which may be a short distance outside the buffer, for example St Albans Library, which would otherwise bring certain areas highlighted as falling outside the threshold into a lower threshold.

4.20. Whilst there are a total of 26 libraries within the wider area, it is noted that only 5 of these libraries fall within Three Rivers' boundary. Additionally, library services within Three Rivers are concentrated in built up areas and there is a notable lack of accessibility to library services within rural areas and Maple Cross.

[5] OS Code List (Glossary): https://docs.os.uk/osngd/code-lists/code-lists-overview/landusetierbvalue.

4.21. Hertfordshire County Council has responsibility for the supply of library services within Three Rivers. There are no plans for any additional new libraries in the district and instead resources will be focused on service improvements, the enhancement of existing facilities and an increase in service provision in order to address additional demands on library services. Hertfordshire County Council is committed to maintaining and modernising libraries across Three Rivers to continue to meet the changing needs of service users and to address additional demand due to increases in population arising from new development.

Local Shops

4.22. Within Three Rivers, there are a number of shopping parades and individual small shops located throughout the district. Local shops have been counted as locations, as opposed to individual shops. Accordingly, a shopping high street/collection of shops on a single street would be counted as a single location. Through a combination of OS data and a desk-based assessment, it is considered that there are approximately 121 shopping locations in and around Three Rivers.

4.23. The location of local shops, together with their associated 800m and 1.6km buffers, is shown at Appendix 5. Given the extensive coverage of local shops, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.24. Shopping locations are typically centred around built up areas, though it is noted that rural communities may be served by a single community shop, thus extending coverage albeit at a limited capacity. Irrespective of rural community shops, there is a notable drop in service coverage in rural areas, leaving any areas of the district in the upper walking threshold distance.

4.25. Whilst the council can discourage the loss of existing retail uses through planning policy, establish a retail hierarchy and designate primary shopping areas for retail through the Local Plan process, market forces will determine how realistic continuing retail use is in an area and the occupation of units by retailers.

Publicly Accessible Open Spaces Access Points

4.26. The mapping of open spaces was done via access points, as opposed to a single central point for each open space. This was done to negate an issue caused by the method of recording distances from sites to the open space, where if a central point were used the distance from the central point to the road network would be counted in the distance measurement. For large open spaces, the distance to the road network would sometimes be significant, resulting in sites near larger open areas performing poorly compared to those near smaller open spaces.

4.27. As a result of the access point mapping method used, there are a total of 2695 open space access points within Three Rivers and the surrounding area. These access points

were obtained from the data.gov.uk dataset OS Open Greenspace. For the purposes of this audit, this data is defined as public parks, playing fields, sports facilities, play areas, allotments, etc. This data was supplemented by Countryside and Rights of Way Act 2000 – Access Layer data, also from data.gov.uk. For the purposes of this audit, this data is defined as Open Country and Registered Common Land. A desk-based review of the data was undertaken to review access points and amend where necessary. It should be noted, particularly for rural areas, a public footpath does not constitute an open space.

4.28. The location of publicly accessible open space access points, together with their associated 400m and 800m buffers, is shown at Appendix 6. Given the extensive coverage of publicly accessible open space access points, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.29. Publicly accessible open spaces are typically clustered within/immediately surrounding settlements, and it is noted that there is greater coverage of more rural settlements compared to other services in this audit, partly due to the presence of village greens and church yards which both constitute open spaces for the purposes of this study. There are substantial gaps of open space provision in rural areas outside settlements, which are typically dominated by agricultural fields and private land and are thus not accessible as an open space for the public.

4.30. The council can discourage the loss of existing open spaces through planning policy. New spaces can be brought forward through the delivery of development proposals within the district and through the delivery of Suitable Alternative Natural Greenspace (SANG).

Primary Schools

4.31. There are 227 primary schools within Three Rivers and the surrounding area within the OS Education Use dataset. The dataset of schools used covers ages four to eleven years (OS categories – 'Junior School'/'Infant School'/'Primary School'[6]). The dataset additionally includes 'Non State' and 'School for Special Needs' categories. However, this inclusion represents a limitation of this audit, given these schools will not necessarily be accessible/relevant for all members of the public.

4.32. The location of primary schools, together with their associated 400m and 800m buffers, is shown at Appendix 7. Given the extensive coverage of primary schools, there are no areas within the 5km Three Rivers buffer area which fall outside the upper cycling threshold.

4.33. Appendix 7 shows a general concentration of primary schools around built up areas, with more rural areas such as Belsize, Bucks Hill and Chandlers Cross being outside the upper walking threshold. It is noted that whilst coverage within built up areas is typically good, this study does not assess the capacity of the schools, which could result in limitations to the access of these schools.

[6] OS Code List (Glossary): https://docs.os.uk/osngd/code-lists/code-lists-overview/landusetierbvalue.

4.34. It is recognised that larger scale residential development may require provision of new facilities to serve the demands of the development. Hertfordshire County Council is the body responsible for planning for education in Three Rivers. Any new planned primary schools or expansion of existing primary schools to address the increase in demand through new development will be identified in the Infrastructure Delivery Plan.

Secondary Schools

4.35. There are 69 secondary schools within Three Rivers and the surrounding area within the OS Education Use dataset. For the purposes of this audit, OS defines a secondary school as an educational establishment generally for pupils ages over eleven but under nineteen[7]. Similar to the primary school dataset, the dataset additionally includes 'Non State' and 'School for Special Needs' categories. This inclusion represents a limitation of this audit, given these schools will not necessarily be accessible/relevant for all members of the public.

4.36. The location of secondary schools, together with their associated 1.6km and 3.2km buffers, is shown at Appendix 8. Whilst there are parts of the surrounding area which fall outside the 5km upper cycling threshold, it should be noted that the mapping of services stops at the 5km district boundary buffer. Accordingly, service mapping does not include services which may be a short distance outside the buffer which would otherwise bring certain areas highlighted as falling outside the threshold into a lower threshold.

4.37. Three Rivers benefits from extensive upper walking threshold coverage of secondary schools, with the majority of built-up areas falling within the lower walking threshold. However, it should be noted that this study does not assess the capacity of the schools, which could result in limitations to the access of these schools. Additionally, of the 12 schools within the Three Rivers boundary, OS data identifies two as non-state and a further two as school for special needs which may further limit access.

4.38. It is recognised that larger scale residential development may require provision of new facilities to serve the demands of the development. Hertfordshire County Council is the body responsible for planning for education in Three Rivers. Any new planned secondary schools or the expansion of existing secondary schools to address the increase in demand through new development will be identified in the Infrastructure Delivery Plan.

Railway Stations

4.39. There are 37 rail stations within Three Rivers and the surrounding area. This data includes both the national rail network and underground/overground stations. Data was obtained from OS Data Hub and from a desk-based review of OS mapping.

4.40. The location of railway stations, together with their associated 800m and 1.6km buffers, is shown at Appendix 9. Whilst there are parts of the surrounding area which fall outside

[7] OS Code List (Glossary): https://docs.os.uk/osngd/code-lists/code-lists-overview/landusetierbvalue.

the 5km upper cycling threshold, it should be noted that the mapping of services stops at the 5km district boundary buffer. Accordingly, service mapping does not include services which may be a short distance outside the buffer which would otherwise bring certain areas highlighted as falling outside the threshold into a lower threshold.

4.41. Accessibility to the rail network for the majority of Three Rivers is poor, with stations focussed in built up areas, following rail corridors through the district. The largely rural central area of the district containing Chandlers Cross, Sarratt, Bucks Hill and Belsize does not benefit from any rail coverage. Additionally, the northern and southern extremities of the district also suffer from poor railway station access.

4.42. The provision of new rail stations is dependent on the actions of railway providers in the district, including Transport for London, and currently there are no known plans for the provision of a new rail station in Three Rivers.

5. Findings of the Site Accessibility Measurements

5.1. Each site included in the Strategic Housing and Employment Land Availability Assessment (SHELAA) has been individually assessed in terms of its accessibility to services. This has been achieved through a distance measurement between a pedestrian/bicycle access point of a potential housing site and the locational point of the nearest service in accordance with the distance thresholds outlined within Table 2 of this report and the 5km upper cycling threshold. This assessment has been completed for a total of 360 sites across 9 services categories and utilising 2 separate networks, resulting in a total of 6,480 measurements which have been used to inform the sustainability scoring of the sites.

5.2. The results of the assessment have been included at Appendix 12 of this report. A detailed guide to the headings included within Appendix 12 is included below:

- Site: the site reference number (Strategic Housing and Economic Land Availability Assessment reference numbers).
- Category: whether the site has been included ('In') in the Regulation 19 version of the new local plan for allocation as a housing site, or not ('Out').
- Sustainability Score: the total sustainability score of the site across all service categories.
- Percentage of Sustainability Points: the sustainability score, expressed as a percentage of the total achievable score, used to calculate the concluding sustainability rating.
- Ranking: the ranking of the site's sustainability score compared to the full list of 360 sites for reference.
- Conclusion: the sustainability rating for the site based on the score accrued.

5.3. Whilst the sustainability rating of the sites included within Appendix 12 is an important factor for considering which should form part of the new local plan, it is imperative to note that other material considerations impacting the sites may influence the site's suitability for allocation. Accordingly, regard should also be had to the SHELAA in assessing a sites suitability for allocation.

