

Land off Mendip Way, Great Ashby

Transport Assessment
Revision N

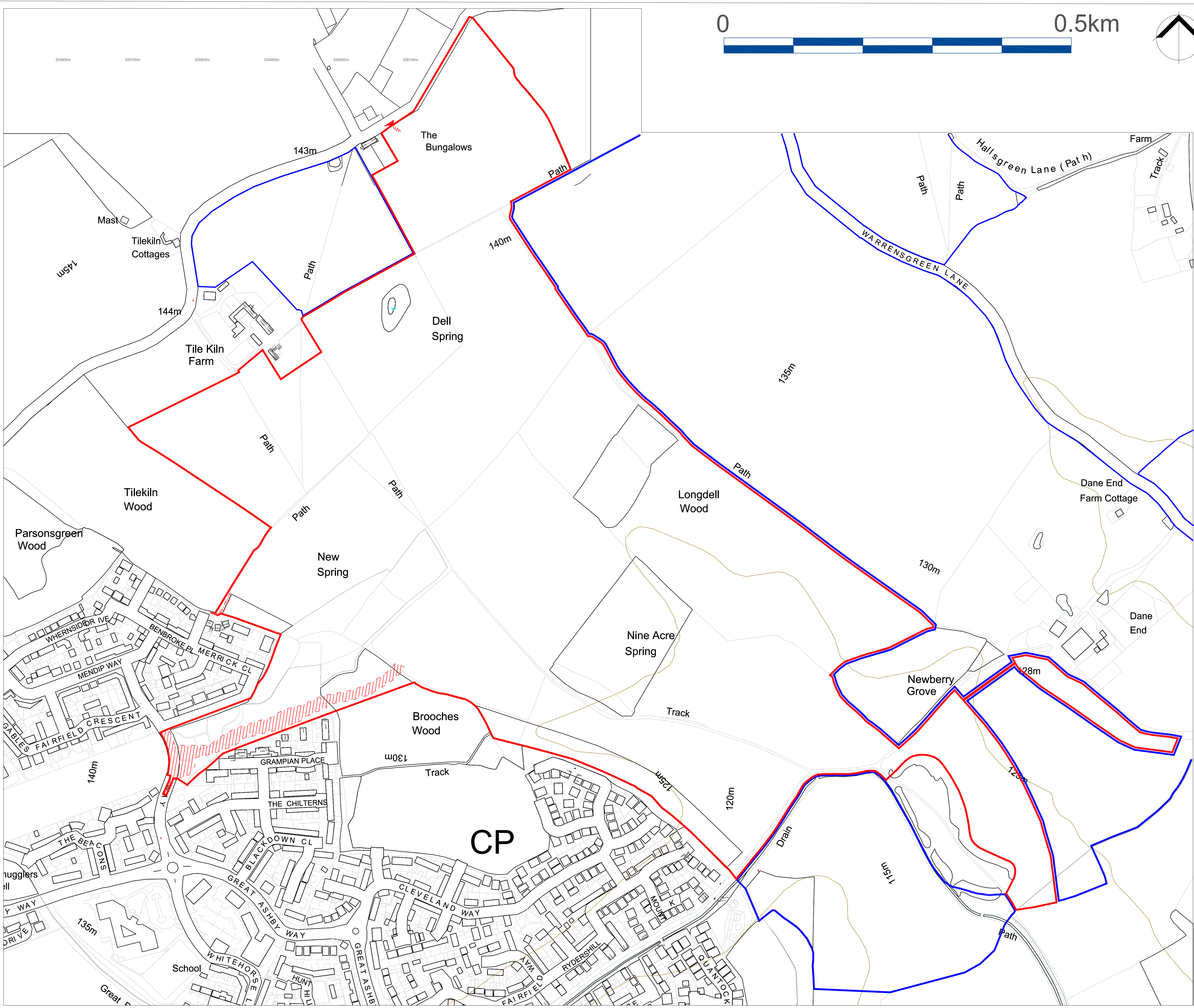
July 2026



Woods Hardwick
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Appendix A

Site Location Plan & Site Layout Plan



- Application Site Boundary: 62.90ha
- Detailed Application Boundary: 0.80ha
- Other land within the ownership of the Applicant or their parent company

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CLIENT
Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

TITLE
Application Site Plan

DRAWN BY	SG	CHECKED BY	SG
SCALE @ A1	1:2,500	DATE	JULY_2024
PROJECT NO.	23_M004	DRAWING NO.	DL07
		REV.	D

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Only figured dimensions are to be worked to.



- Application Boundary
- Housing development
- Indicative self-build homes
- Open Space
- Potential Allotments
- Streets, with cycleways and footways
- Shared surfaces/key squares
- Public footpath
- Bridleway
- Potential emergency access
- Pedestrian links
- Pedestrian and cycle links
- Unmade woodland pedestrian routes
- Existing bus route and stop
- Existing woodland, hedgerows and trees retained
- Ancient Woodland
- Existing vegetation to be removed
- Proposed trees
- Proposed native woodland planting
- Proposed native thicket planting
- Proposed hedgerow
- Proposed ornamental planting
- Proposed meadow/long grassland
- Existing drainage basin
- Existing watercourse, ditches and ponds
- Proposed swales and drainage basins
- Wildlife pond
- Proposed pumping station
- Proposed timber post and rail fence
- Children's play area
- Pylons and overhead powerlines
- Existing play areas
- Historic quarry
- Grade II Listed Buildings

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PROJECT
GA2 - North East Stevenage

TITLE
Illustrative Masterplan

DRAWN BY	SG	CHECKED BY	SG
SCALE @ A1	1:2,500	DATE	OCTOBER_2025
PROJECT NO.	23-M004	DRAWING NO.	DL03
		REV.	N

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Appendix B

Accessibility Audit

PROJECT TITLE: Land off Mendip Way, Great Ashby
REVISION: E - 05.01.2026
DOCUMENT REFERENCE: 19244 Rev E
DATE: January 2026
Prepared by: JD / IK
Checked by: GBR

ACCESSIBILITY AUDIT, LAND OFF MENDIP WAY, GREAT ASHBY

Introduction

1. This Accessibility Audit (AA) has been prepared by Woods Hardwick Ltd on behalf of Picture Estates Ltd in support of the Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure on land known as 'Land off Mendip Way, Great Ashby' in Stevenage. A Site Location Plan is included in **Appendix A**.
2. The Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works.
3. The Outline Application, for which all matters are reserved except for means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure.
4. As identified within the adopted North Hertfordshire Local Plan (2011 - 2031), the site, GA2, is allocated under Policy SP18 as a Strategic Housing Site for a new neighborhood of approximately 600 homes. The Proposed Site Layout is enclosed in **Appendix B**.
5. The development proposals consist of the following;
 - Up to 640 residential units;
 - Up to 500sqm retail, food and beverage, and medical and social floorspace;
 - 4ha of land to make provision for 2FE primary/ 4FE secondary school; and
 - Suitable parking infrastructure designed in line with local car parking standards.
 - Principle access to the Site is to be provided via Mendip Way, with provision for sustainable modes of transport in alignment with the Stevenage Mobility Strategy. The access road to the Site will be designed to effectively integrate into the nearby existing road networks.

Appendix C

Pre-Planning Advice

GA2, Great Ashby, Stevenage – HCC Highways Pre Application Response

Introduction

The North Herts Council (NHC) residential allocation is located on Greenfields at the northern fringe of Great Ashby, Stevenage. The site is bound to the northwest by the rural Back Lane and the farm (Kiln Farm) which accesses onto Back Lane; to east by greenfields and to the southwest by the existing residential area of Great Ashby. It is proposed to establish upto 650homes, upto 500sqm commercial/ community development on the site and make provision for a 2FE Primary /4FE Secondary school. Consultant's for the applicant (Woods Hardwick Ltd) have submitted a pre application Highways Scoping Note (HSN) to HCC Highways DM (19244/HSN, 23 March 23) to outlay the scope of a Transport Assessment (TA) and this note responds to that on behalf of HCC Highways Development Management (DM).

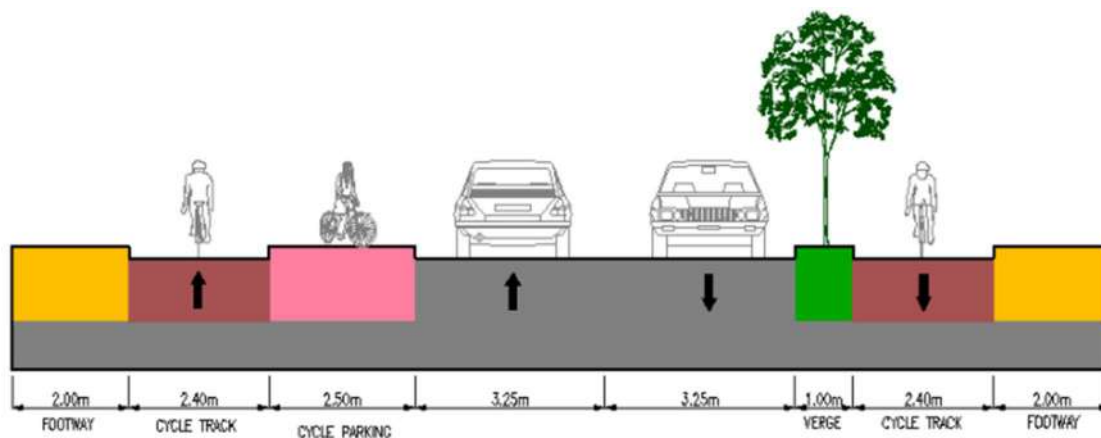
Sustainable Transport Access

In line with the Policies of LTP4, particularly Policies 1 (the Transport User Hierachy) and 5 (Development Management) it is essential given the declared climate emergency that the issue of sustainable access is considered first and the appropriate infrastructure provided to unlock a site sustainably.

Vehicle Access

Only subsequent to unlocking the site sustainably the vehicle access should be considered at the moment vehicle access is proposed to be via a 6.75m carriageway beneath the powerlines that lead to Mendip Way.

However, Chapter 8 (Part 3) of HCC's Emerging Place & Movement Planning and Design Guide (P&M PDG, 14 February 2023), which has been approved by the HCC cabinet and is currently subject to public consultation, specifies a 6.5m wide carriageway for a residential distributor road capable of supporting a bus service subject to a 30mph speed limit (or 6.2m wide when subject to a 20mph speed limit). Typically, the corridor will broadly be as follows:



<https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/hertfordshire-place-and-movement-planning-design-guide.aspx>

Additionally, the applicant needs to confirm with National Grid/ UK Power Networks that the access road will be deliverable and demonstrate this to HCC Highways.

In addition to the main access, the applicant proposes a secondary emergency access onto Back Lane. This should be designed so as to be a sustainable transport only link capable of only being used by a motorised vehicle in the case of an emergency. Page 16 of Chapter 8 of the P&M PDG specifies Active Travel Links with emergency access.

HCC Highways accept these proposed access points given that they are designed to the P&M PDG.

Parking

The applicant proposes to provide parking according to the Stevenage Borough Council 'Parking Provision and Sustainable Development SPD' (Adopted 2020). However, HCC Highways must point out that Great Ashby in North Herts Council (NHC) and their standards should be referred to in the first instance (Vehicle Parking at New Development SPD, Sept 2011). However, it is noted that this document is dated and parking provision must be agreed with NHC on a case by case basis. Furthermore, the current UK Building regulations Part S1 (2021 Edition) with regards to Electric Vehicle (EV) charge points requires:

Requirement	
The erection of new residential buildings	
S1.	(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2). (2) The number of associated parking spaces which have access to electric vehicle charge points must be— (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings. (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where— (a) a new residential building has more than 10 associated parking spaces; and (b) there are more associated parking spaces than there are dwellings contained in the residential building.

S278

The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement. This includes the site access and emergency junctions and any other possible off site connections identified to unlock this site sustainably.

Public Transport

To ensure the viability of the site the Public Transport Unit (PTU) has previously requested of the developer that it will be necessary for a new bus stop is provided within 400m of each home and services updated appropriately.

Residential Travel Plan

HCC's Active & Safer Travel Team have indicated that a full plan will be required for the site to be in place 5 years post full occupation. A £1,200 per annum Evaluation and Support Fee should be secured by section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance. This should incorporate measures to promote sustainable transport, an appointed travel plan co-ordinator and an appropriate monitoring programme. Residential developments are also required to provide Residential Travel Vouchers for each unit (£100 per house/£50 per flat) to

encourage the take up of sustainable modes. A separate School Travel Plan will be required 3 months prior to opening. For this stage in the planning process however, a Framework Travel Plan covering both the Residential and Educational aspects is required only.

Full guidance is available at: <https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf>, or for more guidance contact: travelplan@hertfordshire.gov.uk.

Road Traffic Collisions (RTC) Analysis

The HSN indicates that a Road safety – review of road safety in the study area based on highway accident data obtained for the latest 5-year period from Crash Map. Whilst from HCC Highways DM's initial review the number of RTC's in the vicinity of Great Ashby is limited, use of CrashMap is unacceptable and full causation data should be obtained for both Great Ashby Way and Mendip Way. RTC data can be obtained from Anthea.Nott@hertfordshire.gov.uk

Swept Path Analysis

HCC Highways DM and requires that it can be demonstrated through vehicle tracking that a NHDC refuse vehicle, 7.5t delivery vehicle and a fire tender can efficiently access the site and exit in forward gear.

The current refuse vehicle used by NHDC is a 12.205m x 2.89m Mercedes Econic.

Growth

Whilst HCC agrees with the process suggested in the HSN as to growth due to committed development and use of Temproware, the council would request that Temproware v8.0 is utilised as it reflects the most accurate UK growth prediction subsequent to the world pandemic

Trip Gen, Mode Split Distribution and Assignment

The 2014 trip generation presented in the HSN for the residential element of the site are considered dated. A subsequent people trip generation by HCC Highways using the most recent TRICS Multi Modal sites in England and Wales (outside Greater London) cross referenced to Journey to Work data from the 2011 census (QS701EW) Super Output areas E01033024, E01033025 & E01033027, Great Ashby, to reflect travel opportunities suggested higher vehicle trip rates in the AM peak and slightly lower rates in the PM peak. Furthermore, impact on all modes is required.

Person Trip Rate	In	Out	Total
AM	0.212	0.754	0.966
PM	0.567	0.267	0.834

Mode Split	
WfH	5.12%
Walk	2.07%
Cycle	1.02%
Bus	2.82%
Rail	11.52%
Mororbike	0.49%
Passenger	3.92%
Driver	72.70%
Other	0.34%
	100.00%

Vehicle Trip Rates	In	Out	Total
AM	0.154	0.548	0.702
PM	0.412	0.194	0.606

Residential Veh Numbers	In	Out	Total
AM	100	356	456
PM	268	126	394

HCC Highways DM agrees with the presented educational trip rates presented in the HSN.

The residential trips should be distributed according to the Journey to Work Origin Destination data observed in the 2011 Census (Table WU03EW). Due to limitations on the datasets and geographical areas it is considered that trips originating in the Great Ashby South MSOA Stevenage 002 will provide the most accurate proxy for GA2. Subsequently an on-line journey planner should be used to route traffic through individual junctions.

Traffic Impact

The TA should in the first instance assess the immediate development impact through the use of Macro Models of:

- The Site Access
- The roundabouts on Great Ashby Way between St Martins Way (x11)
- The Back Lane/GAW Priority Junction
- The Cartwright Drive/GAW Priority Junction

For Macro Modelling purposes HCC Highway would look to the opening year and 5 years after that for analysis.

The wider impacts of the proposals must be assessed by commissioning a run of HCC's most recent Comet Model which accounts for the most likely growth and transport infrastructure proposals and will look at the longer term situation. The NTEM constrained version of the Comet model contains those developments that are committed. A further sensitivity test considering all local plan site is also requested. Attached to this note are the proforma to request runs of the model and a Comet FAQ.

Mitigation/ Developer Contributions

HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance (Strand 1) HCC would envisage that the agreed site access junction and necessary sustainable transport improvements (both on and off site) are delivered through a S278 agreement and travel plan contributions are contained in a s106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF).

This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

For a development of 650 homes the Toolkit calculates a headline contribution figure of £4,436,900. The employment and school aspect of this development has been discounted for this calculation. The contribution however, if the development were to proceed this figure would be adjusted accordingly to take the cost of the sustainable transport infrastructure required to unlock this site sustainably. The finalised strand 2 contribution would be allocated to packages identified in the North Central Growth and Transport Plan (May 2022) which accompanies LTP4.

<https://www.hertfordshire.gov.uk/media-library/documents/highways/north-central-gtp/ncgtp-interventions-paper-final-acc..pdf>

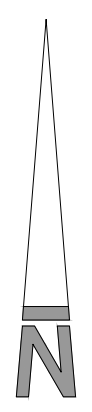
Appendix D

Site Access/Emergency Access & Refuse Vehicle Tracking Drawings



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Inset 1

Inset 2

Inset 3

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 - Woods Hardwick cannot accept any discrepancies in terms of coordinates or any other information deciphered from .dwg files.
 - The exact location and level of all existing sewers, drains and services are to be confirmed on site prior to the commencement of any works.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the Designers Risk Assessment for the full assessment of risks.

It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

- KEY
- Site Boundary
 - 20mph forward visibility splay
 - Pedestrian crossing forward visibility splay (in accordance with LTN 2/95)
 - Swale and Batters
 - Fixed Cycleway Barriers
 - Keep Left Bollard
 - Adoptable Surface Water Network
 - Proposed Gully
 - Existing Gully To Be Relocated
 - Proposed Swales
 - Adoptable asphalt carriageway
 - Adoptable blockwork raised table / shared surface
 - Adoptable blockwork shared surface/over-run
 - Adoptable asphalt footway
 - Adoptable cycleway
 - Landscaping
 - Adoptable Swale
 - Adoptable street lighting columns (A-D, Q-R) Refer to Julian Lighting Solution drawings for specification (REV P03)
 - National Grid 12m tower stand off zone required for access and maintenance
 - National Grid 30m tower stand off zone, where achieved any conductive material within this zone be adequately earthed
 - UKPN 5m stand off zone required for access and maintenance (tbc)

C	UPDATED TO SUIT LATEST HIGHWAYS COMMENTS AND RSA	SH	NDF	09.10.2025
B	UPDATED IN ACCORDANCE WITH RSA1 DESIGNERS RESPONSE	WT	NDF	13.05.2025
A	MEANS OF ACCESS LAYOUT UPDATED	WT	NDF	21.03.2025
REV	DESCRIPTION	DRN	CHD	DATE

☒ PRELIMINARY	☐ INFORMATION	☐ TENDER
☐ CONSTRUCTION	☐ AS BUILT	

SCALE 1:500 @ A0 DATE JULY 2023

DRAWN BDS CHK MDF

DRAWING NO. 19244-ASHB-5-SK005 REV C

TITLE LAND NORTH EAST OF GREAT ASHBY STEVENAGE

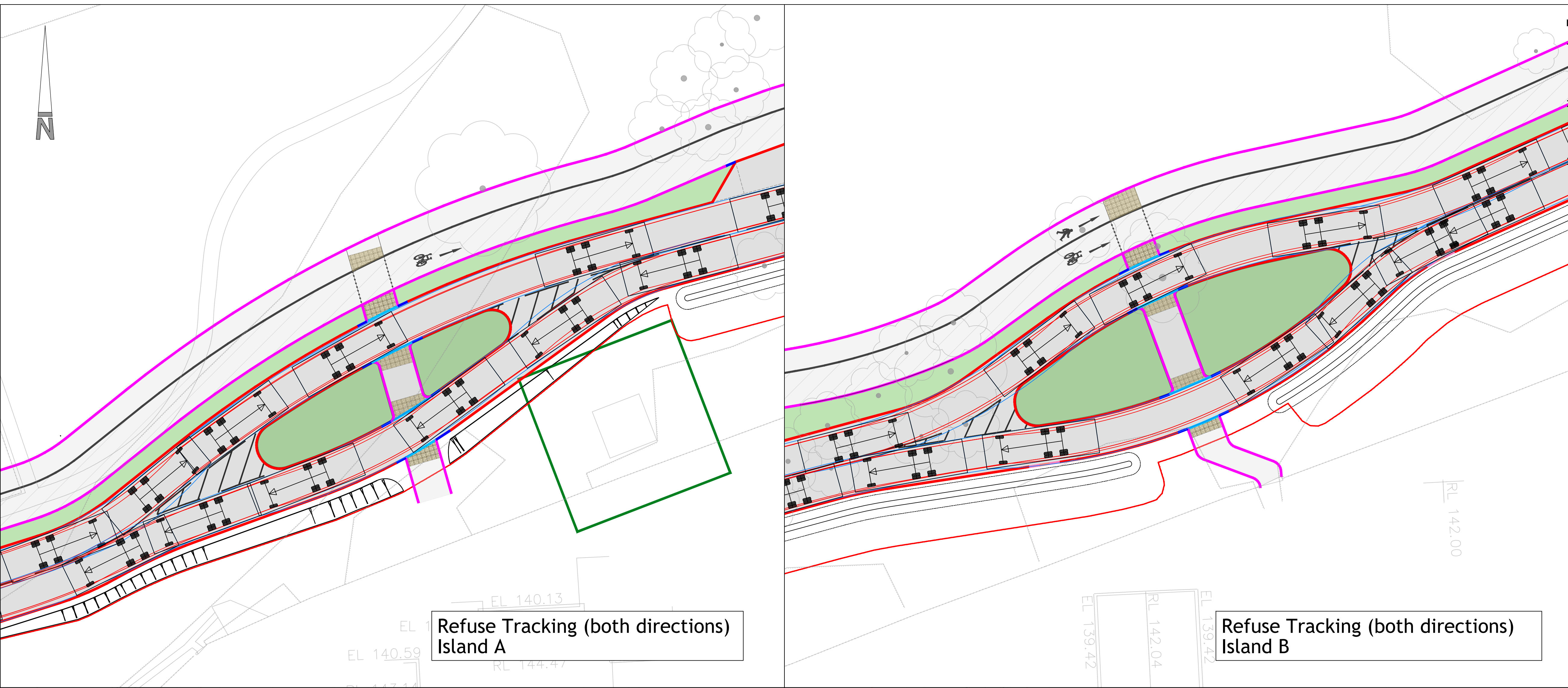
DETAILS MEANS OF ACCESS

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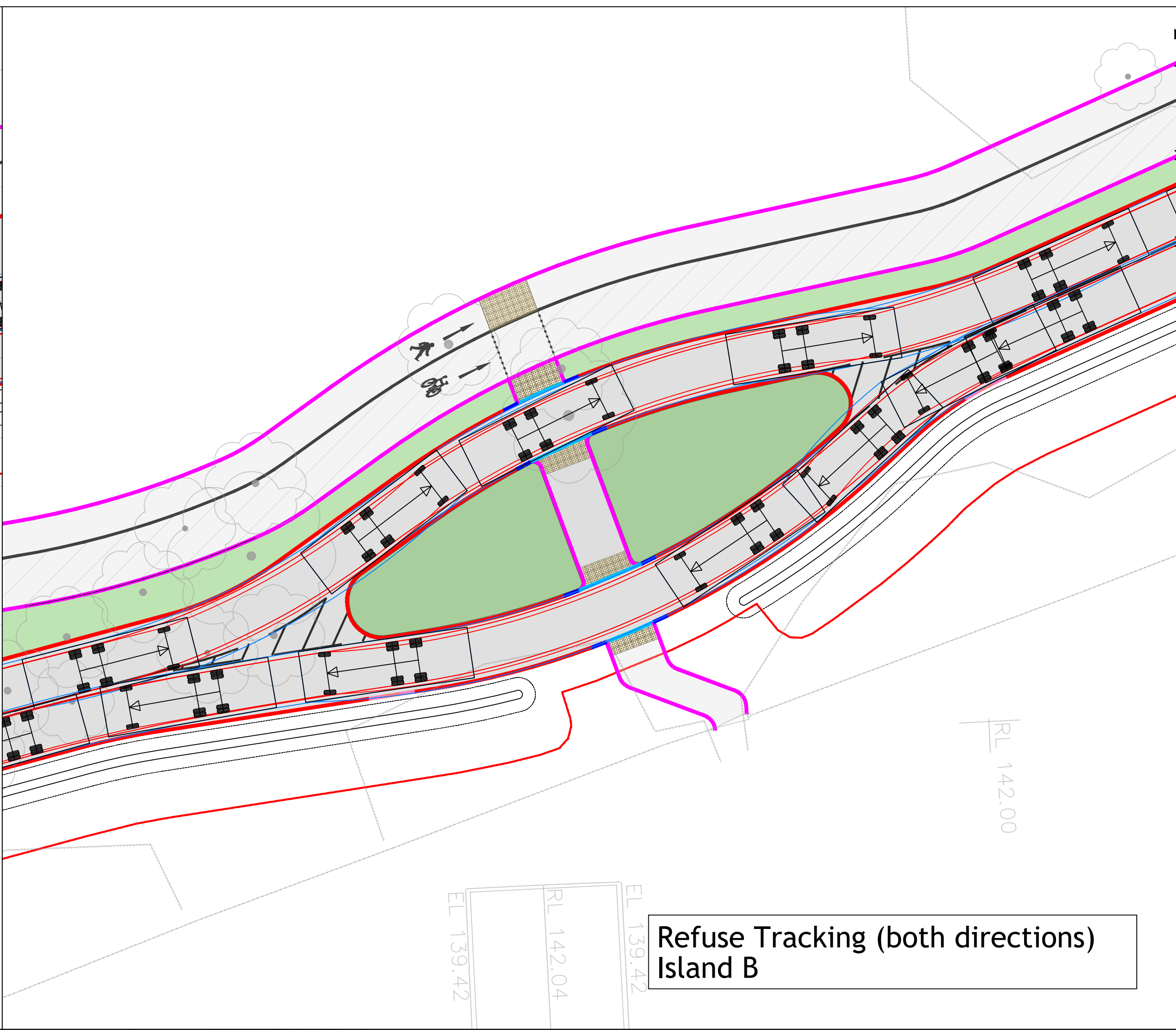
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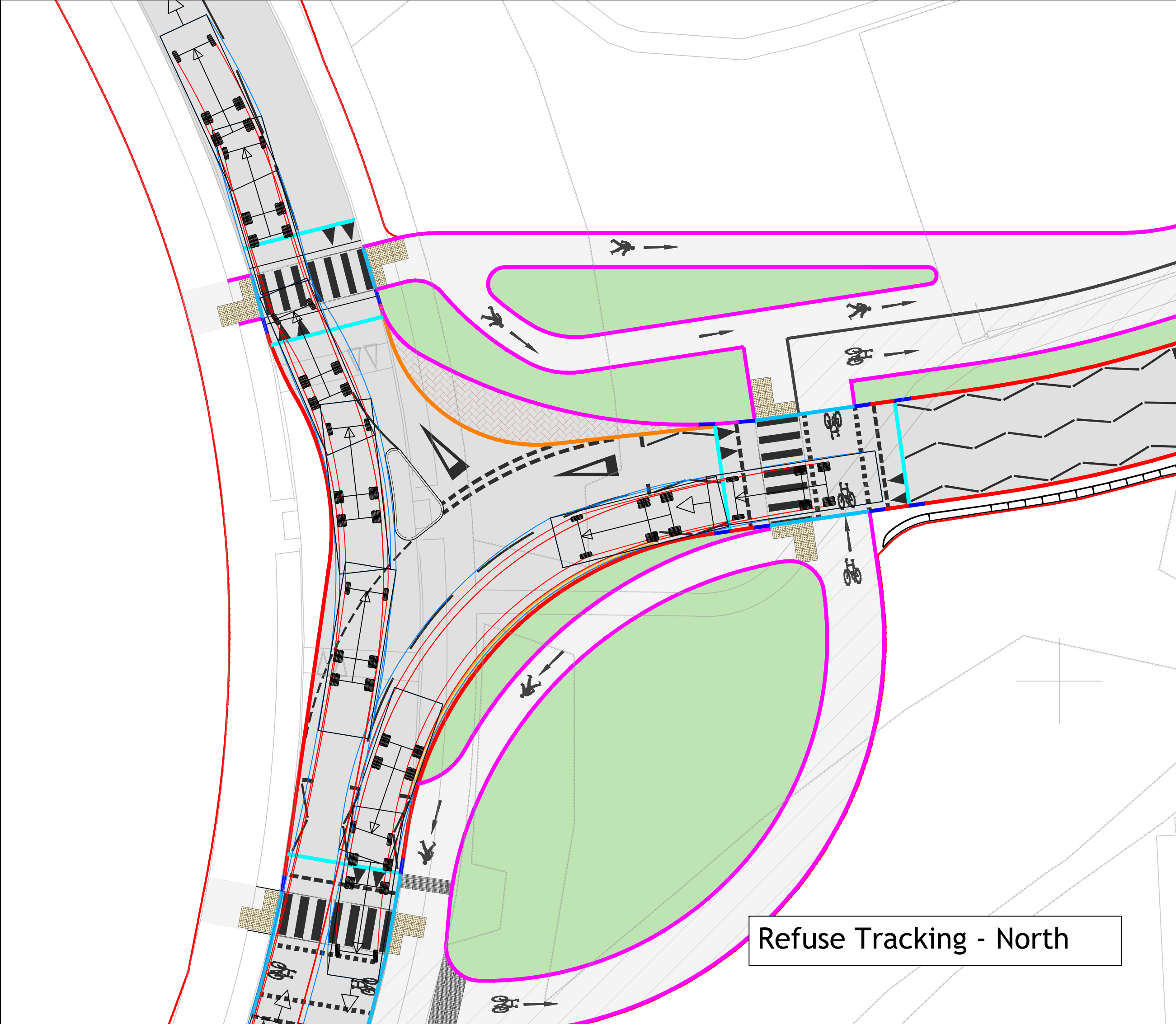
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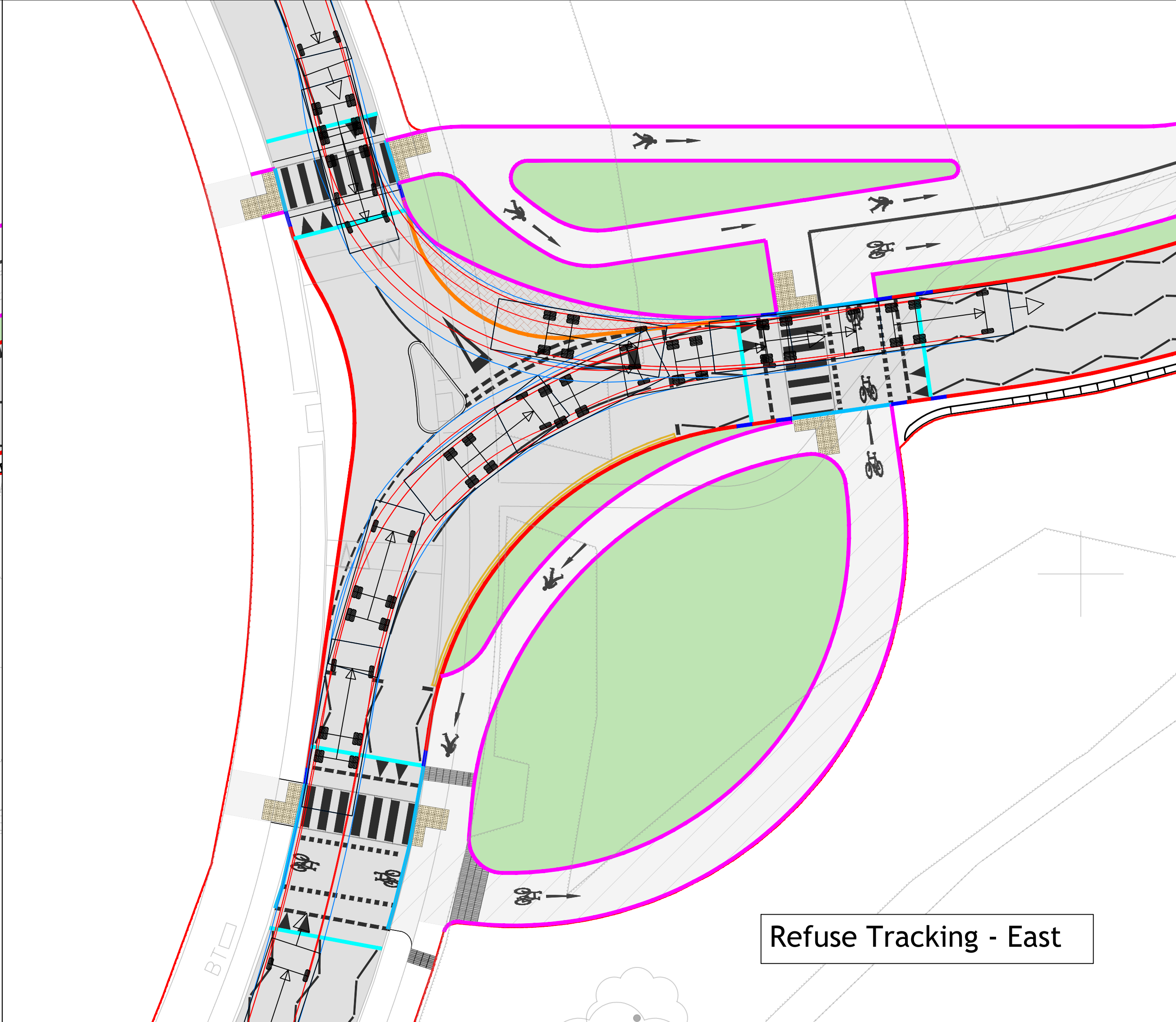
Refuse Tracking (both directions)
Island A