6. Issues for Further Consideration in the Local Plan

6.1. The Local Plan can help to address issues in provision of services in the district through the allocation of land and through the application of planning policies when determining future planning applications. Potential measures which may help in addressing poor accessibility and which can be encouraged through the Local Plan also include the focussing of new facilities in areas where the greatest change and proportion of development are proposed and where there are existing accessibility issues.

6.2. New development offers an opportunity to rectify deficiencies in services and facilities through the funding and provision of new services or improvements to existing services. Future housing allocations may be able to support the provision of new services/facilities on-site, although the type of particular service provision will be dependent on the scale of the site (for example, a site delivering 150 dwellings could support the provision of open space on-site but would unlikely be of a scale to support the provision of a primary or secondary school or a local convenience shop).

6.3. The provision of most services, for example primary and secondary schools, GP surgeries and libraries requires cooperation with the relevant service/infrastructure providers who are responsible for providing these services.

6.4. The provision of bus services is largely dependent on bus service providers, although some developments may be of a scale to help in subsiding bus route extensions or service improvements. Similarly, in the context of rail stations, the provision of any new services is the responsibility of railway service providers, although as stated, there are currently no known plans for the provision of a new rail station in Three Rivers.

6.5. With respect to the provision of local shops, planning alone cannot ensure the provision or retention of a local shop as other influences such as market factors will also have an impact. However, developments that are of a large scale may be able to support the provision of a local shop on-site, dependent upon the population increases resulting from the development.

6.6. Planning policy can ensure that public open spaces (including play-spaces) are provided on development sites or in the case of smaller sites, financial contributions can be sought to help in funding the provision of public open spaces within the vicinity of sites. Public open spaces can also be brought forward through the delivery of Suitable Alternative Natural Greenspaces (SANG) resulting from Three Rivers' partial inclusion within the Beechwoods Special Area of Conservation (SAC) zone of influence.

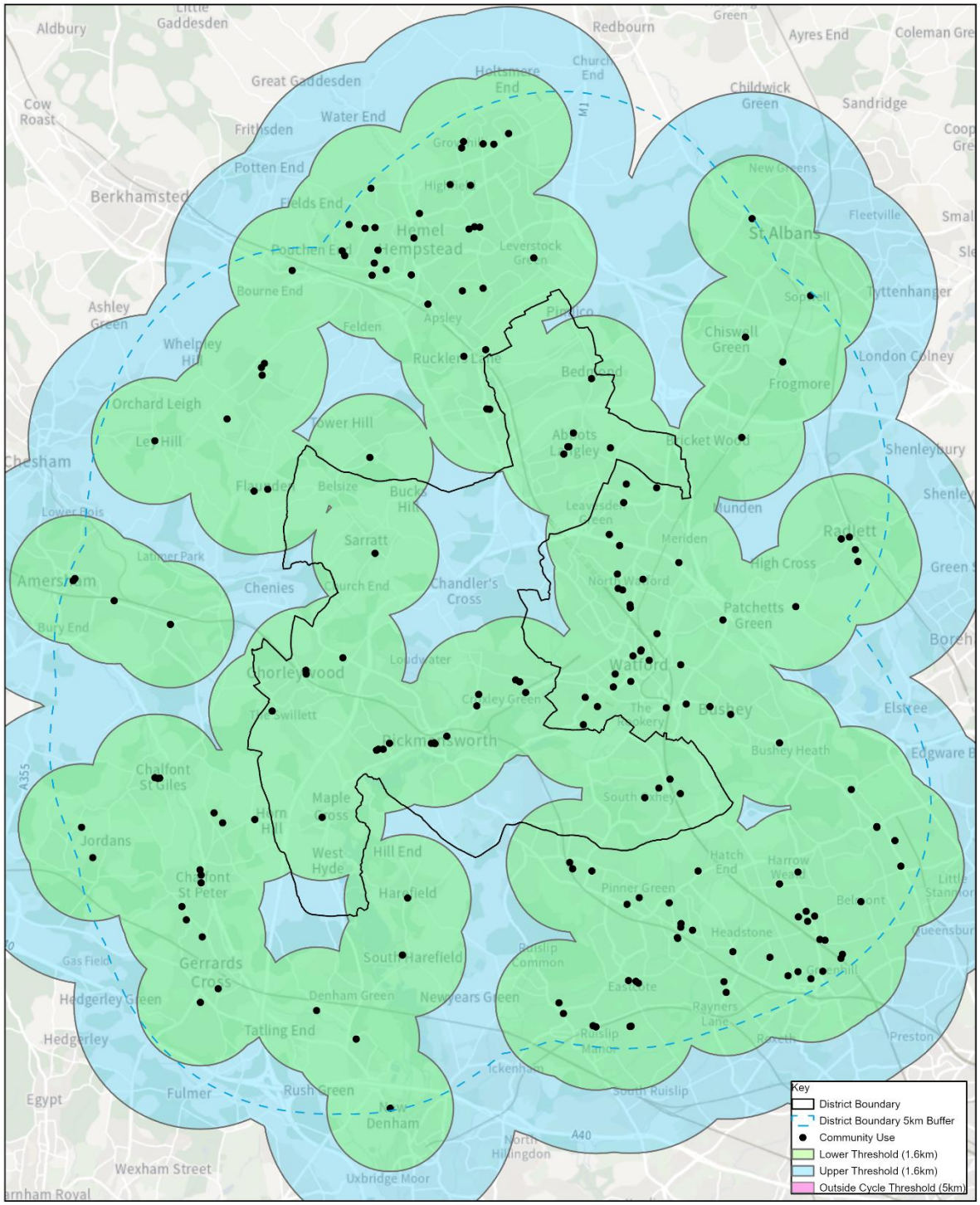
6.7. This study has identified the spatial areas where issues of access to services exist, to be read in combination with the Three Rivers Settlement Appraisal which reviews service availability to individual settlements. Subsequently, it is highlighted where the provision of new or enhanced services may improve the sustainability of locations which currently have poor accessibility to services. The mapping audit has also helped in identifying the

most sustainable locations for future development, which are the existing built-up residential settlements in the district.

6.8. It is important to recognise that existing and projected capacity levels for services will also have to be accounted for when considering future service provision. Supporting the development and improvement of the existing transport network, for example through seeking developer contributions to ensure adequate passenger transport links to important local services, may also contribute to tackling accessibility issues.