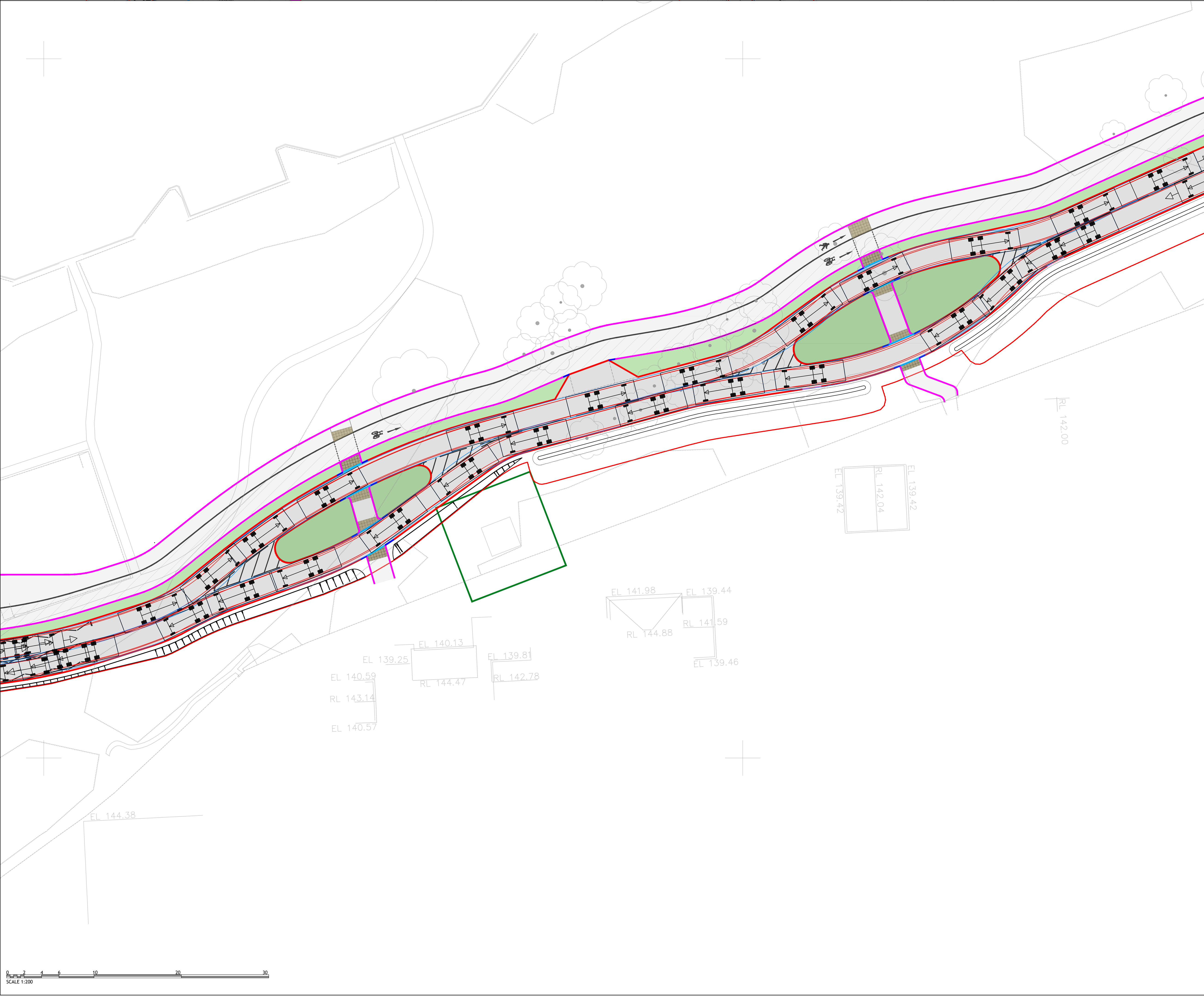
Refuse Tracking (both directions)
Island B



Refuse Tracking - North

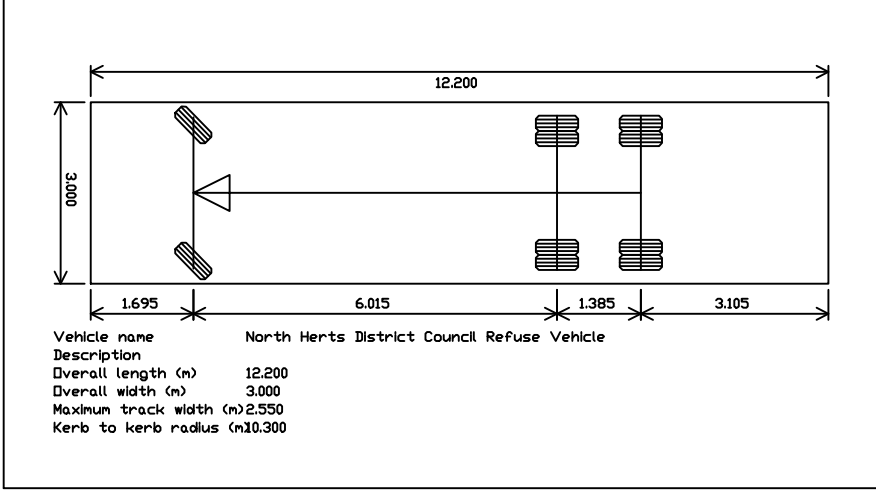


Refuse Tracking - East

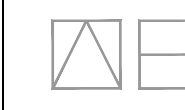


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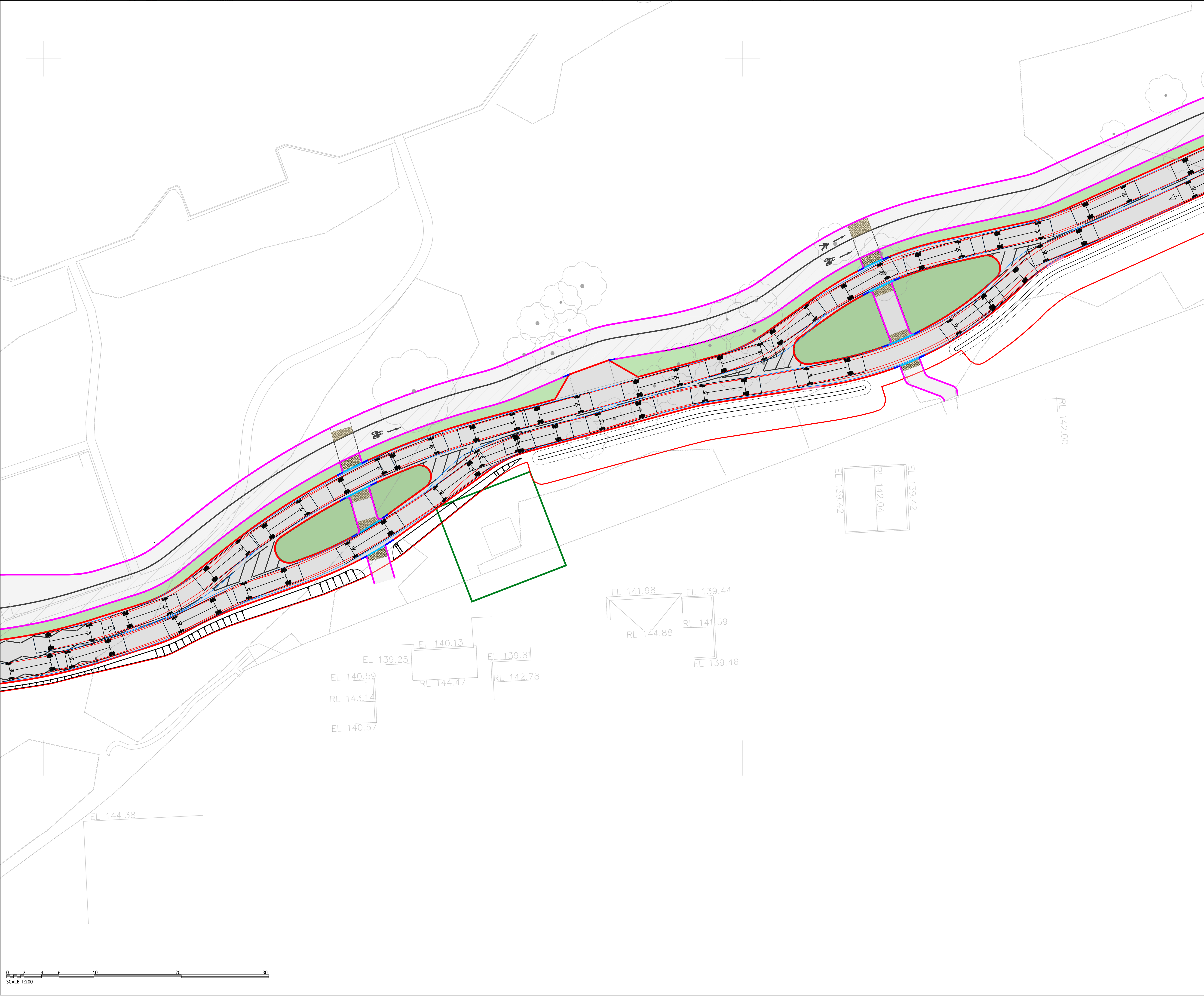
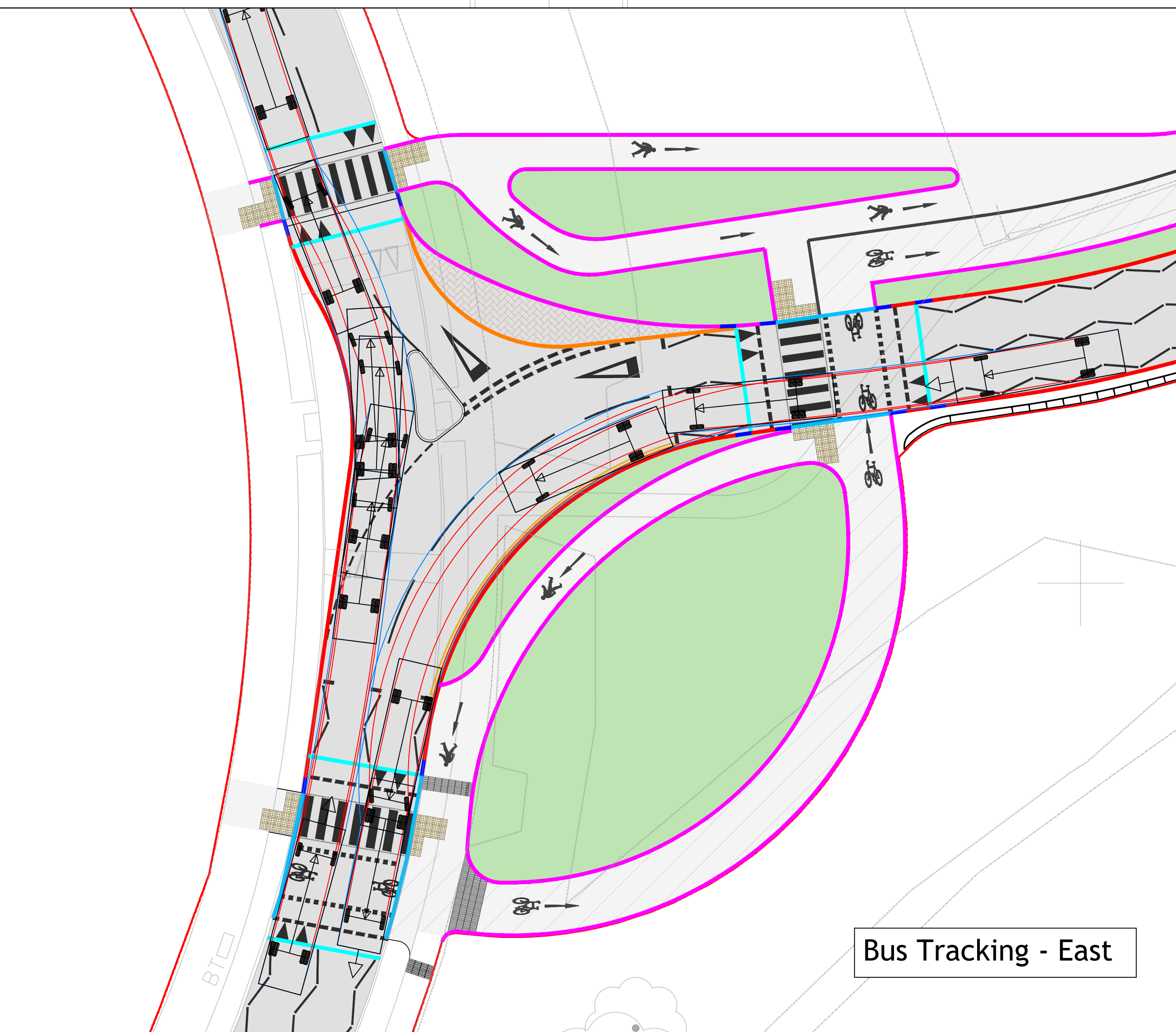
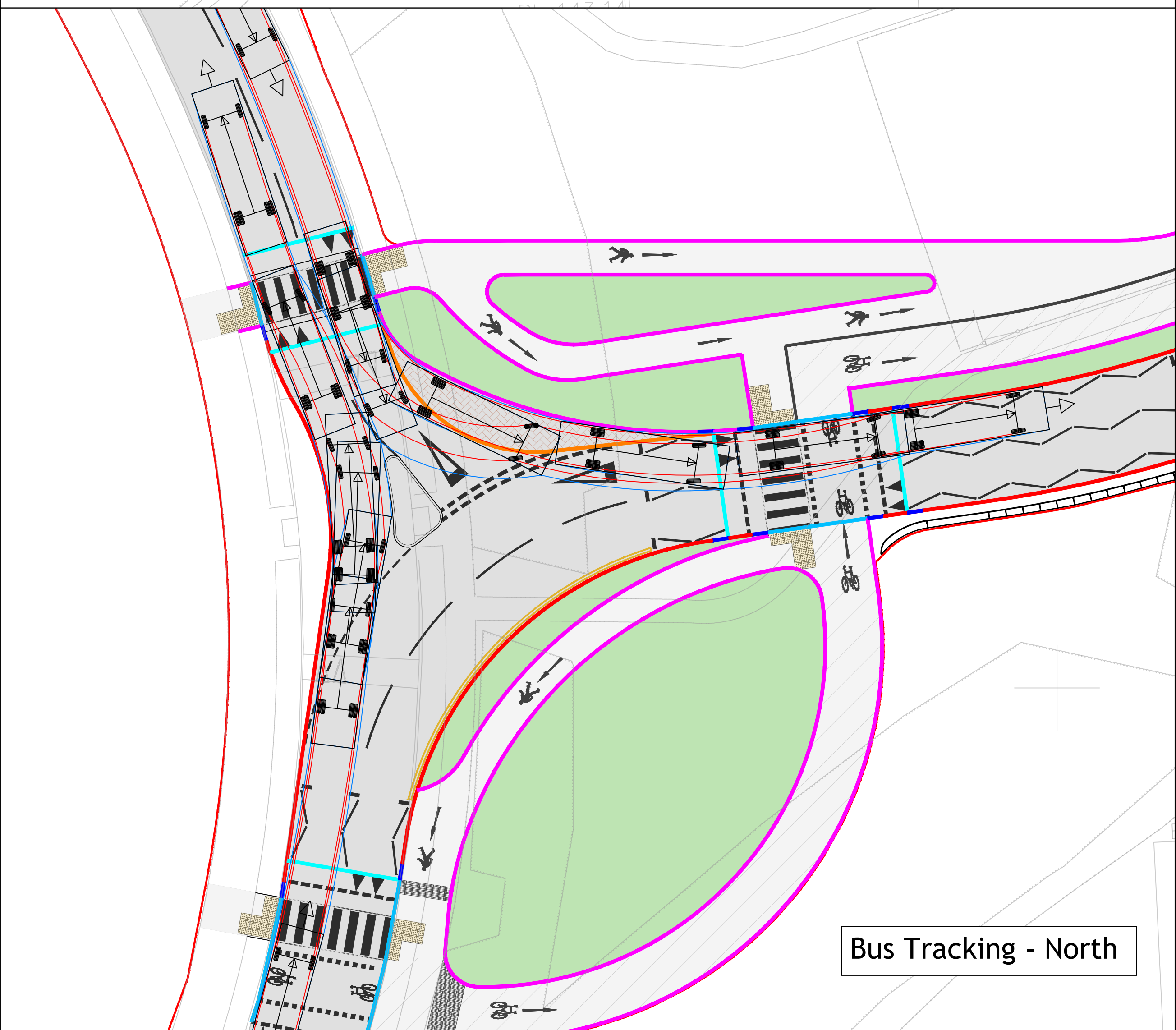
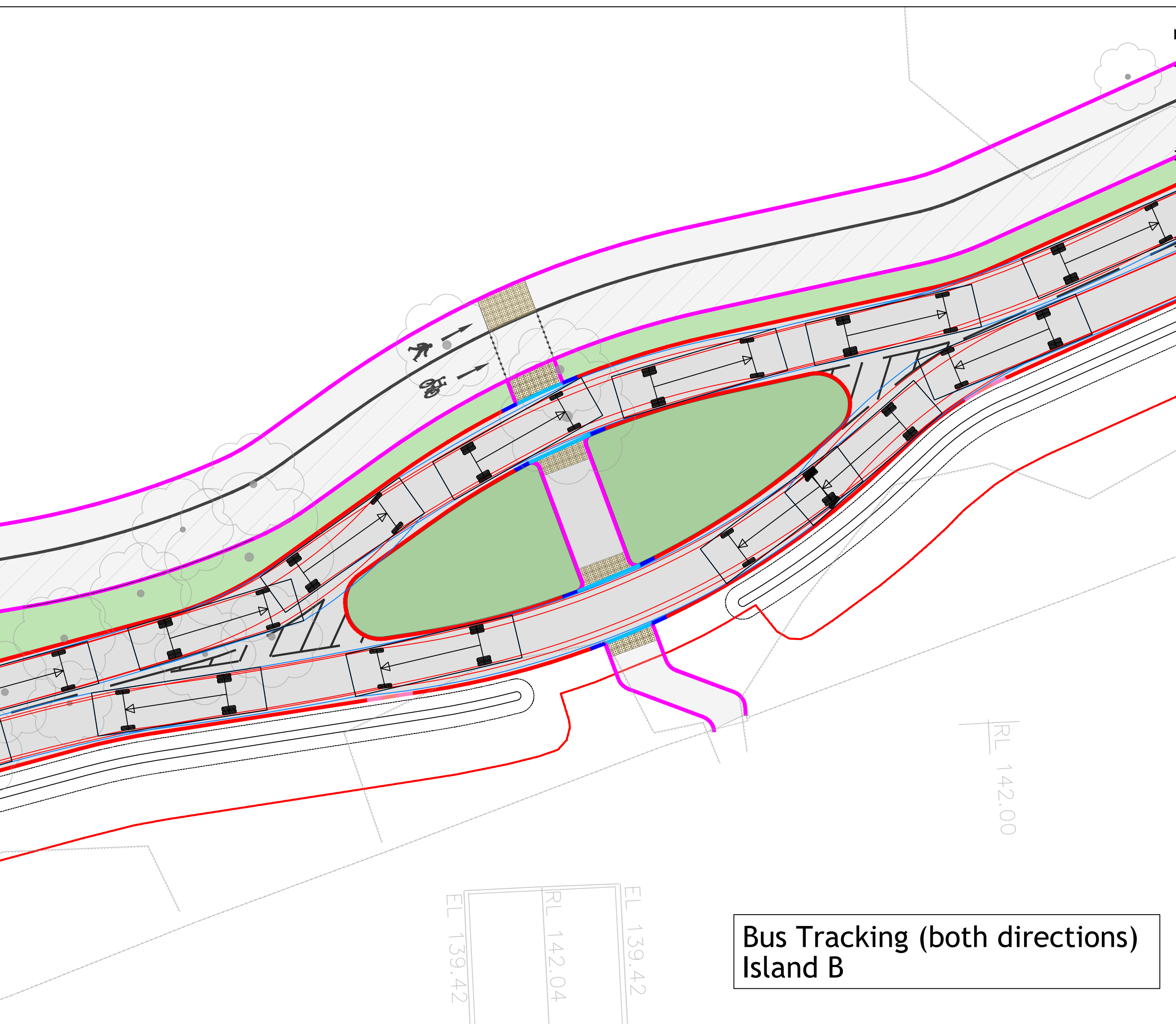
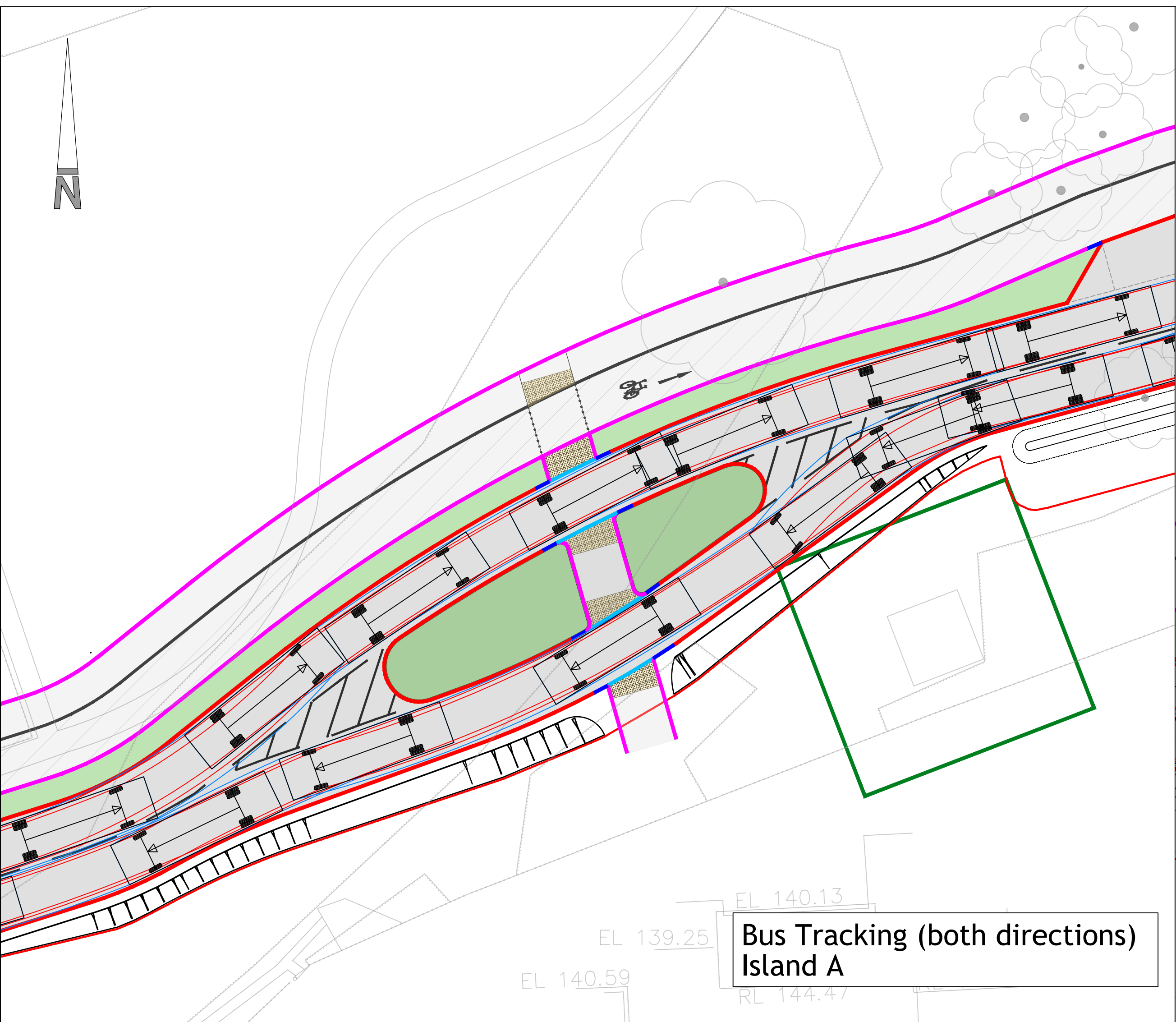
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REV	DESCRIPTION	DRN	CHD	DATE
PRELIMINARY	INFORMATION			TENDER
CONSTRUCTION	AS BUILT			
SCALE	1:200 @ A1	DATE	OCT 2025	
DRAWN	SH	CHK	MDF	
DRAWING NO.	19244-ASHB-5-SK012	REV	A	
TITLE	LAND NORTH EAST OF GREAT ASHBY, STEVENAGE			
DETAILS	PROPOSED REFUSE TRACKING			