7. Appendices

Appendix 1: Community Use Audit



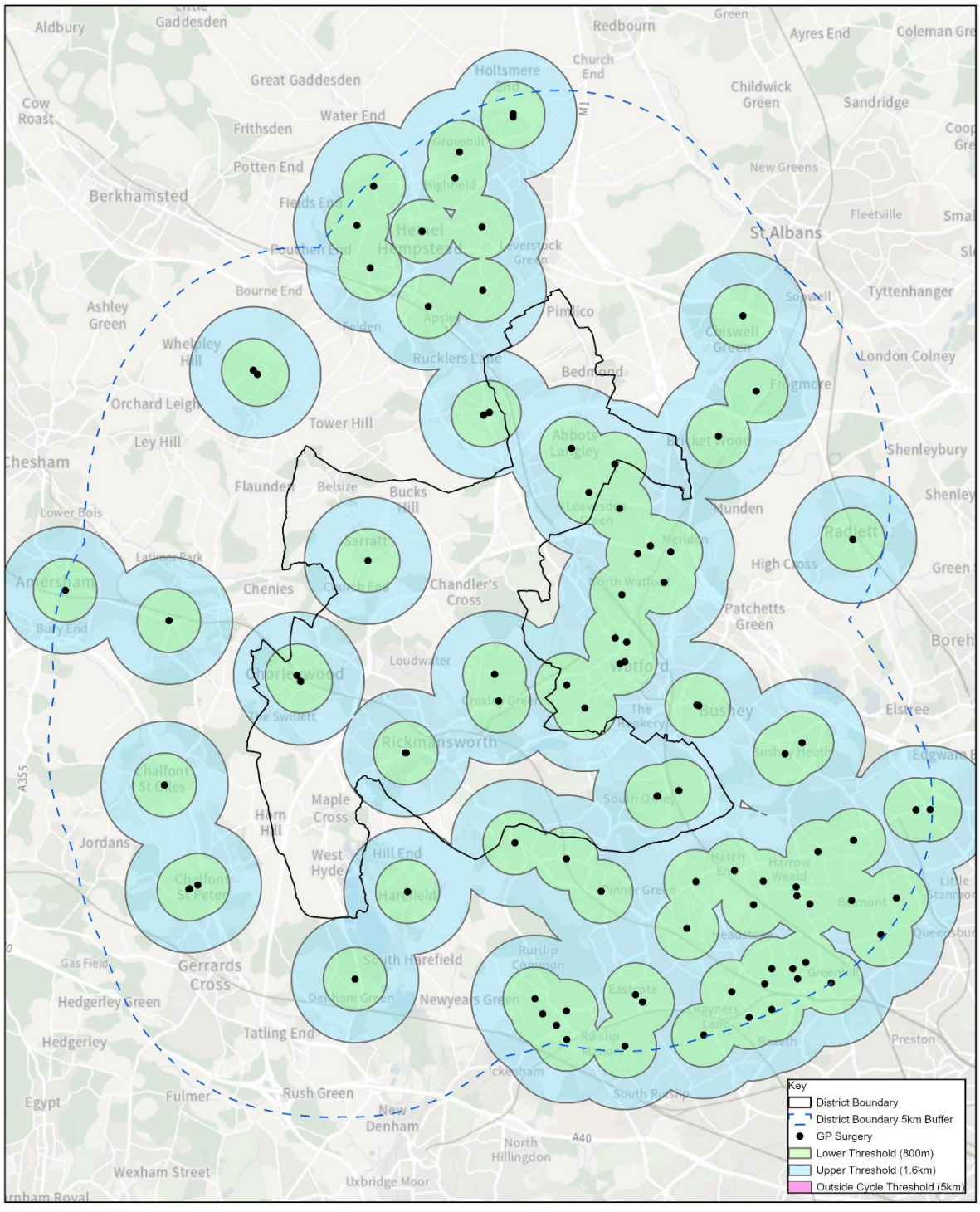
COMMUNITY USE

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 2: GP Surgery Audit



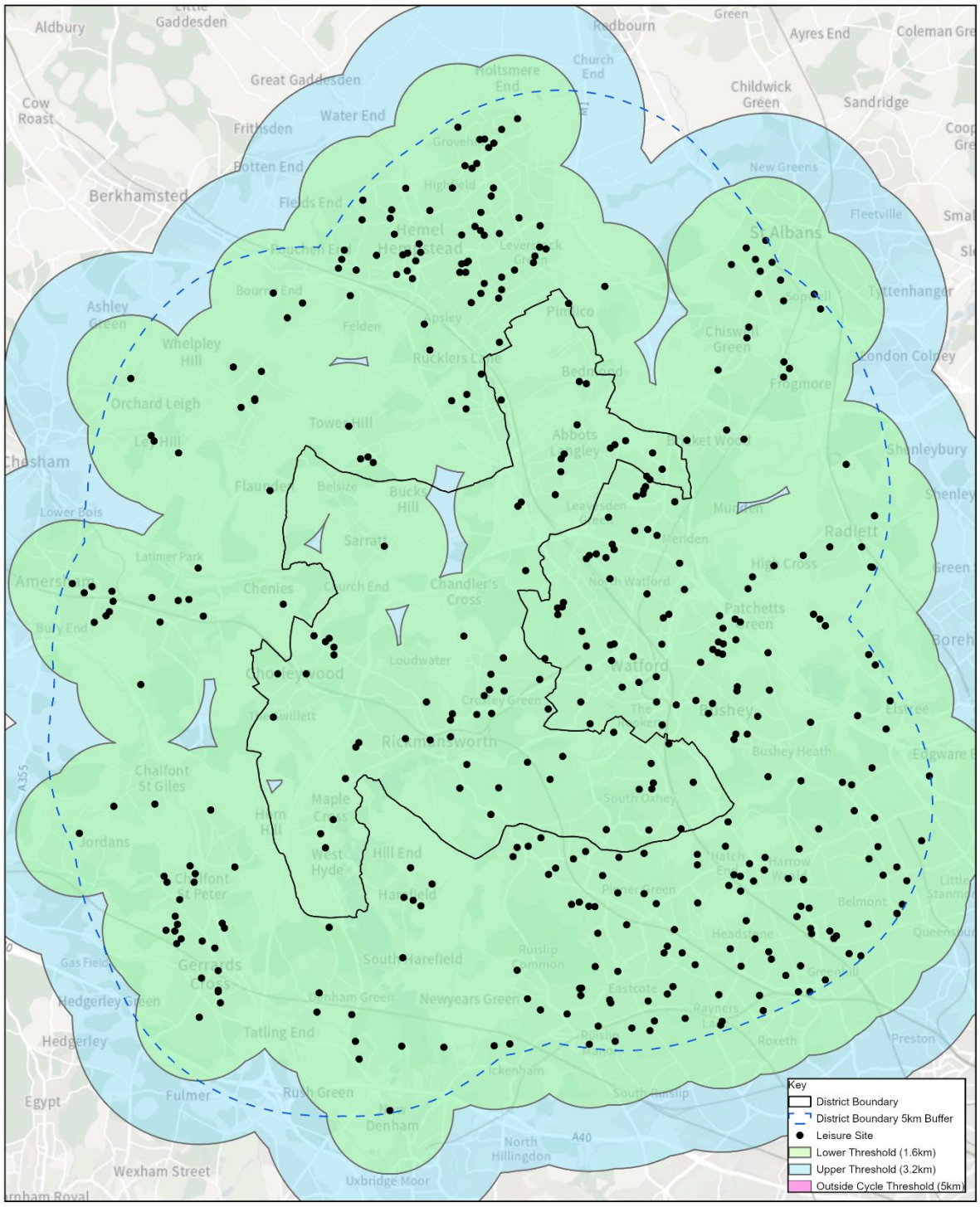
GP SURGERY

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 3: Leisure Site Audit

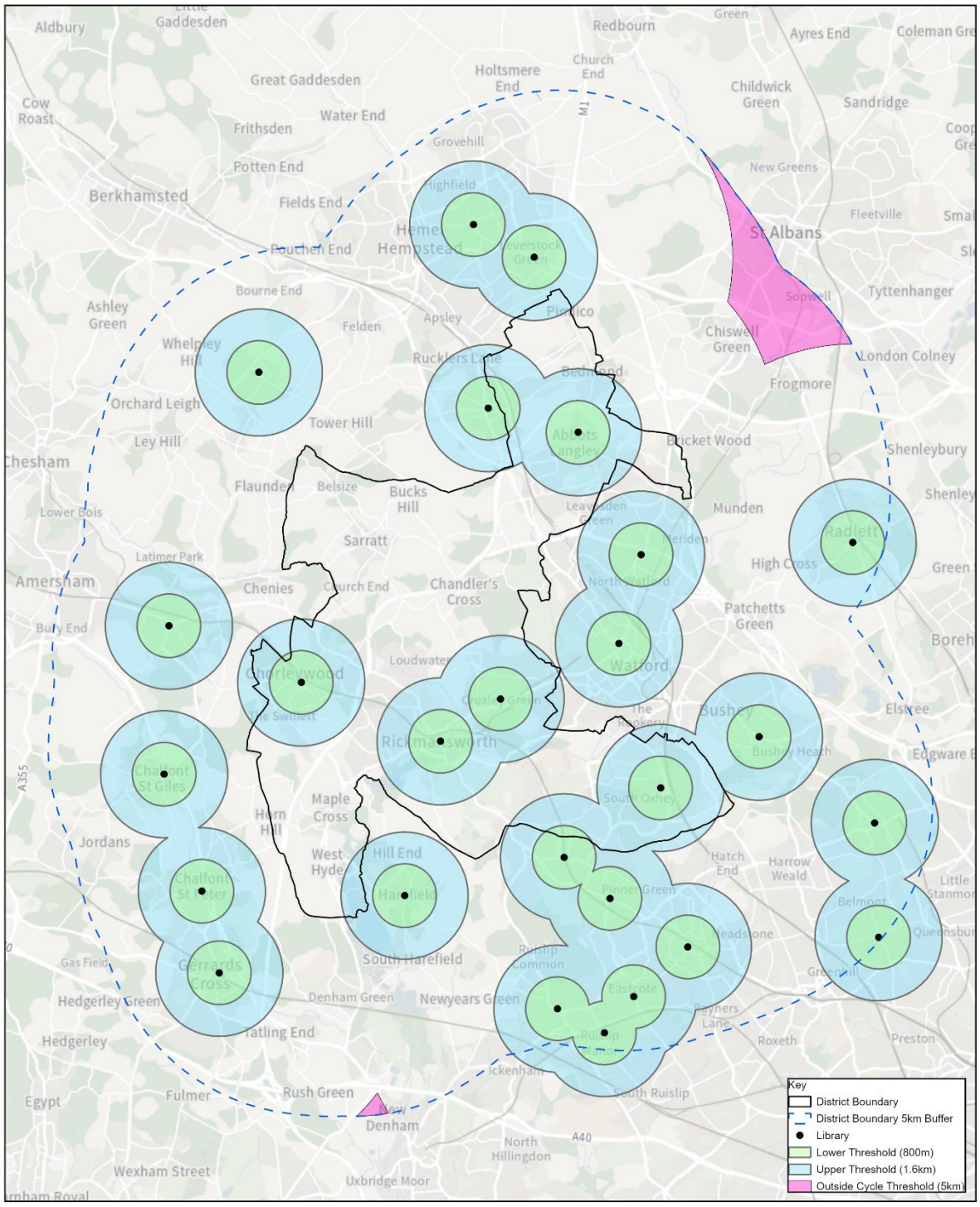


LEISURE SITE