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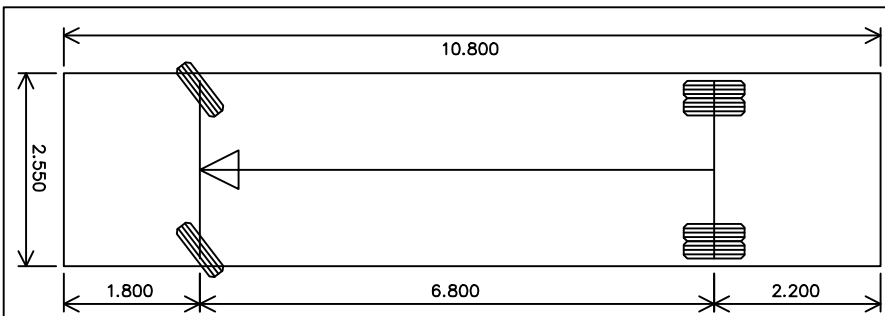
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Vehicle name	North Herts District Standard Rigid Bus
Description	TS Accessible Bus Stop Design Guidance
Overall length (m)	10.800
Overall width (m)	2.250
Maximum track width (m)	2.250
Wells to well radius (m)	10.171

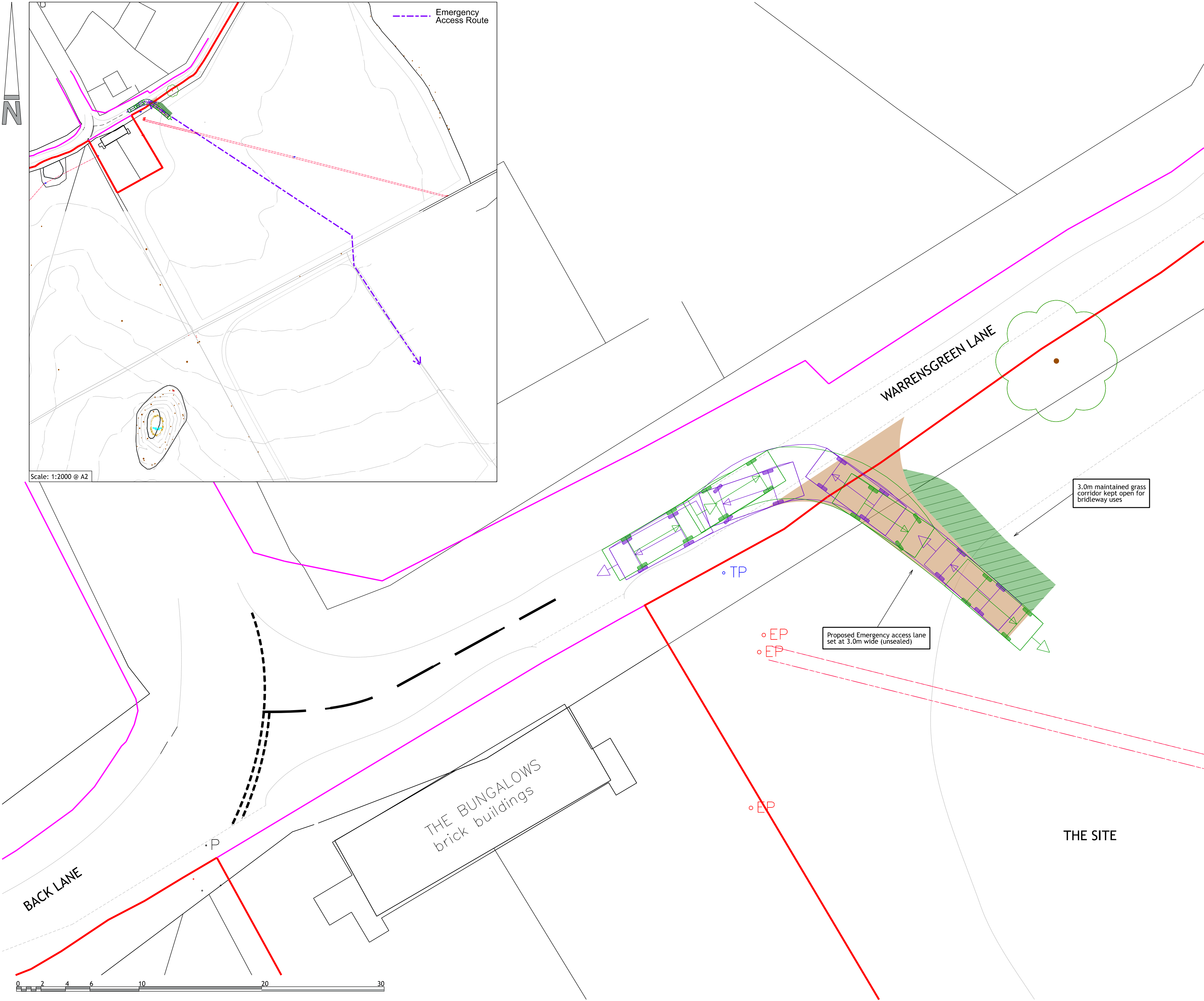
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REV	DESCRIPTION		DRN	CHD	DATE
☒	PRELIMINARY	☐ INFORMATION	☐ TENDER		
☐	CONSTRUCTION	☐ AS BUILT			
SCALE	1:200 @ A1		DATE	OCT 2025	
DRAWN	SH		CHK	MDF	
DRAWING NO.	19244-ASHB-5-SK013		REV	A	
TITLE	LAND NORTH EAST OF GREAT ASHBY, STEVENAGE				
DETAILS	PROPOSED BUS TRACKING				

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SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

- KEY
- Site Boundary
 - Highway Boundary based on plans received from Hertfordshire County Council

	Vehicle name Overall length (m) Overall width (m) Maximum track width	Scania P320 8.100 2.900 2.900
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D	Bridleway added	SP	GBR	10.07.2025
C	Change to 3.0m width and tracking vehicle	SP	GBR	01.04.2026
B	Site boundary updated	SP	GBR	17.01.2025
A	Emergency Access Lane changed to 2.75m width	SP	GBR	25.10.2024

REV	DESCRIPTION	DRN	CHD	DATE
☒ PRELIMINARY	☐ INFORMATION	☐	TENDER	
☐ CONSTRUCTION	☐ AS BUILT			

SCALE	1:200 @ A2	DATE	July 2024
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DRAWN	SP	CHK	GBR
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DRAWING NO.	19244-ASHB-5-119	REV	D
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TITLE	LAND NORTH EAST OF GREAT ASHBY STEVENAGE
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DETAILS	Emergency Access Lane
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Appendix E

**Correspondence with Arriva Bus, Draft Bus Timetable,
Parking Surveys and Proposed TRO and Parking Provision drawing**



Woods Hardwick

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From: Alec Bright <brighta.sc@arriva.co.uk>
Sent: 22 May 2024 09:46
To: George Beevor-Reid; Michael Jennings
Cc: Inez Kotecka; Emanuele Lo Faro
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision
Attachments: [SB7 Map.jpg](#)

Hi George,

Sorry for the delay our system doesn't have the new roads on it, neither does Google Maps, I have done a quick draft using Google and added in the new section.

Hope this helps.

Kind Regards
Alec

From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
Sent: Tuesday, May 21, 2024 4:27 PM
To: Alec Bright <brighta.sc@arriva.co.uk>; Michael Jennings <jenningsm.sc@arriva.co.uk>
Cc: Inez Kotecka <i.ziecina@WoodsHardwick.com>; Emanuele Lo Faro <emanuelelofaro@yahoo.it>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec/Michael,

Sorry to chase, but it would really assist if you could provide a plan showing the proposed bus route.

The consultants undertaking the strategic traffic modelling require this info to proceed.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

DDI: 5040
M: 07585 790089



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VAT Number:479305421GB

From: George Beevor-Reid
Sent: Wednesday, May 8, 2024 10:54 AM
To: Alec Bright <brighta.sc@arriva.co.uk>
Cc: Inez Kotecka <i.ziecina@WoodsHardwick.com>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

Do you have a route map to go with the timetable you kindly provided.

Even if it is just a marked up sketch that would be really useful.

From: Alec Bright <brighta.sc@arriva.co.uk>
Sent: Thursday, April 25, 2024 1:00 PM
To: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; 'Raymond Lewis' <Raymond.Lewis@hertfordshire.gov.uk>
Cc: Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi all,

We have been looking at some options with buses serving the estate, one was a stand alone service, but using one bus would mean a 40 minute frequency, which is not clockface and not ideal. We think a better option for one vehicle would be to divert the SB7 to serve the development on its inbound journey as discussed.