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 4: Library Audit



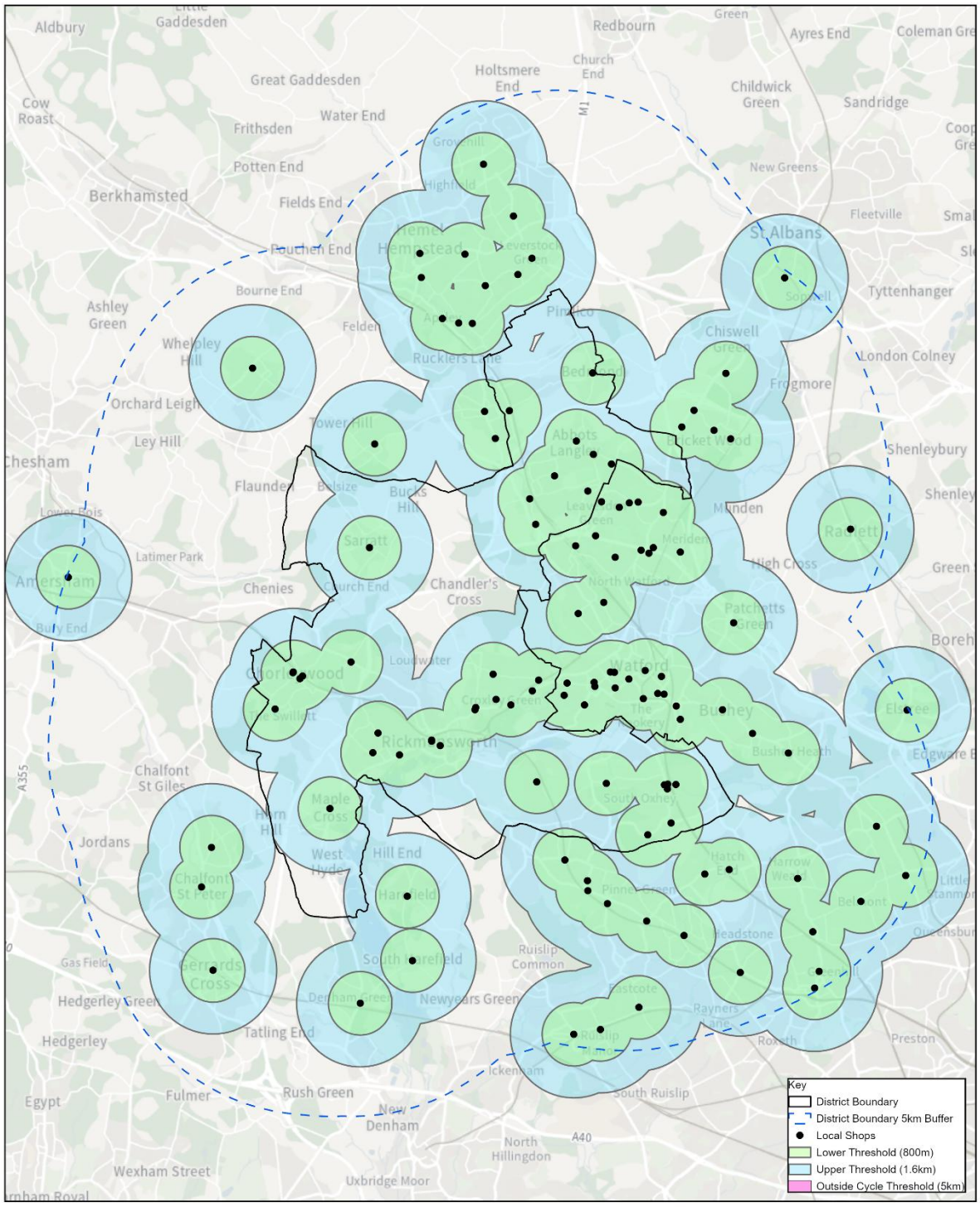
LIBRARY

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 5: Local Shop Audit



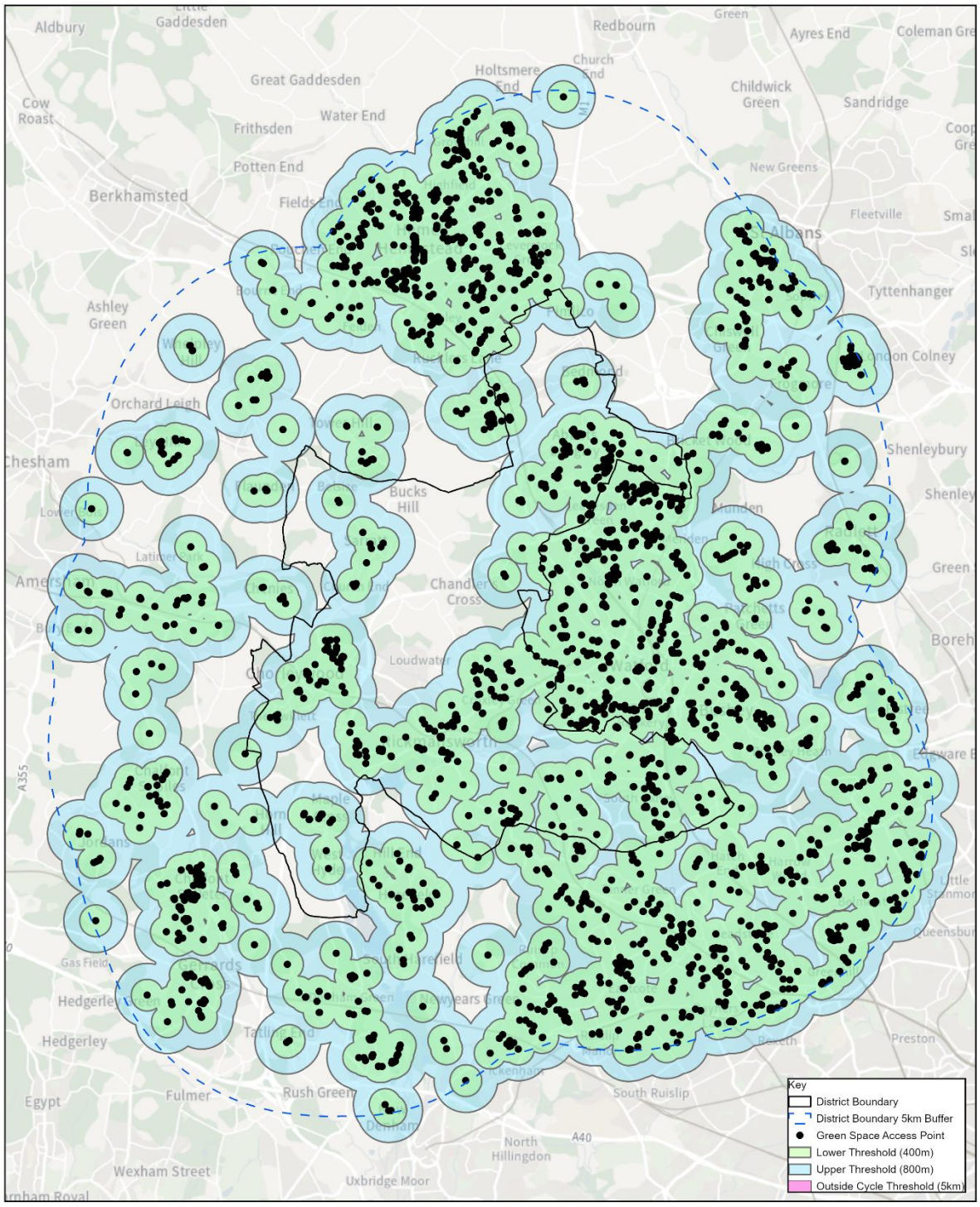
LOCAL SHOP

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 6: Publicly Accessible Open Spaces Audit (Access Points)



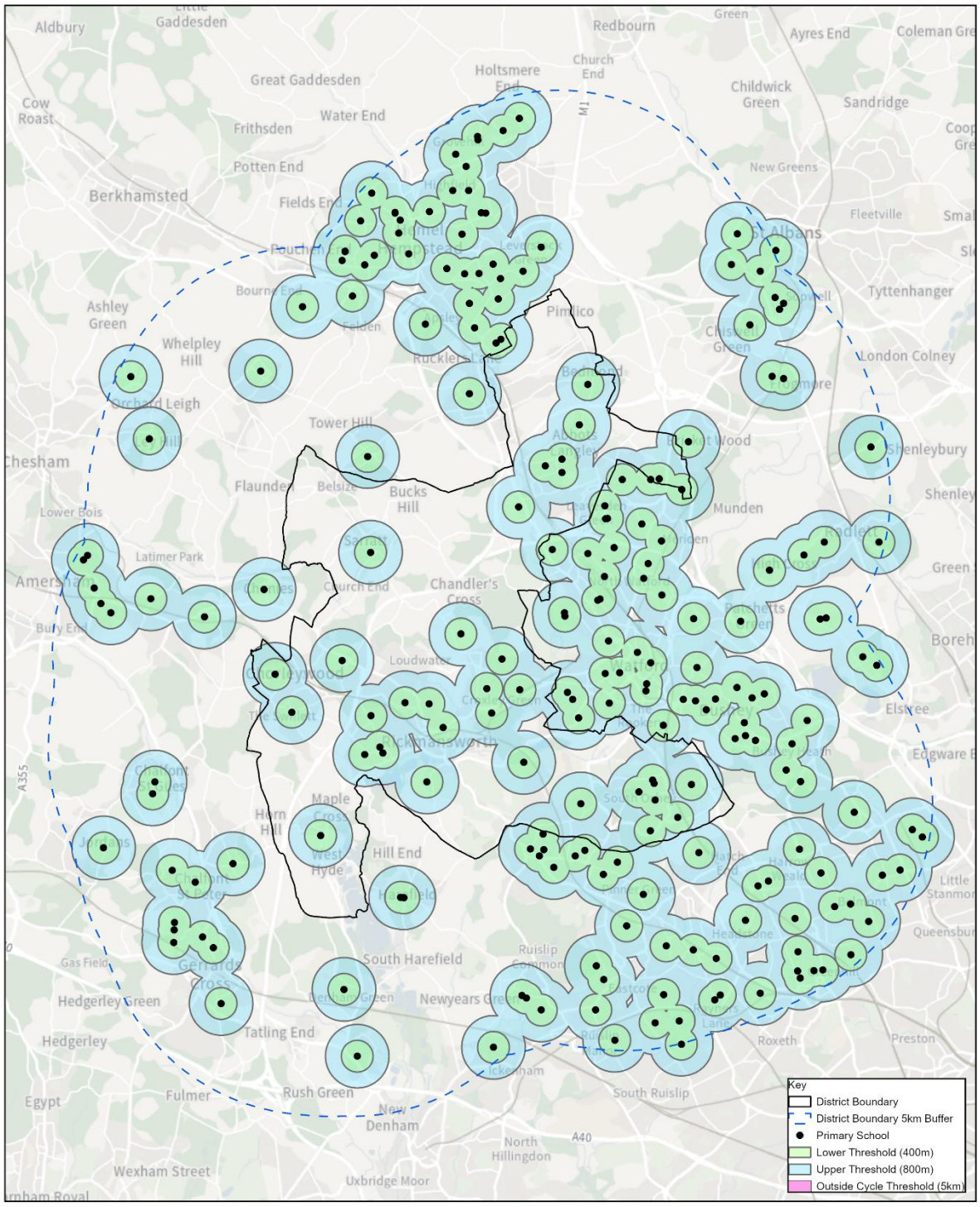
PUBLICLY ACCESSIBLE OPEN SPACE ACCESS POINT

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 7: Primary School Audit

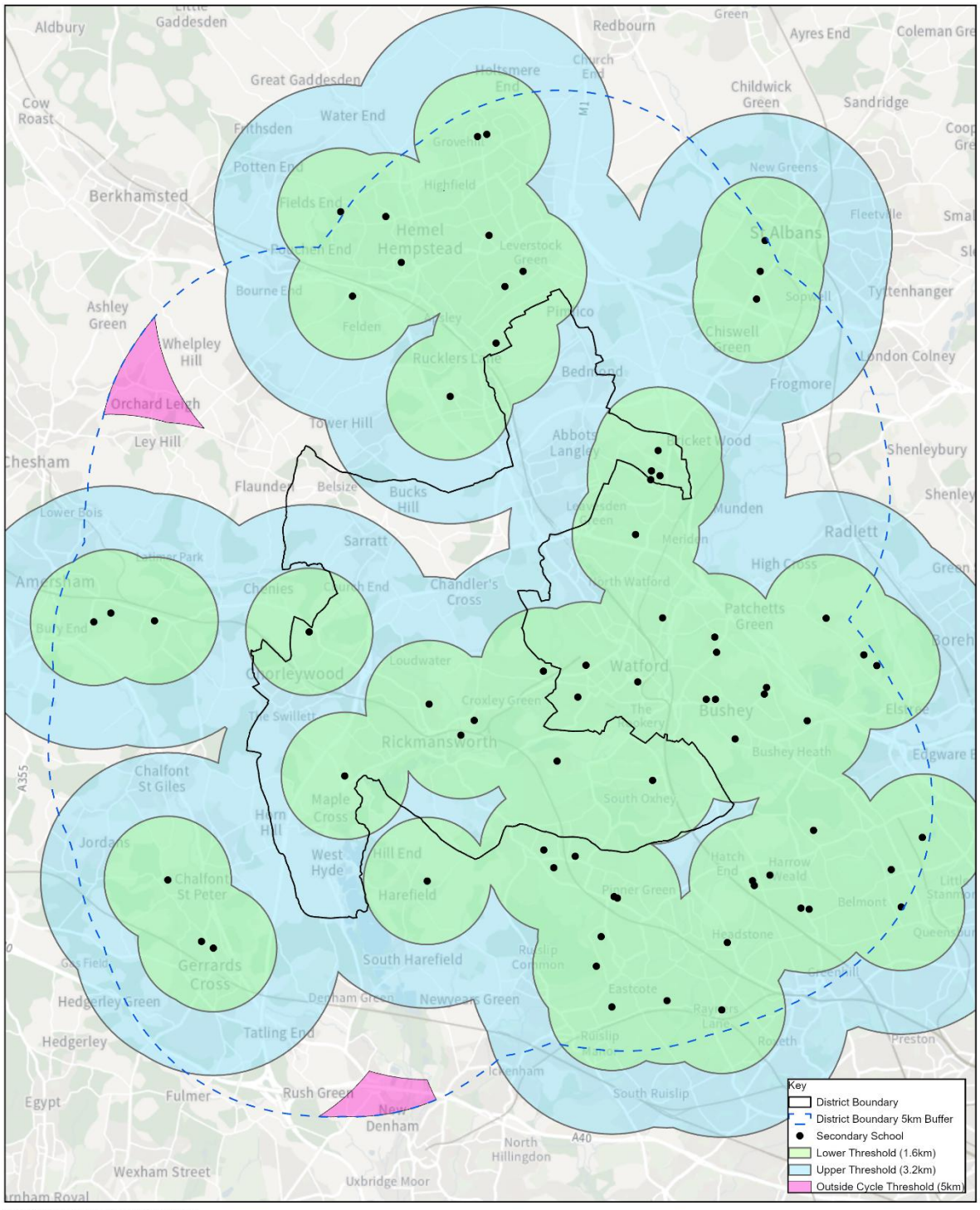


PRIMARY SCHOOL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 8: Secondary School Audit

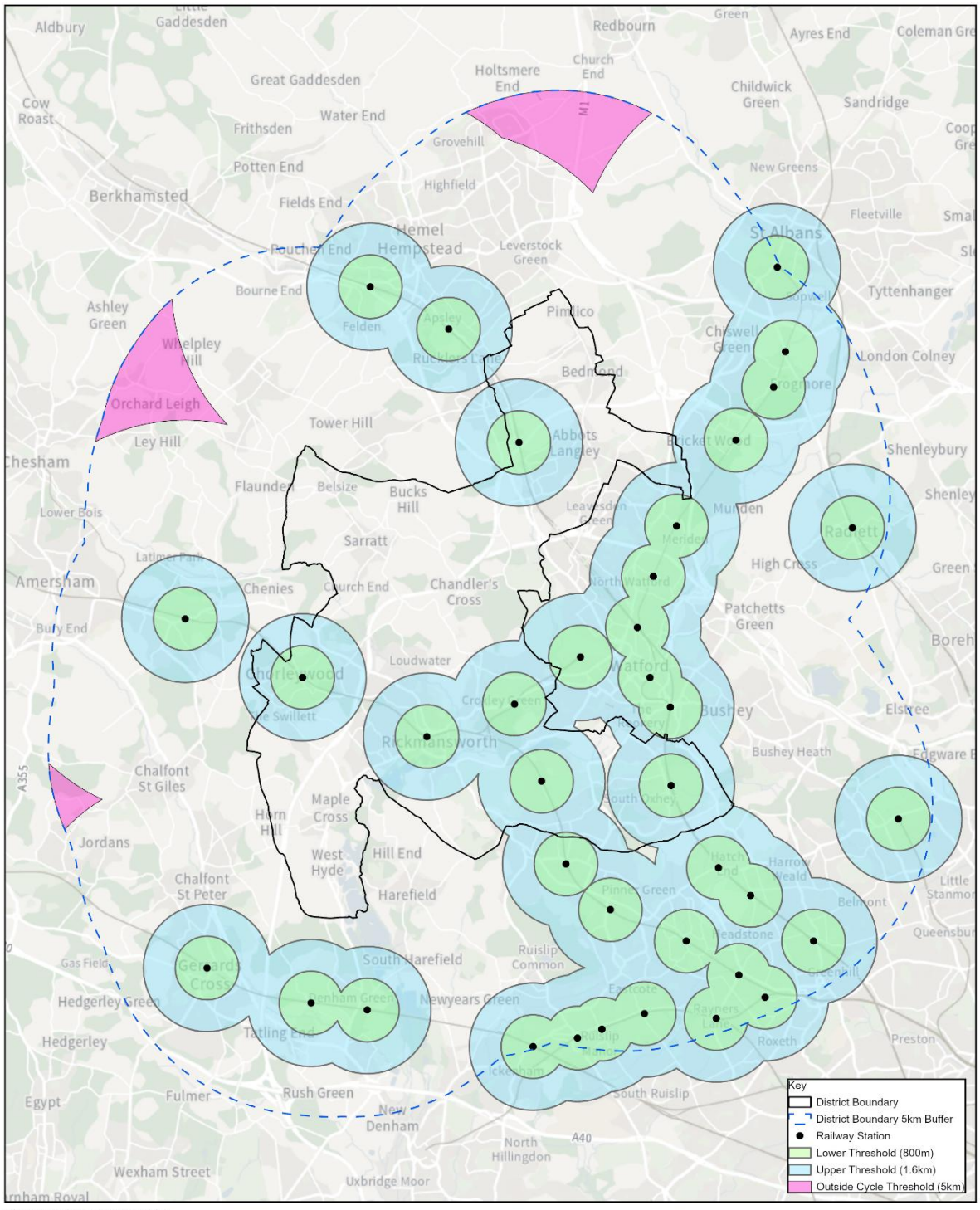


SECONDARY SCHOOL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 9: Railway Station Audit