Attached a sample timetable. At todays prices one extra bus would be required so we would be looking at an estimate of approx. £250k per annum. All this would of course depend on Mendip Way and Bray Drive being made suitable for large single deck vehicles to serve along the entire length. I am concerned about the junction from Mendip Way being a T Junction rather than the original roundabout, but mostly about the current car parking on

those roads which makes them totally unsuitable at present. So long as we have one layby around the new development the rest being on street shouldn't be an issue.

Any queries please get in touch.

Kind Regards
Alec

From: Emanuele Lo Faro <emanuelelofaro@yahoo.it>
Sent: Monday, April 15, 2024 8:36 AM
To: Alec Bright <brighta.sc@arriva.co.uk>; 'George Beevor-Reid' <G.Beevor-Reid@WoodsHardwick.com>; 'Raymond Lewis' <Raymond.Lewis@hertfordshire.gov.uk>
Cc: 'Inez Kotecka' <i.ziecina@WoodsHardwick.com>; 'Matt Ford' <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Thanks very much Alec.
We look forward to hearing from you later this week.
Kind regards,
Emanuele

Emanuele Lo Faro (MRICS)
Picture Estates Limited

From: Alec Bright <brighta.sc@arriva.co.uk>
Sent: Friday, April 12, 2024 10:52 AM
To: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; Raymond Lewis <Raymond.Lewis@hertfordshire.gov.uk>
Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi all,

A quick update for the SB7 diversion, I have a few options which I need to run by Michael next week when he returns from leave, should have some information then.

Kind Regards
Alec

From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>
Sent: Tuesday, April 2, 2024 5:07 PM
To: Alec Bright <brighta.sc@arriva.co.uk>; Robert Handbury <Robert.Handbury@hertfordshire.gov.uk>
Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>; Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>
Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well and enjoyed the break.

Following our meeting on 8/3 would it be possible to provide an update on your latest thoughts on the bus route/timetable and associated costs?

Please could you also confirm whether you have any comments on the proposed road layout.

Many thanks.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

DDI: 5040
M: 07585 790089



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From: Alec Bright <brighta.sc@arriva.co.uk>

Sent: Thursday, February 29, 2024 11:11 AM

To: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>; Robert Handbury

<Robert.Handbury@hertfordshire.gov.uk>

Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>;

Matt Ford <m.ford@WoodsHardwick.com>; Michael Jennings <jenningsm.sc@arriva.co.uk>

Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Importance: High

Hi George,

I had a conversation with Robert at HCC regarding service SB7 and the possibility of diverting around the length of Mendip Way taking in development GA1. I am concerned we are trying to do two different things with the same end of the same route. The suggestion was for the service to continue to Manchester Close as it does currently but then serve the length of Mendip Way therefore serving both GA1 and GA2 as a 'loop' working. This would though mean double yellow lines along the length of Mendip Way.

I think it would be a good idea for a call between us and HCC to gain some joined up thinking with the best way to progress with these developments. Would you be able to let us know your availability?

Thanks
Alec

From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>

Sent: Monday, February 26, 2024 12:21 PM

To: Alec Bright <brighta.sc@arriva.co.uk>

Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>;

Matt Ford <m.ford@WoodsHardwick.com>

Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi again Alec,

Just to assist your review we thought it wise to provide you with the latest plans as attached and advise you of the following.

- HCC have advised that the design speed of the spine road should be 20 mph
- The main access of Mendip Way is now to be by way of Right turn lane T junctions as opposed to previous roundabouts. This is at the request of HCC Highways.
- Road narrowings are proposed with bus priority on two woodland crossings. As shown on the attached where it is noted 'pending final details'.
- Laybys only at main stop by the school, all other stops along the road

If you see any insurmountable problems with any of the above design criteria that potentially impacts Arriva's willingness to provide a dedicated service for the scheme please let us know so that we can revert back to the planners and seek to agree the necessary amendments.

Please say if you require any further confirmation and if you wish to discuss please feel free to call.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT

Associate Director

DDI: 5040

M: 07585 790089



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From: George Beevor-Reid

Sent: Monday, February 26, 2024 8:52 AM

To: Alec Bright <brighta.sc@arriva.co.uk>

Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Inez Kotecka <i.ziecina@WoodsHardwick.com>;

Matt Ford <m.ford@WoodsHardwick.com>

Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Morning Alec - thank you and look forward to hearing from you later in the week.

From: Alec Bright <brighta.sc@arriva.co.uk>

Sent: Friday, February 23, 2024 4:02 PM

To: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>

Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

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From: Inez Kotecka <i.ziecina@WoodsHardwick.com>

Sent: Thursday, January 25, 2024 1:46 PM

To: Alec Bright <brighta.sc@arriva.co.uk>

Cc: Michael Jennings <jenningsm.sc@arriva.co.uk>; George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>

Subject: RE: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well,

Just wanted to check if you had some time to review the proposals?

While writing I also wanted to let you know that some changes were requested by the Council relating to the road layout:

- The roundabout will be replaced with T junction
- the lay-bys would be provided by the school only
- the road narrowing with bus priority on two pinch points
- the 20-mph speed limit along the access corridor and the loop road.

We are hoping that these changes are not going to bear any significant impact on the bus service cost and proposed timetables, but please if you could let us know as soon as possible, that would be much appreciated.

Regards,
For & on behalf of Woods Hardwick Ltd

Inez Kotecka BEng (Hons)
Senior Engineer

DDI: 5041

T: 01234 268862
W: woodshardwick.com

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From: George Beevor-Reid

Sent: Tuesday, November 28, 2023 9:46 AM

To: Alec Bright <brighta.sc@arriva.co.uk>

Cc: Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Matt Ford <m.ford@WoodsHardwick.com>; Inez Kotecka <i.ziecina@WoodsHardwick.com>

Subject: FW: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Hi Alec,

I hope you are well.

I just wanted to check that the below was safely received and if possible, please could you give me an indication of likely timescales to provide the costings etc. so that we can advise the planning authority accordingly.

Many thanks and feel free to call at any point if you want to clarify any details etc.

From: George Beevor-Reid <G.Beevor-Reid@WoodsHardwick.com>

Sent: Friday, November 17, 2023 11:30 AM

To: Alec Bright <brighta.sc@arriva.co.uk>; Emanuele Lo Faro <emanuelelofaro@yahoo.it>; Matt Ford <m.ford@WoodsHardwick.com>

Cc: Inez Kotecka <i.ziecina@WoodsHardwick.com>

Subject: Great Ashby (GA2): 19244 Note of Meeting with Arriva Re Bus Provision

Morning Alec,

Thank you again for taking the time to meet with myself, my colleague Matt and our client Emanuele yesterday morning. I have attached the plan that we tabled at the meeting indicating the proposed bus loop.

As promised, we have put together a brief Note of the key points below:

- Proposed bus route (500-600m access corridor plus 1.5km internal loop road) within the site acceptable in principle subject to further points noted below.
- Bus stops in the form of laybys preferred particularly by the school/community centre where a terminus should be provided for extended waiting times.
- Ensure roads and junctions are tracked for 12m bus.

- Priority buildouts will be provided at pinch points with buses given priority.
- As the site will be phased temporary bus routes can be agreed to suit the phasing, important to ensure a turning area is provided free from obstruction. If turning is by way of a roundabout the bus needs to be able to pull clear of the carriageway.
- Service provision: service number 7 serves the Great Ashby area with trips that run every 30 minutes. The idea would be to either extend the existing service or provide a new one which could potentially cut a more direct route to the Town centre. Will explore this also in the wider context of the other GA1 scheme coming forward. There will likely be two separate services for the two new developments GA1 and GA2 in order to maintain an acceptable travel time for connecting with the town centre and railway station and a service interval of every 30 minutes minimum.
- Bus route should be provided as soon as possible upon occupation of the site to encourage its uptake. Timetable info etc within resident's Welcome Packs assists with this.
- Cost budgeting: Alec will provide a rough cost estimate based upon a timetable for the proposed service (two options - new service and extension of existing) so this can be assessed in the context of bus service contributions in the s106 agreement.

If you could confirm the above understanding is correct and add anything that we missed or misinterpreted it would be greatly appreciated.

Thanks again.

Regards,
For & on behalf of Woods Hardwick Ltd

George Beevor-Reid BA (Hons) MCIHT
Associate Director

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M: 07585 790089



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Stevenage Town Service

Bus Station - Great Ashby

Arriva SB7

via Bedwell and Pin Green

Monday to Fridays																																	
Stevenage Bus Station C	555	625	655	725	755	825	855	925	955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1925	2025	2125	2225	2330	
Bedwell	600	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2030	2130	2230	2335	
Lonsdale Rd Almond Tree PH	605	635	705	735	805	835	905	935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2035	2135	2235	2339	
Pin Green The Oval	609	639	709	739	809	839	909	939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839	1909	1939	2039	2139	2239	2342	
NE Ind Cartwright Road	612	642	712	742	812	842	912	942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	1942	2042	2142	2242	2345	
Great Ashby Way Thirlmere	614	644	714	744	814	844	914	944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2044	2144	2244	2352	
Great Ashby Wy The Beacons	617	647	717	747	817	847	917	947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1917	1947	2047	2147	2247	2355	
Great Ashby, Manchester Close	618	648	718	748	818	848	918	948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918	1948	2048	2148	2248	2356	
Great Ashby, Manchester Close	526	556	620	650	720	750	820	850	920	950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2050	2150	2250
GA2	534	604	628	658	728	758	828	858	928	958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858	1928	1958	2058	2158	2258
Great Ashby Wy The Beacons	537	607	632	702	732	802	832	902	932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1932	2002	2102	2202	2302
Great Ashby Way Thirlmere	540	610	635	705	735	805	835	905	935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2005	2105	2205	2305
NE Ind Cartwright Road	542	612	637	707	737	807	837	907	937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2007	2107	2207	2307
Pin Green The Oval	545	615	640	710	740	810	840	910	940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840	1910	1940	2010	2110	2210	2310
Lonsdale Rd Almond Tree PH	549	619	644	714	744	814	844	914	944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2014	2114	2214	2314
Bedwell	554	624	649	719	749	819	849	919	949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949	2019	2119	2219	2319
Stevenage Bus Station C	559	629	654	724	754	824	854	924	954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1824	1854	1924	1954	2024	2124	2224	2324
Saturdays																																	
Stevenage Bus Station C	725		825	855	925	955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1755	1825	1855	1925	2025	2125	2225	2330				
Bedwell	730		830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2030	2130	2230	2335				
Lonsdale Rd Almond Tree PH	735		835	905	935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2035	2135	2235	2339				
Pin Green The Oval	739		839	909	939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839	1909	1939	2039	2139	2239	2342				
NE Ind Cartwright Road	742		842	912	942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	1942	2042	2142	2242	2345				
Great Ashby Way Thirlmere	744		844	914	944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2044	2144	2244	2352				
Great Ashby Wy The Beacons	747		847	917	947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847	1917	1947	2047	2147	2247	2355				
Great Ashby, Manchester Close	748		848	918	948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748	1818	1848	1918	1948	2048	2148	2248	2356				
Great Ashby, Manchester Close	650	750	820	850	920	950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2050	2150	2250				
GA2	658	758	828	858	928	958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1828	1858	1928	1958	2058	2158	2258				
Great Ashby Wy The Beacons	702	802	832	902	932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1832	1902	1932	2002	2102	2202	2302				
Great Ashby Way Thirlmere	705	805	835	905	935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2005	2105	2205	2305				

NE Ind Cartwright Road	707	807	837	907	937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837	1907	1937	2007	2107	2207	2307
Pin Green The Oval	710	810	840	910	940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1840	1910	1940	2010	2110	2210	2310
Lonsdale Rd Almond Tree PH	714	814	844	914	944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814	1844	1914	1944	2014	2114	2214	2314
Bedwell	719	819	849	919	949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1749	1819	1849	1919	1949	2019	2119	2219	2319
Stevenage Bus Station C	724	824	854	924	954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1824	1854	1924	1954	2024	2124	2224	2324

Sundays & Public Holidays

Stevenage Bus Station C	945	1045	1145	1245	1345	1445	1545	1645	1745	1845	1945	2045	2145	2245
Bedwell	950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1950	2050	2150	2250
Lonsdale Rd Almond Tree PH	955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2155	2255
Pin Green The Oval	959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059	2159	2259
NE Ind Cartwright Road	1002	1102	1202	1302	1402	1502	1602	1702	1802	1902	2002	2102	2202	2302
Great Ashby Way Thirlmere	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004	2104	2204	2304
Great Ashby Wy The Beacons	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2107	2207	2307
Great Ashby, Manchester Close	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008	2108	2208	2308

Great Ashby, Manchester Close	909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109	2209	2309
GA2	915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915	2015	2115	2215	2315
Great Ashby Wy The Beacons	918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218	2318
Great Ashby Way Thirlmere	921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221	2321
NE Ind Cartwright Road	923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1923	2023	2123	2223	2323
Pin Green The Oval	926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2126	2226	2326
Lonsdale Rd Almond Tree PH	929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2129	2229	2329
Bedwell	934	1034	1134	1234	1334	1434	1534	1634	1734	1834	1934	2034	2134	2234	2334
Stevenage Bus Station C	939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939	2039	2139	2239	2339





Stevenage Parking Survey - Tuesday 17th January 2023 22:00

Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Bray Drive	282.9	41
Mendip Way 1	263.3	38
Nevis Road	228.5	16
Haybluff Drive	143.8	20
Mendip Way 2	155.2	22
Mendip Way 3	440.9	66
Mendip Way 4	466.4	73

RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Bray Drive	17	41%
Mendip Way 1	36	95%
Nevis Road	19	119%
Haybluff Drive	18	90%
Mendip Way 2	11	50%
Mendip Way 3	46	70%
Mendip Way 4	16	22%

Road Length (m)
186.6
213.4
173.7
140
100.9
321.8
301.6



Stevenage Parking Survey - Wednesday 18th January 2023 22:00

Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Bray Drive	282.9	41
Mendip Way 1	263.3	38
Nevis Road	228.5	16
Haybluff Drive	143.8	20
Mendip Way 2	155.2	22
Mendip Way 3	440.9	66
Mendip Way 4	466.4	73

RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Bray Drive	18	44%
Mendip Way 1	33	87%
Nevis Road	23	144%
Haybluff Drive	18	90%
Mendip Way 2	10	45%
Mendip Way 3	48	73%
Mendip Way 4	25	34%

Road Length (m)
186.6
213.4
173.7
140
100.9
321.8
301.6



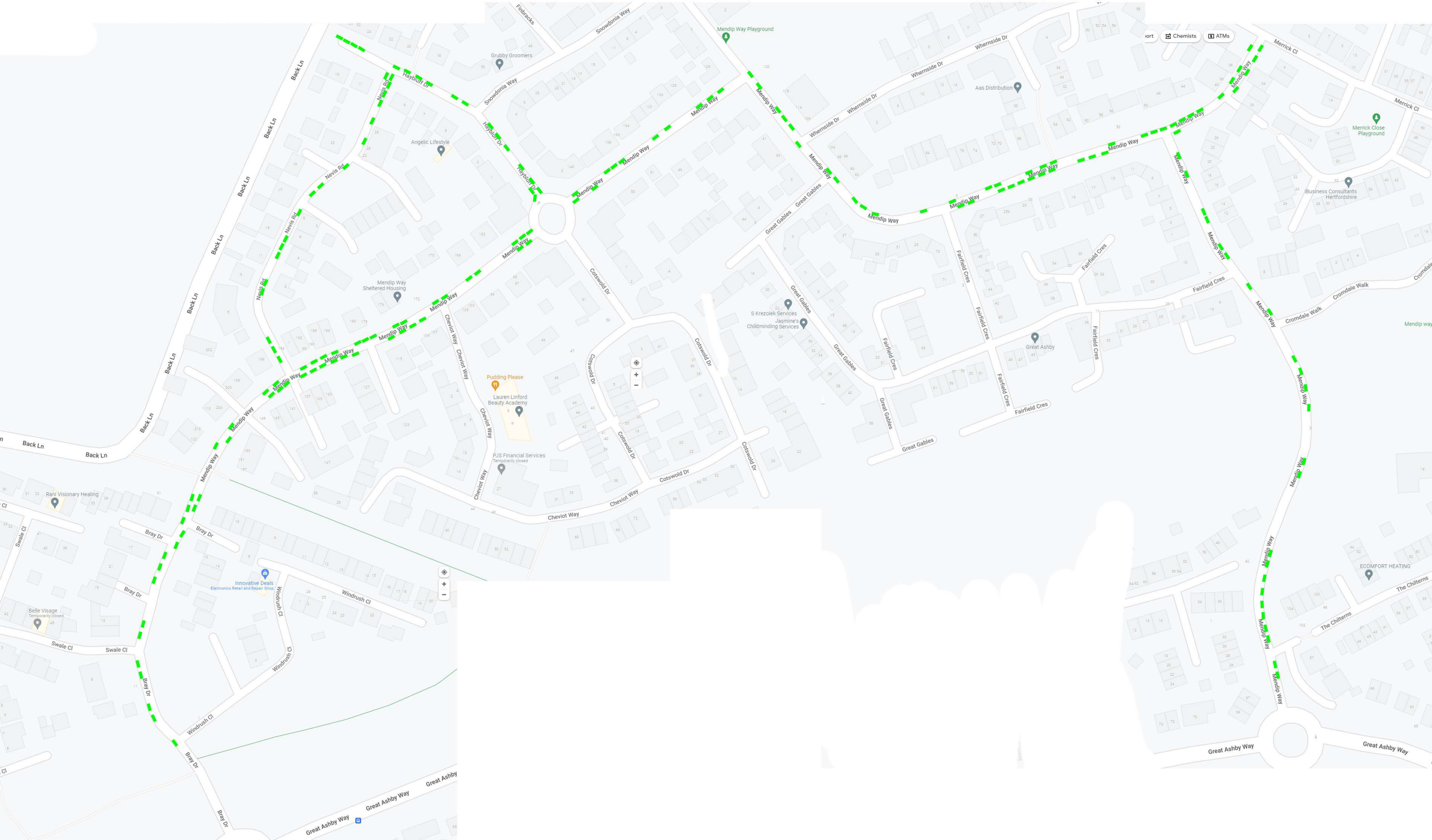
Stevenage Parking Survey - Saturday 21st January 2023 06:00