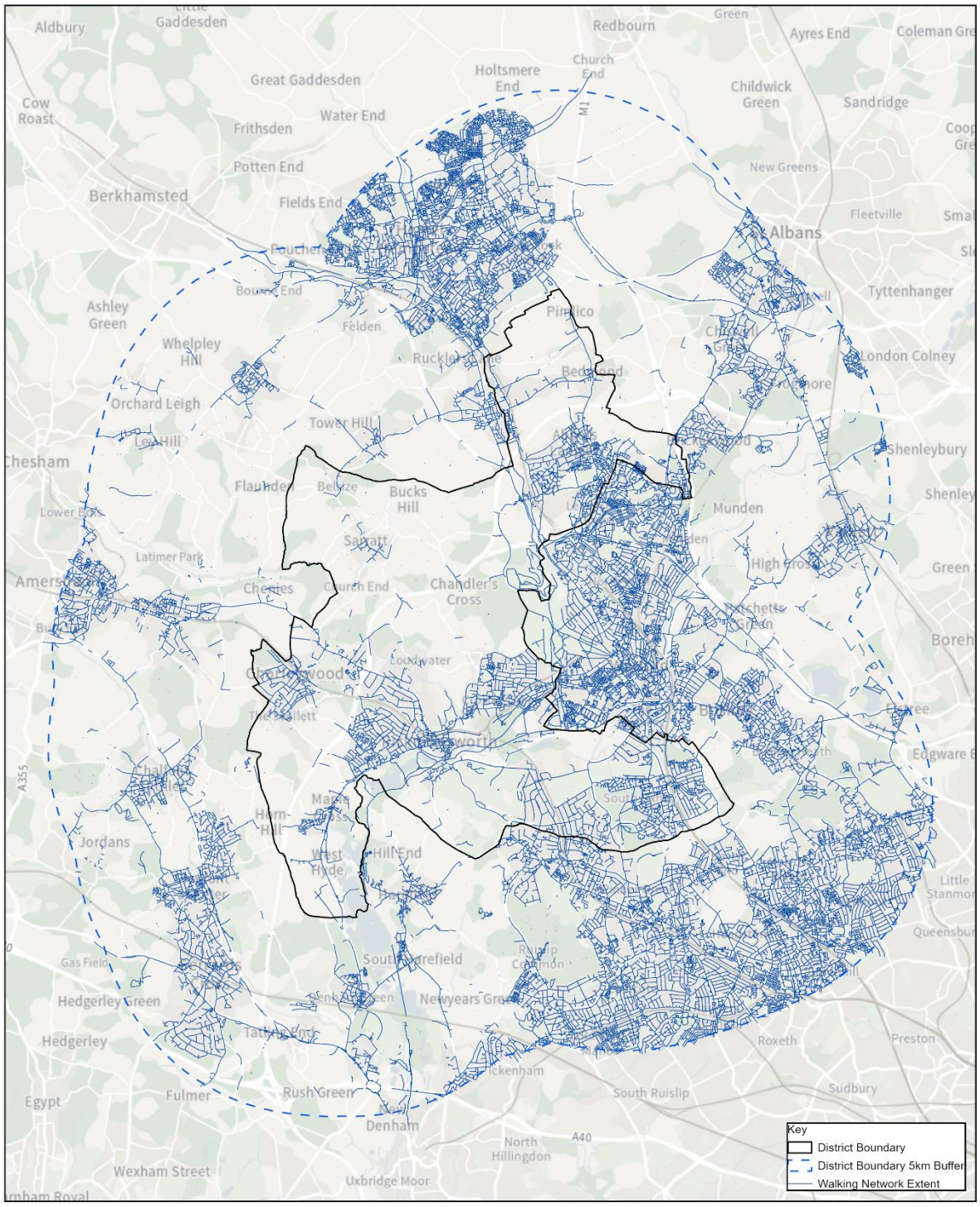
RAILWAY STATION

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 10: Walking Network



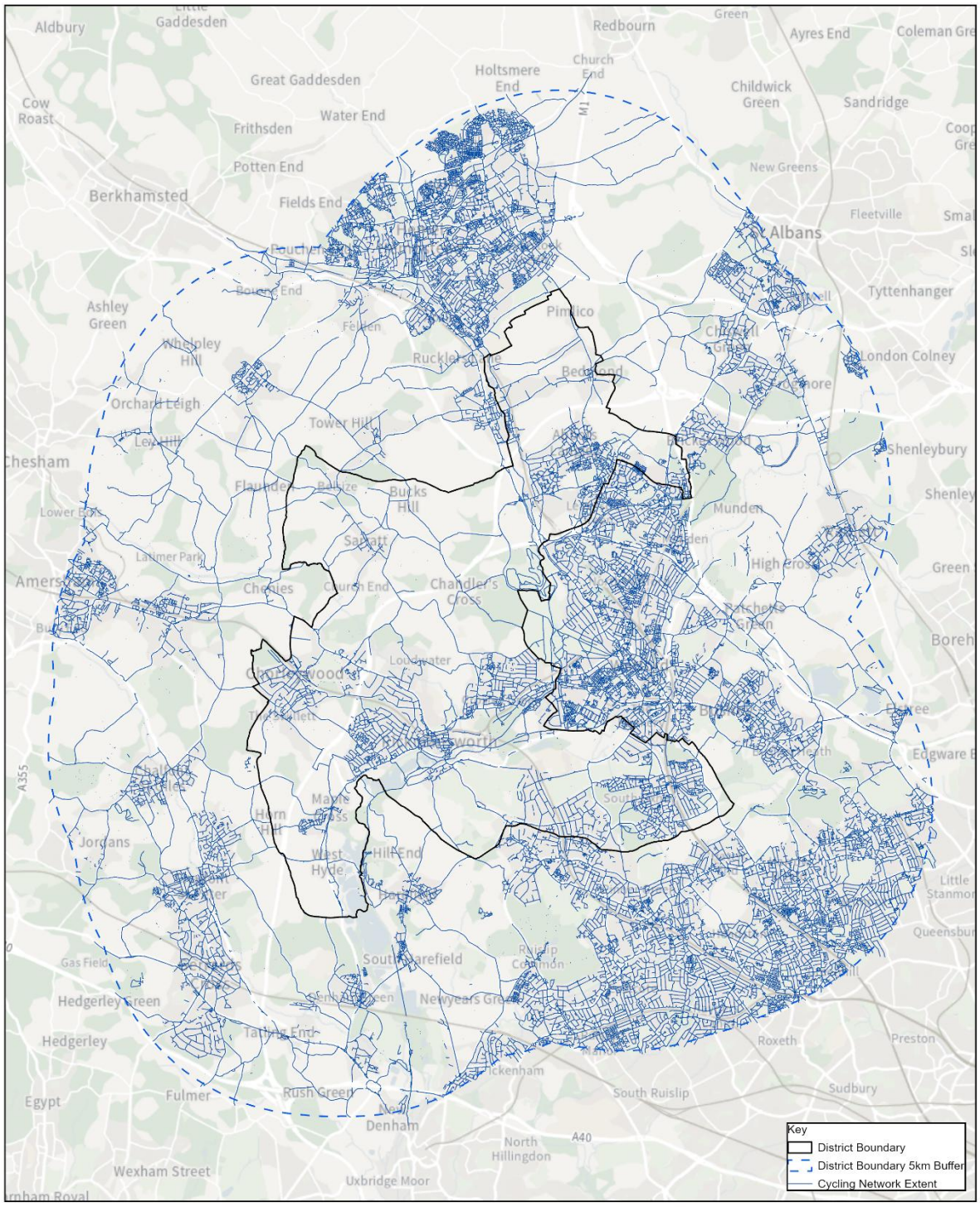
WALKING NETWORK

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 11: Cycling Network



CYCLING NETWORK

THREE RIVERS DISTRICT COUNCIL

1 0.5 0 1 2 3 4 Kilometers

N

Appendix 12: Site Sustainability Scores - Summary

The following site sustainability table is sorted alphabetically for ease of reference. For further information on the table, refer to Section 5 of this report.