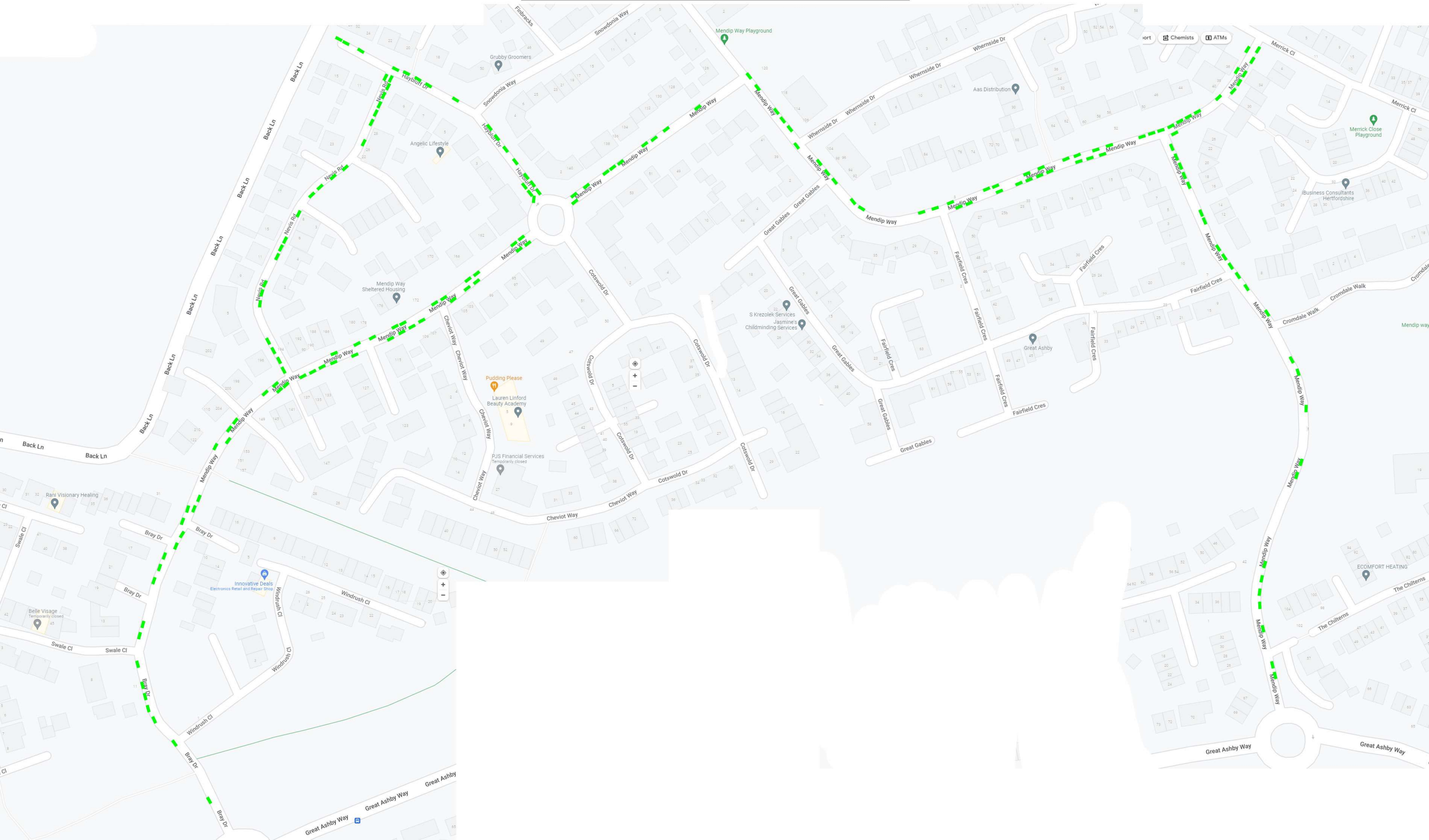
Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Bray Drive	282.9	41
Mendip Way 1	263.3	38
Nevis Road	228.5	16
Haybluff Drive	143.8	20
Mendip Way 2	155.2	22
Mendip Way 3	440.9	66
Mendip Way 4	466.4	73

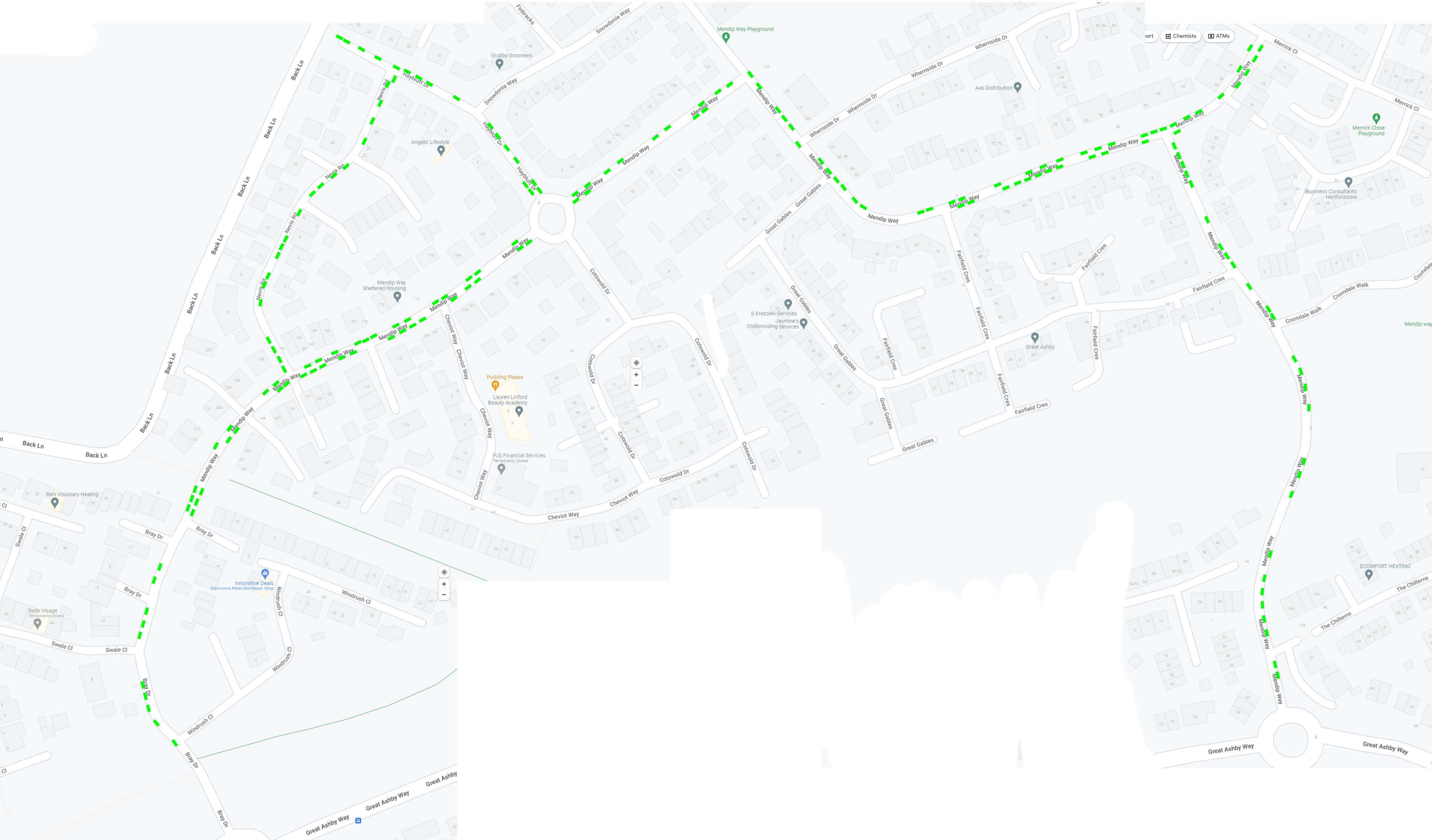
RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Bray Drive	16	39%
Mendip Way 1	35	92%
Nevis Road	20	125%
Haybluff Drive	17	85%
Mendip Way 2	13	59%
Mendip Way 3	48	73%
Mendip Way 4	27	37%

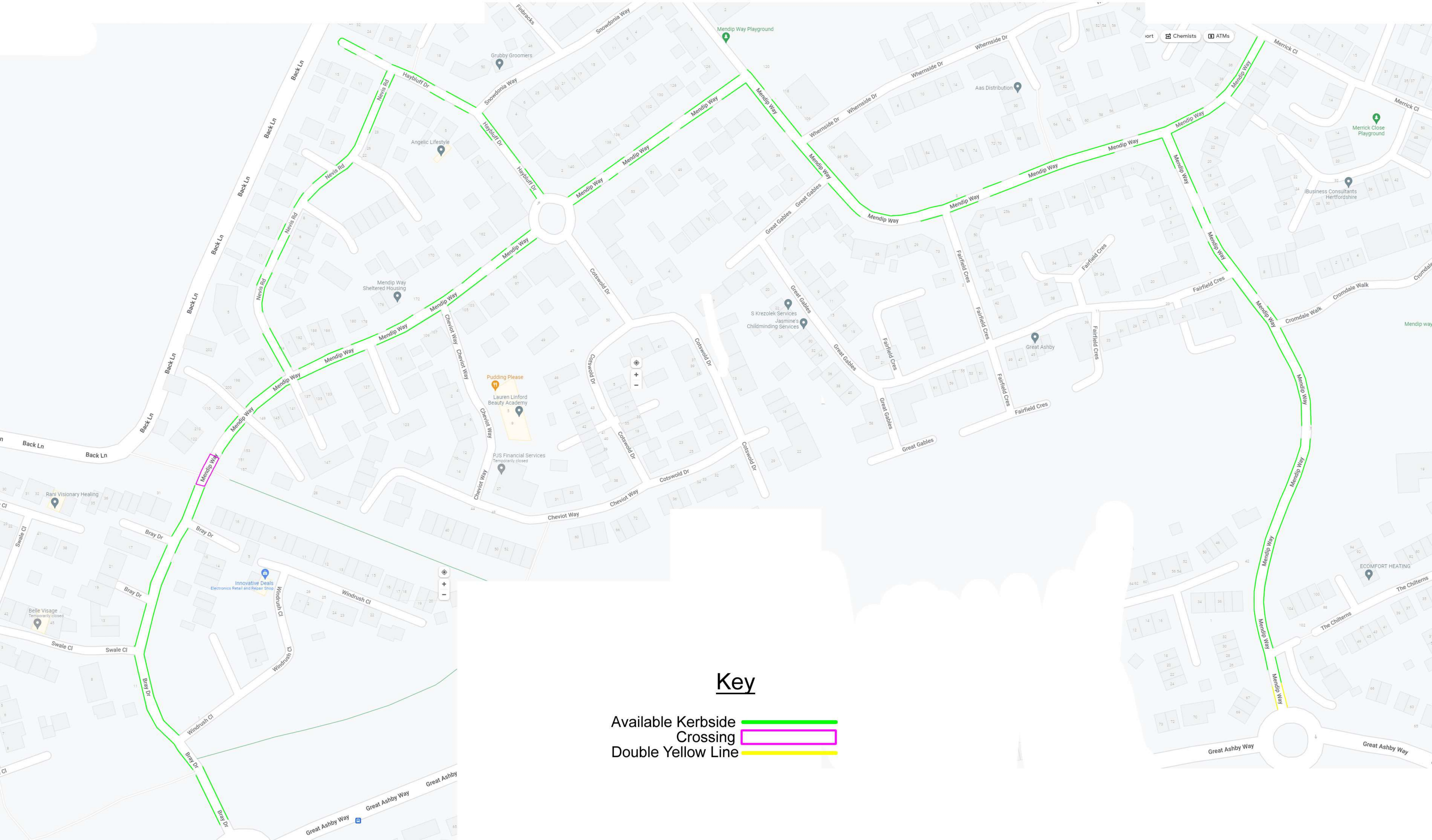
Road Length (m)
186.6
213.4
173.7
140
100.9
321.8
301.6







Stevenage TRO Map



Stevenage Parking Survey Beat Extent



Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Swale Close 1	40.2	3
Swale Close 2	163	13
Swale Close 3	92.3	6
Swale Close 4	25.3	4
Windrush Close 1	194.1	15
Windrush Close 2	101.6	6
Cheviot Way 1	126.6	9
Cheviot Way 2	121.1	8
Cotswold Drive 1	124.7	9
Cotswold Drive 2	49.8	4
Cotswold Drive 3	0	0
Finbacks 1	108	9
Finbacks 2	93.3	7
Snowdonia Way	177.7	13

Great Gables 1	46	4
Great Gables 2	101.6	8
Fairfield Cres 1	276.6	23
Fairfield Cres 2	101.3	9
Whernside Drive	250.8	21
Benbroke Place 1	123.8	9
Benbroke Place 2	94.5	7
Mendip Way	90.1	7
Merrick Close 1	239.2	18
Merrick Close 2	79	7
Merrick Close 3	101.7	9
Car Park Access	32.4	2
Cromdale Walk	178	4

RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Swale Close 1	2	67%
Swale Close 2	16	123%
Swale Close 3	10	167%
Swale Close 4	5	125%
Windrush Close 1	3	20%
Windrush Close 2	11	183%
Cheviot Way 1	13	144%
Cheviot Way 2	14	175%
Cotswold Drive 1	16	178%
Cotswold Drive 2	16	400%
Cotswold Drive 3	6	#DIV/0!
Finbacks 1	6	67%
Finbacks 2	9	129%
Snowdonia Way	19	146%

Great Gables 1	5	125%
Great Gables 2	10	125%
Fairfield Cres 1	16	70%
Fairfield Cres 2	5	56%
Whernside Drive	16	76%
Benbroke Place 1	10	111%
Benbroke Place 2	4	57%
Mendip Way	9	129%
Merrick Close 1	22	122%
Merrick Close 2	5	71%
Merrick Close 3	10	111%
Car Park Access	0	0%
Cromdale Walk	0	0%

Road Length (m)
34.5
133.5
71.1
22.5
106.5
91.5
97
117.6
142.5
85.6
57.3
59.3
87.5
159.9

55.9
90
180.7
94.3
185.8
99
55.5
54.9
165
47.6
65.5
22.3
162.2

Driveways	Parked
Swale Close D1	1
Swale Close D2	1
Cheviot Way D1	1
Finbacks D1	3
Benbroke Place D1	4
Benbroke Place D2	2
Merrick Close D1	0
Merrick Close D2	0
Cromdale Walk Private Bays	33

Car Parks	Spaces	Parked	Parking Stress (%)
1	32	20	63%
2	3	3	100%

Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Swale Close 1	40.2	3
Swale Close 2	163	13
Swale Close 3	92.3	6
Swale Close 4	25.3	4
Windrush Close 1	194.1	15
Windrush Close 2	101.6	6
Cheviot Way 1	126.6	9
Cheviot Way 2	121.1	8
Cotswold Drive 1	124.7	9
Cotswold Drive 2	49.8	4
Cotswold Drive 3	0	0
Finbacks 1	108	9
Finbacks 2	93.3	7
Snowdonia Way	177.7	13