Site	Category (New Local Plan Ref if relevant)	Sustainability Score	Percentage of achievable sustainability points	Ranking	Conclusion
AB18	In	57	90.47619	40	Good
AB2	Out	55	87.30159	59	Fair
AB24	Out	55	87.30159	59	Fair
AB26	In	55	87.30159	59	Fair
AB31	In	53	84.12698	89	Fair
AB32	Out	55	87.30159	59	Fair
AB35	Out	16	25.39683	311	Very poor
AB36	Out	55	87.30159	59	Fair
AB39	In	53	84.12698	89	Fair
AB5	Out	55	87.30159	59	Fair
AB9	Out	55	87.30159	59	Fair
ACFS1	In	47	74.60317	151	Poor
ACFS10	In	41	65.07937	226	Poor
ACFS11	Out	45	71.42857	173	Poor
ACFS12	Out	41	65.07937	226	Poor
ACFS13a	Out	39	61.90476	249	Poor
ACFS13b	In	37	58.73016	263	Poor
ACFS4A	Out	16	25.39683	311	Very poor
ACFS4B	Out	16	25.39683	311	Very poor
ACFS4C	Out	16	25.39683	311	Very poor
ACFS4D	Out	16	25.39683	311	Very poor
ACFS5	Out	16	25.39683	311	Very poor
ACFS6	Out	16	25.39683	311	Very poor
ACFS7	Out	43	68.25397	204	Poor
ACFS8A	Out	51	80.95238	108	Fair
ACFS8b	In	51	80.95238	108	Fair
ACFS9A	Out	33	52.38095	280	Poor
ACFS9b	In	45	71.42857	173	Poor
ACFS9C	Out	53	84.12698	89	Fair
ACFS9D	Out	47	74.60317	151	Poor
ACFS9E	Out	43	68.25397	204	Poor
ACFS9F	Out	47	74.60317	151	Poor
AS13	Out	53	84.12698	89	Fair
AS31	Out	61	96.82540	5	Good
AS35	Out	53	84.12698	89	Fair
AS5	Out	51	80.95238	108	Fair
BR20	In	61	96.82540	5	Good
CFS1	Out	37	58.73016	263	Poor

CFS10	Out	41	65.07937	226	Poor
CFS12	Out	61	96.82540	5	Good
CFS13	In	51	80.95238	108	Fair
CFS14	In	45	71.42857	173	Poor
CFS15	Out	45	71.42857	173	Poor
CFS16	In	57	90.47619	40	Good
CFS17	Out	16	25.39683	311	Very poor
CFS18	In	23	36.50794	289	Very poor
CFS18a	Out	23	36.50794	289	Very poor
CFS18b	Out	23	36.50794	289	Very poor
CFS18c	Out	23	36.50794	289	Very poor
CFS19	Out	55	87.30159	59	Fair
CFS2	Out	51	80.95238	108	Fair
CFS20	In	55	87.30159	59	Fair
CFS21	Out	57	90.47619	40	Good
CFS22	Out	39	61.90476	249	Poor
CFS22a	Out	39	61.90476	249	Poor
CFS23	Out	37	58.73016	263	Poor
CFS25	Out	39	61.90476	249	Poor
CFS26A	Out	61	96.82540	5	Good
CFS26B	Out	55	87.30159	59	Fair
CFS26c	In	53	84.12698	89	Fair
CFS26d	Out	49	77.77778	135	Fair
CFS26e	Out	45	71.42857	173	Poor
CFS29	Out	16	25.39683	311	Very poor
CFS3	In	51	80.95238	108	Fair
CFS30	Out	16	25.39683	311	Very poor
CFS31	Out	43	68.25397	204	Poor
CFS33	Out	43	68.25397	204	Poor
CFS33a	Out	43	68.25397	204	Poor
CFS34	Out	0	0.00000	341	Disconnected
CFS34A	Out	41	65.07937	226	Poor
CFS34b	Out	41	65.07937	226	Poor
CFS35A	Out	43	68.25397	204	Poor
CFS35B	Out	43	68.25397	204	Poor
CFS37	Out	43	68.25397	204	Poor
CFS38A	Out	0	0.00000	341	Disconnected
CFS38B	Out	51	80.95238	108	Fair
CFS39A	Out	0	0.00000	341	Disconnected
CFS39C	Out	49	77.77778	135	Fair
CFS4	In	51	80.95238	108	Fair
CFS40	Out	61	96.82540	5	Good
CFS40a	Out	61	96.82540	5	Good
CFS41	Out	61	96.82540	5	Good
CFS42	Out	0	0.00000	341	Disconnected
CFS43	Out	45	71.42857	173	Poor

CFS44	Out	45	71.42857	173	Poor
CFS46	Out	21	33.33333	298	Very poor
CFS47A	Out	45	71.42857	173	Poor
CFS47B	Out	0	0.00000	341	Disconnected
CFS47c	In	44	69.84127	199	Poor
CFS48	Out	15	23.80952	338	Very poor
CFS49	Out	44	69.84127	199	Poor
CFS5	Out	43	68.25397	204	Poor
CFS50	Out	20	31.74603	308	Very poor
CFS51	Out	21	33.33333	298	Very poor
CFS52	Out	53	84.12698	89	Fair
CFS52a	In	53	84.12698	89	Fair
CFS53	Out	63	100.00000	1	Good
CFS54	Out	47	74.60317	151	Poor
CFS56	In	41	65.07937	226	Poor
CFS57	Out	16	25.39683	311	Very poor
CFS58	Out	21	33.33333	298	Very poor
CFS59	In	43	68.25397	204	Poor
CFS6	In	49	77.77778	135	Fair
CFS60	In	57	90.47619	40	Good
CFS61	In	53	84.12698	89	Fair
CFS62a	Out	49	77.77778	135	Fair
CFS62b	Out	51	80.95238	108	Fair
CFS62c	Out	51	80.95238	108	Fair
CFS63	Out	39	61.90476	249	Poor
CFS64	Out	34	53.96825	279	Poor
CFS65	In	41	65.07937	226	Poor
CFS66	Out	37	58.73016	263	Poor
CFS67	Out	43	68.25397	204	Poor
CFS69	Out	53	84.12698	89	Fair
CFS69a	Out	53	84.12698	89	Fair
CFS7	In	47	74.60317	151	Poor
CFS71	Out	41	65.07937	226	Poor
CFS72	In	19	30.15873	309	Very poor
CFS73	Out	50	79.36508	134	Fair
CFS75	Out	43	68.25397	204	Poor
CFS76	Out	29	46.03175	283	Very poor
CFS77	Out	59	93.65079	19	Good
CFS8A	Out	51	80.95238	108	Fair
CFS8B	Out	51	80.95238	108	Fair
CFS8C	Out	51	80.95238	108	Fair
CFS8d	Out	51	80.95238	108	Fair
CFS9	Out	45	71.42857	173	Poor
CG16	Out	59	93.65079	19	Good
CG18	Out	63	100.00000	1	Good
CG2	Out	55	87.30159	59	Fair

CG26	Out	61	96.82540	5	Good
CG3	Out	55	87.30159	59	Fair
CG37	Out	61	96.82540	5	Good
CG47	In	57	90.47619	40	Good
CG54	Out	55	87.30159	59	Fair
CG63	Out	53	84.12698	89	Fair
CG65	In	61	96.82540	5	Good
CG67	Out	55	87.30159	59	Fair
CG69	Out	57	90.47619	40	Good
CP10	Out	47	74.60317	151	Poor
CP11	Out	53	84.12698	89	Fair
CP1a	Out	61	96.82540	5	Good
CP8	Out	49	77.77778	135	Fair
CP9	Out	53	84.12698	89	Fair
CW11	Out	51	80.95238	108	Fair
CW23	Out	51	80.95238	108	Fair
CW24	Out	59	93.65079	19	Good
CW25	Out	51	80.95238	108	Fair
CW4	Out	57	90.47619	40	Good
CW8	Out	59	93.65079	19	Good
CW9	In	57	90.47619	40	Good
E10	Out	47	74.60317	151	Poor
E5	Out	41	65.07937	226	Poor
EOS1.0	Out	61	96.82540	5	Good
EOS10.0	Out	43	68.25397	204	Poor
EOS11.0	Out	39	61.90476	249	Poor
EOS12.0	Out	39	61.90476	249	Poor
EOS12.1	Out	45	71.42857	173	Poor
EOS12.2	In	45	71.42857	173	Poor
EOS12.3	In	45	71.42857	173	Poor
EOS12.4	Out	39	61.90476	249	Poor
EOS2.0	Out	49	77.77778	135	Fair
EOS3.0	Out	55	87.30159	59	Fair
EOS3.1	Out	55	87.30159	59	Fair
EOS3.2	Out	55	87.30159	59	Fair
EOS4.0	Out	47	74.60317	151	Poor
EOS5.0	Out	51	80.95238	108	Fair
EOS5.1	Out	16	25.39683	311	Very poor
EOS5.2	Out	49	77.77778	135	Fair
EOS5.3	Out	53	84.12698	89	Fair
EOS6.0	Out	49	77.77778	135	Fair
EOS6.1	Out	0	0.00000	341	Disconnected
EOS7.0	In	47	74.60317	151	Poor
EOS8.0	Out	45	71.42857	173	Poor
EOS8.1	Out	43	68.25397	204	Poor
H10	Out	57	90.47619	40	Good