Great Gables 1	46	4
Great Gables 2	101.6	8
Fairfield Cres 1	276.6	23
Fairfield Cres 2	101.3	9
Whernside Drive	250.8	21
Benbroke Place 1	123.8	9
Benbroke Place 2	94.5	7
Mendip Way	90.1	7
Merrick Close 1	239.2	18
Merrick Close 2	79	7
Merrick Close 3	101.7	9
Car Park Access	32.4	2
Cromdale Walk	178	4

RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Swale Close 1	5	167%
Swale Close 2	15	115%
Swale Close 3	11	183%
Swale Close 4	5	125%
Windrush Close 1	2	13%
Windrush Close 2	12	200%
Cheviot Way 1	12	133%
Cheviot Way 2	13	163%
Cotswold Drive 1	16	178%
Cotswold Drive 2	13	325%
Cotswold Drive 3	8	#DIV/0!
Finbacks 1	6	67%
Finbacks 2	9	129%
Snowdonia Way	20	154%

Great Gables 1	7	175%
Great Gables 2	9	113%
Fairfield Cres 1	15	65%
Fairfield Cres 2	8	89%
Whernside Drive	16	76%
Benbroke Place 1	8	89%
Benbroke Place 2	4	57%
Mendip Way	12	171%
Merrick Close 1	22	122%
Merrick Close 2	6	86%
Merrick Close 3	10	111%
Car Park Access	1	50%
Cromdale Walk	0	0%

Road Length (m)
34.5
133.5
71.1
22.5
106.5
91.5
97
117.6
142.5
85.6
57.3
59.3
87.5
159.9

55.9
90
180.7
94.3
185.8
99
55.5
54.9
165
47.6
65.5
22.3
162.2

Driveways	Parked
Swale Close D1	1
Swale Close D2	1
Cheviot Way D1	1
Finbacks D1	4
Benbroke Place D1	4
Benbroke Place D2	2
Merrick Close D1	0
Merrick Close D2	0
Cromdale Walk Private Bays	32

Car Parks	Spaces	Parked	Parking Stress (%)
1	32	21	66%
2	3	3	100%

Stevenage Parking Survey -Saturday 18th May 2024 - 06:00

Street Name	Length of available kerbside parking (m)	No. of kerbside parking spaces (6m)
Swale Close 1	40.2	3
Swale Close 2	163	13
Swale Close 3	92.3	6
Swale Close 4	25.3	4
Windrush Close 1	194.1	15
Windrush Close 2	101.6	6
Cheviot Way 1	126.6	9
Cheviot Way 2	121.1	8
Cotswold Drive 1	124.7	9
Cotswold Drive 2	49.8	4
Cotswold Drive 3	0	0
Finbacks 1	108	9
Finbacks 2	93.3	7
Snowdonia Way	177.7	13

Great Gables 1	46	4
Great Gables 2	101.6	8
Fairfield Cres 1	276.6	23
Fairfield Cres 2	101.3	9
Whernside Drive	250.8	21
Benbroke Place 1	123.8	9
Benbroke Place 2	94.5	7
Mendip Way	90.1	7
Merrick Close 1	239.2	18
Merrick Close 2	79	7
Merrick Close 3	101.7	9
Car Park Access	32.4	2
Cromdale Walk	178	4

RESULTS

Street Name	No. of cars parked on Road	Parking Stress (%)
Swale Close 1	4	133%
Swale Close 2	15	115%
Swale Close 3	9	150%
Swale Close 4	5	125%
Windrush Close 1	4	27%
Windrush Close 2	10	167%
Cheviot Way 1	13	144%
Cheviot Way 2	14	175%
Cotswold Drive 1	17	189%
Cotswold Drive 2	15	375%
Cotswold Drive 3	8	#DIV/0!
Finbacks 1	6	67%
Finbacks 2	9	129%
Snowdonia Way	20	154%

Great Gables 1	5	125%
Great Gables 2	11	138%
Fairfield Cres 1	16	70%
Fairfield Cres 2	4	44%
Whernside Drive	16	76%
Benbroke Place 1	9	100%
Benbroke Place 2	7	100%
Mendip Way	9	129%
Merrick Close 1	18	100%
Merrick Close 2	6	86%
Merrick Close 3	12	133%
Car Park Access	1	50%
Cromdale Walk	1	25%

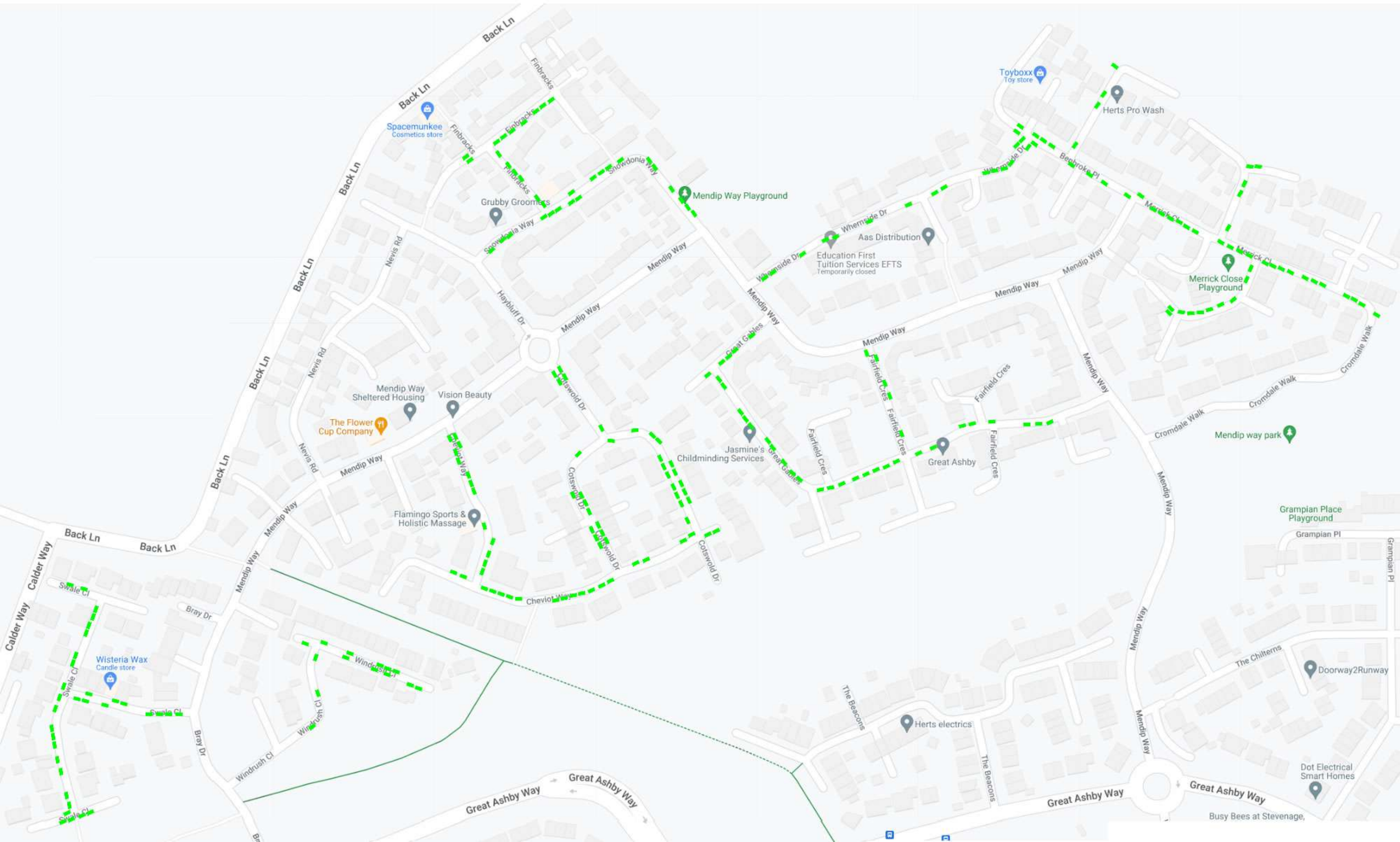
Road Length (m)
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133.5
71.1
22.5
106.5
91.5
97
117.6
142.5
85.6
57.3
59.3
87.5
159.9

55.9
90
180.7
94.3
185.8
99
55.5
54.9
165
47.6
65.5
22.3
162.2

Driveways	Parked
Swale Close D1	1
Swale Close D2	1
Cheviot Way D1	3
Finbacks D1	3
Benbroke Place D1	4
Benbroke Place D2	1
Merrick Close D1	0
Merrick Close D2	0
Cromdale Walk Private Bays	34

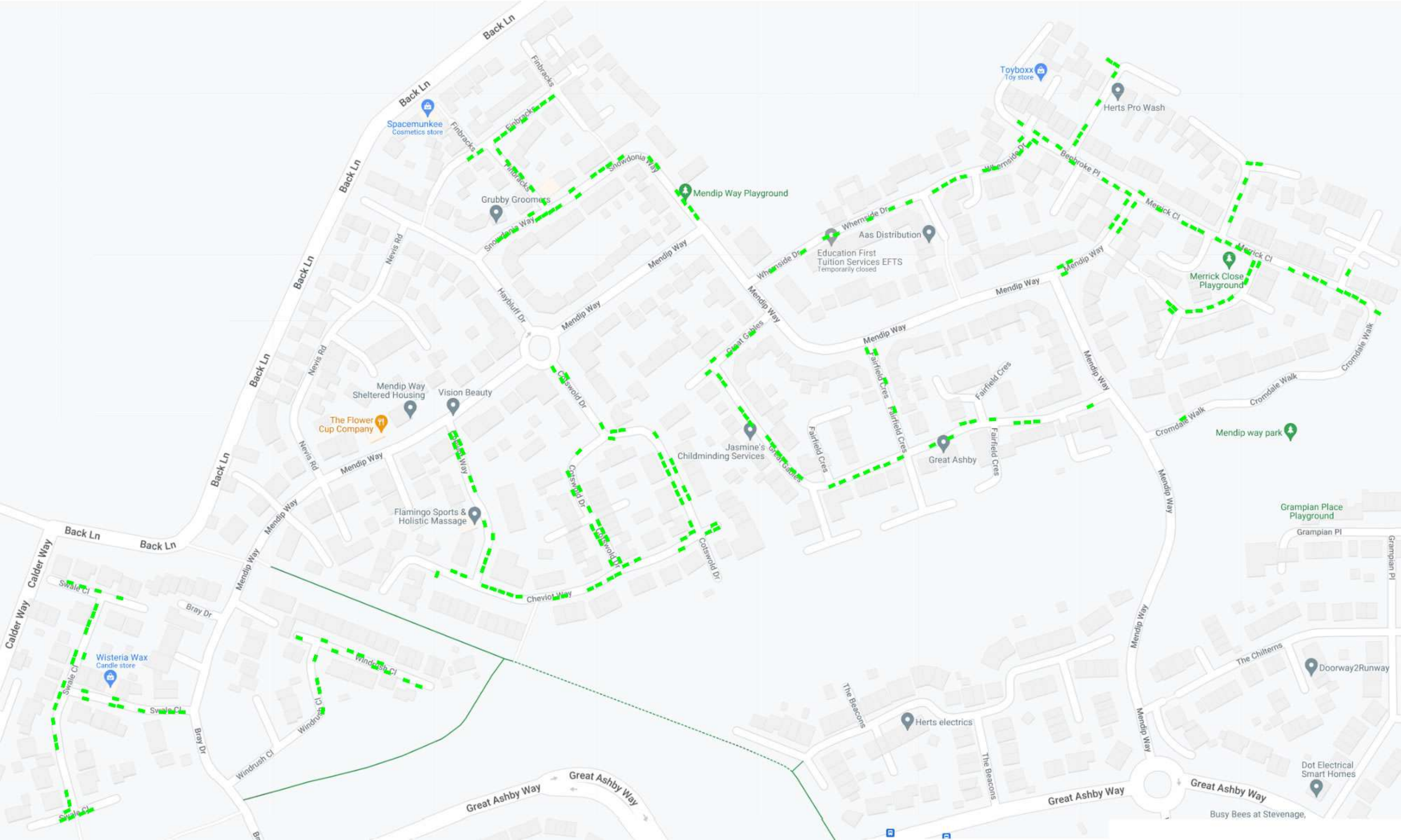
Car Parks	Spaces	Parked	Parking Stress (%)
1	32	19	59%
2	3	4	133%

Tuesday 14th May - 22:00



Wednesday 15th May - 22:00

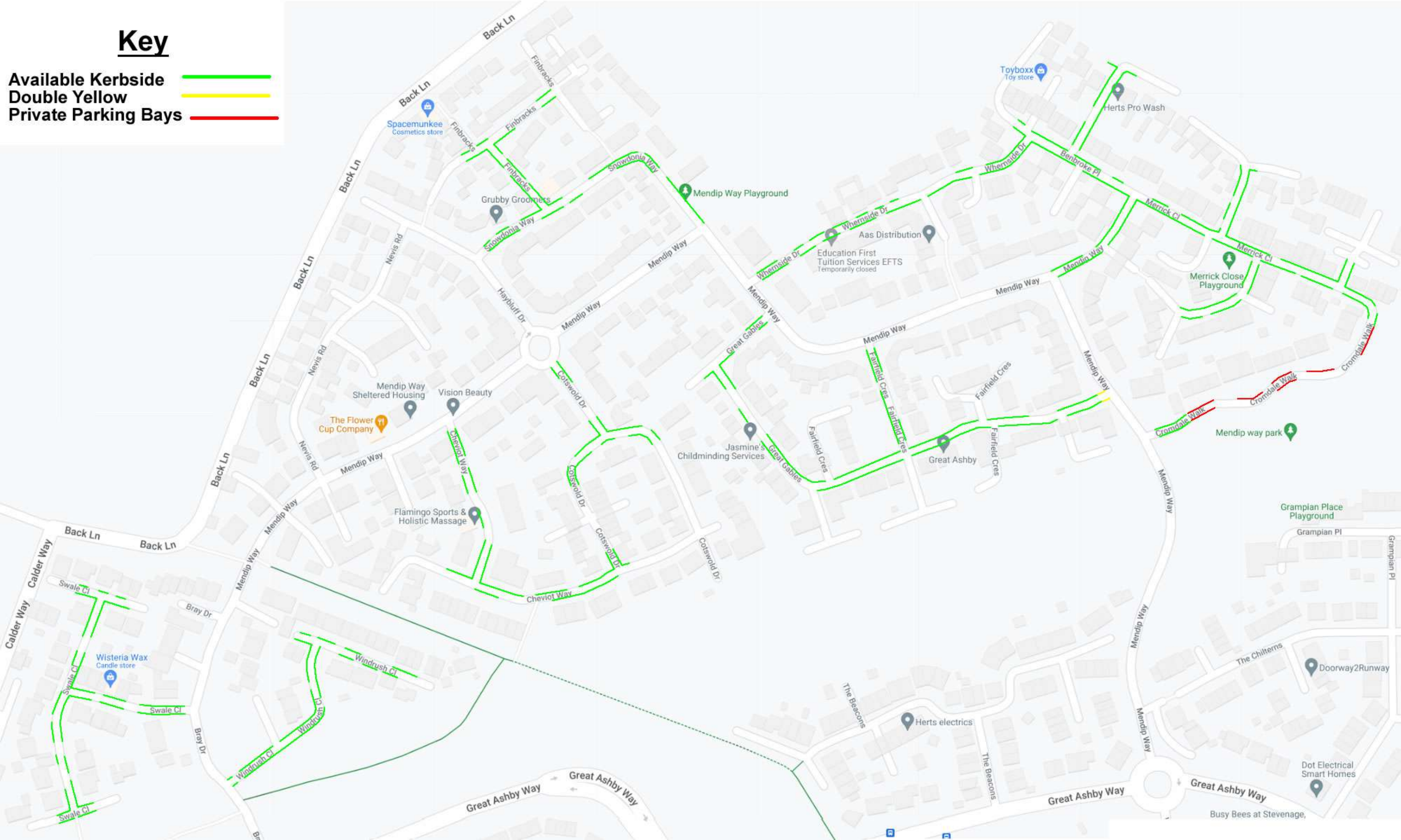
Saturday 18th May - 06:00



TRO Map

Key

- Available Kerbside 
- Double Yellow 
- Private Parking Bays 





- NOTES
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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 - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at their own risk.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the designers risk assessment for the full assessment of risks.