H11	Out	63	100.00000	1	Good
H15	In	55	87.30159	59	Fair
H17	In	59	93.65079	19	Good
H18	Out	59	93.65079	19	Good
H21	Out	57	90.47619	40	Good
H22	Out	45	71.42857	173	Poor
H22a	In	45	71.42857	173	Poor
H24	Out	51	80.95238	108	Fair
H3	Out	55	87.30159	59	Fair
H4	Out	53	84.12698	89	Fair
H6	In	55	87.30159	59	Fair
H7	Out	0	0.00000	341	Disconnected
H8	Out	44	69.84127	199	Poor
H9	Out	57	90.47619	40	Good
LB3	Out	49	77.77778	135	Fair
LG5	Out	49	77.77778	135	Fair
MC11	In	47	74.60317	151	Poor
MC26	Out	43	68.25397	204	Poor
MC4	Out	39	61.90476	249	Poor
NCFS1	Out	47	74.60317	151	Poor
NCFS10	Out	16	25.39683	311	Very poor
NCFS11	In	51	80.95238	108	Fair
NCFS12	Out	53	84.12698	89	Fair
NCFS13	Out	16	25.39683	311	Very poor
NCFS14	Out	59	93.65079	19	Good
NCFS15	In	57	90.47619	40	Good
NCFS16	Out	51	80.95238	108	Fair
NCFS17	In	41	65.07937	226	Poor
NCFS18	Out	16	25.39683	311	Very poor
NCFS19	Out	39	61.90476	249	Poor
NCFS2	Out	47	74.60317	151	Poor
NCFS20	In	23	36.50794	289	Very poor
NCFS21	In	55	87.30159	59	Fair
NCFS22	Out	37	58.73016	263	Poor
NCFS23	Out	37	58.73016	263	Poor
NCFS24	Out	55	87.30159	59	Fair
NCFS25	Out	57	90.47619	40	Good
NCFS26	In	57	90.47619	40	Good
NCFS27	Out	39	61.90476	249	Poor
NCFS28	Out	21	33.33333	298	Very poor
NCFS29	Out	0	0.00000	341	Disconnected
NCFS3	Out	47	74.60317	151	Poor
NCFS30	Out	15	23.80952	338	Very poor
NCFS31	Out	21	33.33333	298	Very poor
NCFS32	Out	21	33.33333	298	Very poor
NCFS33	Out	63	100.00000	1	Good

NCFS34	In	59	93.65079	19	Good
NCFS36	Out	49	77.77778	135	Fair
NCFS4	Out	49	77.77778	135	Fair
NCFS6	Out	41	65.07937	226	Poor
NCFS7	Out	0	0.00000	341	Disconnected
NCFS8	Out	41	65.07937	226	Poor
NCFS9	Out	41	65.07937	226	Poor
NSS10	In	39	61.90476	249	Poor
NSS11a	Out	44	69.84127	199	Poor
NSS11b	Out	21	33.33333	298	Very poor
NSS12	Out	41	65.07937	226	Poor
NSS13	Out	49	77.77778	135	Fair
NSS14	Out	57	90.47619	40	Good
NSS15	Out	37	58.73016	263	Poor
NSS16	Out	37	58.73016	263	Poor
NSS17	Out	19	30.15873	309	Very poor
NSS18	Out	16	25.39683	311	Very poor
NSS19	Out	0	0.00000	341	Disconnected
NSS2	In	43	68.25397	204	Poor
NSS20	In	0	0.00000	341	Disconnected
NSS21	Out	36	57.14286	278	Poor
NSS22	Out	43	68.25397	204	Poor
NSS23	In	59	93.65079	19	Good
NSS3	Out	41	65.07937	226	Poor
NSS5	Out	16	25.39683	311	Very poor
NSS6a	In	43	68.25397	204	Poor
NSS7	Out	41	65.07937	226	Poor
NSS8	Out	37	58.73016	263	Poor
NSS9	Out	45	71.42857	173	Poor
NW34	Out	55	87.30159	59	Fair
NW34a	Out	55	87.30159	59	Fair
OH5	Out	43	68.25397	204	Poor
OSPF1	Out	0	0.00000	341	Disconnected
OSPF17	Out	46	73.01587	172	Poor
OSPF2	Out	41	65.07937	226	Poor
OSPF21	Out	45	71.42857	173	Poor
OSPF22	Out	47	74.60317	151	Poor
OSPF3	Out	26	41.26984	285	Very poor
OSPF3a	Out	16	25.39683	311	Very poor
OSPF3b	Out	26	41.26984	285	Very poor
P14	Out	57	90.47619	40	Good
P21	Out	51	80.95238	108	Fair
P26	Out	53	84.12698	89	Fair
P27	Out	47	74.60317	151	Poor
P33	Out	49	77.77778	135	Fair
P34	Out	49	77.77778	135	Fair

P38	Out	47	74.60317	151	Poor
P39	Out	43	68.25397	204	Poor
P4	Out	45	71.42857	173	Poor
P4a	In	45	71.42857	173	Poor
P7	Out	45	71.42857	173	Poor
PCS11	Out	41	65.07937	226	Poor
PCS12	Out	55	87.30159	59	Fair
PCS15	Out	37	58.73016	263	Poor
PCS16	In	37	58.73016	263	Poor
PCS17	Out	57	90.47619	40	Good
PCS18	In	61	96.82540	5	Good
PCS19	Out	55	87.30159	59	Fair
PCS2	Out	47	74.60317	151	Poor
PCS21	In	55	87.30159	59	Fair
PCS24	Out	41	65.07937	226	Poor
PCS25	Out	23	36.50794	289	Very poor
PCS25a	Out	26	41.26984	285	Very poor
PCS26	Out	45	71.42857	173	Poor
PCS27	Out	26	41.26984	285	Very poor
PCS29	Out	0	0.00000	341	Disconnected
PCS30	Out	0	0.00000	341	Disconnected
PCS33	Out	37	58.73016	263	Poor
PCS34	Out	31	49.20635	282	Very poor
PCS36	Out	51	80.95238	108	Fair
PCS4	Out	47	74.60317	151	Poor
PCS42	Out	47	74.60317	151	Poor
PCS44	Out	49	77.77778	135	Fair
PCS46	Out	16	25.39683	311	Very poor
PCS47	Out	55	87.30159	59	Fair
PCS49	Out	59	93.65079	19	Good
PCS50	Out	43	68.25397	204	Poor
PCS51	Out	41	65.07937	226	Poor
PCS52	Out	37	58.73016	263	Poor
PCS54	Out	0	0.00000	341	Disconnected
PCS59	Out	57	90.47619	40	Good
PCS6	Out	23	36.50794	289	Very poor
PCS60	Out	53	84.12698	89	Fair
PCS61	Out	45	71.42857	173	Poor
PCS7	Out	16	25.39683	311	Very poor
PSCFS1	Out	16	25.39683	311	Very poor
PSCFS10	Out	16	25.39683	311	Very poor
PSCFS11	Out	45	71.42857	173	Poor
PSCFS12	Out	23	36.50794	289	Very poor
PSCFS13	Out	37	58.73016	263	Poor
PSCFS14	Out	21	33.33333	298	Very poor
PSCFS15	Out	0	0.00000	341	Disconnected

PSCFS16	Out	21	33.33333	298	Very poor
PSCFS17	Out	0	0.00000	341	Disconnected
PSCFS18	Out	16	25.39683	311	Very poor
PSCFS19	Out	16	25.39683	311	Very poor
PSCFS2	Out	44	69.84127	199	Poor
PSCFS20a	Out	16	25.39683	311	Very poor
PSCFS20b	Out	16	25.39683	311	Very poor
PSCFS21	Out	9	14.28571	340	Very poor
PSCFS22	Out	29	46.03175	283	Very poor
PSCFS23	Out	23	36.50794	289	Very poor
PSCFS24	Out	51	80.95238	108	Fair
PSCFS3	Out	0	0.00000	341	Disconnected
PSCFS4	Out	37	58.73016	263	Poor
PSCFS5	Out	16	25.39683	311	Very poor
PSCFS6	Out	43	68.25397	204	Poor
PSCFS7	Out	0	0.00000	341	Disconnected
PSCFS8a	Out	39	61.90476	249	Poor
PSCFS8b	Out	41	65.07937	226	Poor
PSCFS8c	Out	39	61.90476	249	Poor
PSCFS8d	Out	33	52.38095	280	Poor
PSCFS9	Out	55	87.30159	59	Fair
R15	Out	59	93.65079	19	Good
R16	Out	59	93.65079	19	Good
R17a	Out	59	93.65079	19	Good
R17b	Out	59	93.65079	19	Good
R24	Out	59	93.65079	19	Good
R25	Out	59	93.65079	19	Good
R35	Out	55	87.30159	59	Fair
R6	Out	57	90.47619	40	Good
R7	Out	59	93.65079	19	Good
R8	Out	59	93.65079	19	Good
RW31	In	51	80.95238	108	Fair
RWA1	Out	59	93.65079	19	Good
RWA10	Out	45	71.42857	173	Poor
RWA11	Out	0	0.00000	341	Disconnected
RWA12	Out	61	96.82540	5	Good
RWA13	Out	59	93.65079	19	Good
RWA14	Out	51	80.95238	108	Fair
RWA2	Out	45	71.42857	173	Poor
RWA3	Out	47	74.60317	151	Poor
RWA4	Out	47	74.60317	151	Poor
RWA5	Out	41	65.07937	226	Poor
RWA6	Out	41	65.07937	226	Poor
RWA7	Out	59	93.65079	19	Good
RWA8	Out	21	33.33333	298	Very poor
RWA9	Out	45	71.42857	173	Poor