KEY

- Site Boundary
- Analysed area
- Existing Traffic Regulation Order (TRO)
- Proposed Traffic Regulation Order (TRO)
- Forward Visibility Splay for 30mph - 43m
- Existing driveways Approximate location
- Existing dropped kerb pedestrian crossing
- Proposed Bus Route and Southbound Bus Tracking
- Proposed Bus Route and Northbound Bus Tracking
- Proposed Bus Stops
- Non-affected parked cars based on the parking survey results from 21.01.2023
- Affected cars
- Relocated affected cars (allowing 5.5m per car)

'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Height	3.650m
Min Body Ground Clearance	0.300m
Track Width	2.350m
Lock to lock time	4.000m
Wall to Wall Turning Radius	10.771m

B	Updated to suit LHA comments	IK	GBR	06/11/2024	
C	Updated to suit LHA comments	IK	GBR	29/10/2024	
A	Updated to suit LHA comments	IK	GBR	17/10/2024	
REV	DESCRIPTION	DRN	CHD	DATE	
☒	PRELIMINARY	☐	INFORMATION	☐	TENDER
☐	CONSTRUCTION	☐	AS BUILT		
SCALE	1:500 @ A0	DATE	Sept 2024		
DRAWN	IK	CHK	GBR		
DRAWING NO.	19244-ASHB-5-120	REV	C		
TITLE	Land North East of Great Ashby Stevenage				
DETAILS	Proposed TRO and Parking Provision				

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

Mendip Way, Stevenage SG1 6EA, UK



This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

Road Width :- The width of the road has been accurately measured on GIS using OS background mapping. If a street measures less than or equal to 7m in width, it is not suitable for parking on one side, and that side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column "Unsuitable for Parking". If a street measures less than or equal to 5m in width, it is not suitable for parking on both sides, and each side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column "Unsuitable for Parking". These calculations are based on the average width of a car, which is 2.5m.

LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).



Vehicle Occupancy by Link		
TIME PERIOD		
LINK		00:30 - 05:30
1		4
2		10
3		4
4		4
5		8
6		8
7		3
8		5
9		4
10		5
11		4
12		7
13		6
14		4
15		14
16		35
17		5
18		1
19		11
20		8
21		4
22		4
23		12
24		12
25		10
26		9
OCCUPANCY		201
CAPACITY		292



Length of Classifications by Link (Metres)					
Link	Miscellaneous	Nose-in Bay	Unclassified	Unclassified Nose-In	Grand Total
1	0.00	26.28	0.00	0.00	26.28
2	0.00	51.41	0.00	0.00	51.41
3	0.00	8.94	0.00	3.25	12.19
4	0.00	20.16	0.00	0.00	20.16
5	0.00	25.68	0.00	0.00	25.68
6	0.00	27.61	0.00	0.00	27.61
7	0.00	0.00	0.00	12.07	12.07
8	0.00	22.41	0.00	0.00	22.41
9	0.00	0.00	0.00	8.26	8.26
10	0.00	17.01	0.00	0.00	17.01
11	0.00	16.69	0.00	0.00	16.69
12	0.00	23.79	0.00	0.00	23.79
13	0.00	15.48	0.00	8.81	24.28
14	0.00	24.24	0.00	0.00	24.24
15	0.00	41.72	0.00	0.00	41.72
16	60.52	73.38	9.91	0.00	143.82
17	0.00	15.69	0.00	0.00	15.69
18	0.00	0.00	0.00	7.51	7.51
19	0.00	35.94	0.00	0.00	35.94
20	0.00	18.13	13.75	0.00	31.88
21	0.00	19.15	0.00	0.00	19.15
22	0.00	30.29	0.00	0.00	30.29
23	0.00	60.66	0.00	0.00	60.66
24	0.00	45.44	0.00	12.37	57.82
25	0.00	41.12	0.00	0.00	41.12
26	0.00	36.82	0.00	0.00	36.82
Grand Total	60.52	698.04	23.66	52.26	834.49

Calculated Capacity by Link (Official - No. of Spaces)					
Link	Miscellaneous	Nose-in Bay	Unclassified	Unclassified Nose-In	Grand Total
1	0	11	0	0	11
2	0	16	0	0	16
3	0	4	0	1	5
4	0	7	0	0	7
5	0	10	0	0	10
6	0	12	0	0	12
7	0	0	0	5	5
8	0	8	0	0	8
9	0	0	0	3	3
10	0	6	0	0	6
11	0	6	0	0	6
12	0	10	0	0	10
13	0	6	0	3	9
14	0	8	0	0	8
15	0	14	0	0	14
16	3	30	2	0	35
17	0	6	0	0	6
18	0	0	0	3	3
19	0	11	0	0	11
20	0	8	2	0	10
21	0	8	0	0	8
22	0	12	0	0	12
23	0	24	0	0	24
24	0	18	0	4	22
25	0	17	0	0	17
26	0	14	0	0	14
Grand Total	3	266	4	19	292



OBJECTID	PARKING COURT	CLASS	CAPACITY (Spaces)	NOTES	RESTRICTIONS	LENGTH (M)
3295		4 Nose-in Bay	5			11.825828
3296		3 Nose-in Bay	4			8.942978
3297		1 Nose-in Bay	2			4.654999
3298		1 Nose-in Bay	6			14.397716
3299		1 Nose-in Bay	3			7.230805
3300		2 Nose-in Bay	4			11.596583
3301		2 Nose-in Bay	4			14.397448
3302		2 Nose-in Bay	1			4.32905
3303		2 Nose-in Bay	1			4.144852
3304		2 Nose-in Bay	3			8.798687
3305		2 Nose-in Bay	3			8.1472
3306		4 Nose-in Bay	1			4.005079
3307		4 Nose-in Bay	1			4.330448
3308		7 Unclassified Nose-In	5			12.070314
3309		5 Nose-in Bay	2			4.982025
3310		5 Nose-in Bay	4			10.73079
3311		5 Nose-in Bay	4			9.962835
3312		6 Nose-in Bay	6			13.315723
3313		6 Nose-in Bay	6			14.292676
3314		8 Nose-in Bay	5			13.357836
3315		8 Nose-in Bay	3			9.053867
3316		9 Unclassified Nose-In	3			8.25557
3317		10 Nose-in Bay	3			8.472784
3318		10 Nose-in Bay	3			8.539742
3319		11 Nose-in Bay	6			16.688501
3320		13 Nose-in Bay	6			15.475335
3321		12 Nose-in Bay	4			9.645266
3322		12 Nose-in Bay	6			14.139744
3323		15 Nose-in Bay	2			6.070067
3324		15 Nose-in Bay	2			5.875661
3325		15 Nose-in Bay	3			8.026708
3326		15 Nose-in Bay	2			7.141119
3327		15 Nose-in Bay	5			14.611382
3328		14 Nose-in Bay	3			8.2565
3329		14 Nose-in Bay	4			11.853007
3330		14 Nose-in Bay	1			4.12561
3331		17 Nose-in Bay	6			15.693208
3332		18 Unclassified Nose-In	3			7.506458
3333		19 Nose-in Bay	4			9.349245
3334		19 Nose-in Bay	7			26.592047
3335		20 Nose-in Bay	8			18.128136
3336		21 Nose-in Bay	8			19.152865
3337		22 Nose-in Bay	10			25.654475
3338		22 Nose-in Bay	2			4.638075
3339		23 Nose-in Bay	5			11.853949
3340		23 Nose-in Bay	2			5.74929
3341		23 Nose-in Bay	14			36.2662
3342		23 Nose-in Bay	3			6.78637
3343		24 Nose-in Bay	18			45.443886
3344		25 Nose-in Bay	10			24.820335
3345		25 Nose-in Bay	7			16.295508
3346		26 Nose-in Bay	4			9.129098
3347		26 Nose-in Bay	3			7.361466
3348		26 Nose-in Bay	4			12.449784
3349		26 Nose-in Bay	3			7.876948
3350		16 Nose-in Bay	8			18.336747
3351		16 Nose-in Bay	10			21.442329
3352		16 Miscellaneous	0		NO PARKING	9.242751
3353		16 Nose-in Bay	3			8.858596
3354		16 Nose-in Bay	1			2.856012
3355		16 Miscellaneous	3			9.586628
3356		16 Nose-in Bay	3			7.414788
3357		16 Nose-in Bay	2			5.616629
3358		16 Nose-in Bay	3			8.859895
3359		16 Miscellaneous	0		NO PARKING	41.694486
3360		16 Unclassified	2			9.909376
3361		20 Unclassified	2			13.750919
3362		24 Unclassified Nose-In	1			2.905083
3363		24 Unclassified Nose-In	1			3.955057
3364		24 Unclassified Nose-In	1			3.156503
3365		24 Unclassified Nose-In	2			2.355088
3366		13 Unclassified Nose-In	1			5.877286
3367		13 Unclassified Nose-In	1			2.929999
3368		3 Unclassified Nose-In	1			3.245121



						Space' Occupied by Beat
OBJECTID	TYPE	ACTIVITY	LINK ID	PARKING COURT	CLASS	00:30 - 05:30
1	Car	Parked	3298		1 Nose-in Bay	1
2	Car	Parked	3298		1 Nose-in Bay	1
3	Car	Parked	3298		1 Nose-in Bay	1
4	Car	Parked	3299		1 Nose-in Bay	1
5	Car	Parked	3304		2 Nose-in Bay	1
6	Car	Parked	3304		2 Nose-in Bay	1
7	Car	Parked	3301		2 Nose-in Bay	1
8	Car	Parked	3301		2 Nose-in Bay	1
9	Car	Parked	3301		2 Nose-in Bay	1
10	Car	Parked	3300		2 Nose-in Bay	1
11	Car	Parked	3305		2 Nose-in Bay	1
12	Car	Parked	3305		2 Nose-in Bay	1
13	Car	Parked	3303		2 Nose-in Bay	1
14	Car	Parked	3307		4 Nose-in Bay	1
16	Car	Parked	3295		4 Nose-in Bay	1
17	Car	Parked	3295		4 Nose-in Bay	1
18	Car	Parked	3295		4 Nose-in Bay	1
19	Car	Parked	3368		3 Unclassified Nose-In	1
20	Car	Parked	3296		3 Nose-in Bay	1
21	Car	Parked	3296		3 Nose-in Bay	1
22	Car	Parked	3296		3 Nose-in Bay	1
23	Car	Parked	3308		7 Unclassified Nose-In	1
24	Car	Parked	3308		7 Unclassified Nose-In	1
25	Car	Parked	3309		5 Nose-in Bay	1
26	Car	Parked	3309		5 Nose-in Bay	1
27	Car	Parked	3311		5 Nose-in Bay	1
28	Car	Parked	3311		5 Nose-in Bay	1
29	Car	Parked	3310		5 Nose-in Bay	1
30	Car	Parked	3310		5 Nose-in Bay	1
31	Car	Parked	3310		5 Nose-in Bay	1
32	Car	Parked	3310		5 Nose-in Bay	1
33	Car	Parked	3313		6 Nose-in Bay	1
34	Car	Parked	3313		6 Nose-in Bay	1
35	Car	Parked	3313		6 Nose-in Bay	1
36	Car	Parked	3313		6 Nose-in Bay	1
37	Car	Parked	3312		6 Nose-in Bay	1
38	Car	Parked	3312		6 Nose-in Bay	1
39	Car	Parked	3312		6 Nose-in Bay	1
40	Car	Parked	3312		6 Nose-in Bay	1
41	Car	Parked	3314		8 Nose-in Bay	1
42	Car	Parked	3314		8 Nose-in Bay	1
43	Car	Parked	3314		8 Nose-in Bay	1
44	Car	Parked	3315		8 Nose-in Bay	1
45	Car	Parked	3315		8 Nose-in Bay	1
46	Car	Parked	3316		9 Unclassified Nose-In	1
47	Car	Parked	3316		9 Unclassified Nose-In	1
48	Car	Parked	3319		11 Nose-in Bay	1
49	Car	Parked	3319		11 Nose-in Bay	1
50	Car	Parked	3319		11 Nose-in Bay	1
51	Car	Parked	3319		11 Nose-in Bay	1
52	Car	Parked	3321		12 Nose-in Bay	1
53	Car	Parked	3321		12 Nose-in Bay	1
54	Car	Parked	3321		12 Nose-in Bay	1
55	Car	Parked	3322		12 Nose-in Bay	1
56	Car	Parked	3322		12 Nose-in Bay	1
57	Car	Parked	3322		12 Nose-in Bay	1
59	Car	Parked	3322		12 Nose-in Bay	1
60	Car	Parked	3367		13 Unclassified Nose-In	1

61	Car	Parked	3320	13	Nose-in Bay	1
62	Car	Parked	3320	13	Nose-in Bay	1
63	Car	Parked	3320	13	Nose-in Bay	1
64	Car	Parked	3320	13	Nose-in Bay	1
65	Car	Parked	3366	13	Unclassified Nose-In	1
66	Car	Parked	3327	15	Nose-in Bay	1
67	Car	Parked	3327	15	Nose-in Bay	1
68	Car	Parked	3327	15	Nose-in Bay	1
69	Car	Parked	3327	15	Nose-in Bay	1
70	Car	Parked	3323	15	Nose-in Bay	1
71	Car	Parked	3327	15	Nose-in Bay	1
72	Car	Parked	3325	15	Nose-in Bay	1
73	Car	Parked	3325	15	Nose-in Bay	1
74	Car	Parked	3326	15	Nose-in Bay	1
75	Car	Parked	3326	15	Nose-in Bay	1
76	Car	Parked	3324	15	Nose-in Bay	1
77	Car	Parked	3324	15	Nose-in Bay	1
78	Car	Parked	3330	14	Nose-in Bay	1
79	Car	Parked	3329	14	Nose-in Bay	1
80	Car	Parked	3328	14	Nose-in Bay	1
81	Car	Parked	3328	14	Nose-in Bay	1
82	Car	Parked	3318	10	Nose-in Bay	1
83	Car	Parked	3318	10	Nose-in Bay	1
84	Car	Parked	3318	10	Nose-in Bay	1
85	Car	Parked	3317	10	Nose-in Bay	1
86	Car	Parked	3331	17	Nose-in Bay	1
87	Car	Parked	3331	17	Nose-in Bay	1
88	Car	Parked	3331	17	Nose-in Bay	1
89	Car	Parked	3331	17	Nose-in Bay	1
90	Car	Parked	3331	17	Nose-in Bay	1
91	Car	Parked	3332	18	Unclassified Nose-In	1
93	Car	Parked	3333	19	Nose-in Bay	1
94	Car	Parked	3333	19	Nose-in Bay	1
95	Car	Parked	3334	19	Nose-in Bay	1
96	Car	Parked	3334	19	Nose-in Bay	1
97	Car	Parked	3334	19	Nose-in Bay	1
98	Car	Parked	3334	19	Nose-in Bay	1
99	Car	Parked	3334	19	Nose-in Bay	1
100	Car	Parked	3334	19	Nose-in Bay	1
101	Car	Parked	3334	19	Nose-in Bay	1
102	Car	Parked	3333	19	Nose-in Bay	1
103	Car	Parked	3334	19	Nose-in Bay	1
104	Car	Parked	3335	20	Nose-in Bay	1
105	Car	Parked	3335	20	Nose-in Bay	1
106	Car	Parked	3335	20	Nose-in Bay	1
107	Car	Parked	3335	20	Nose-in Bay	1
108	Car	Parked	3335	20	Nose-in Bay	1
109	Car	Parked	3361	20	Unclassified	1
110	Car	Parked	3361	20	Unclassified	1
111	Car	Parked	3336	21	Nose-in Bay	1
112	Car	Parked	3336	21	Nose-in Bay	1
113	Car	Parked	3336	21	Nose-in Bay	1
114	Car	Parked	3336	21	Nose-in Bay	1
115	Car	Parked	3337	22	Nose-in Bay	1
116	Car	Parked	3337	22	Nose-in Bay	1
117	Car	Parked	3337	22	Nose-in Bay	1
118	Car	Parked	3337	22	Nose-in Bay	1
119	Car	Parked	3341	23	Nose-in Bay	1
120	Car	Parked	3341	23	Nose-in Bay	1
121	Car	Parked	3339	23	Nose-in Bay	1
122	Car	Parked	3339	23	Nose-in Bay	1
123	Car	Parked	3339	23	Nose-in Bay	1
124	Car	Parked	3340	23	Nose-in Bay	1

125	Car	Parked	3340	23	Nose-in Bay	1
126	Car	Parked	3342	23	Nose-in Bay	1
127	Car	Parked	3341	23	Nose-in Bay	1
128	Car	Parked	3341	23	Nose-in Bay	1
129	Car	Parked	3341	23	Nose-in Bay	1
131	Car	Parked	3365	24	Unclassified Nose-In	1
132	Car	Parked	3343	24	Nose-in Bay	1
133	Car	Parked	3343	24	Nose-in Bay	1
134	Car	Parked	3343	24	Nose-in Bay	1
135	Car	Parked	3343	24	Nose-in Bay	1
136	Car	Parked	3343	24	Nose-in Bay	1
137	Car	Parked	3343	24	Nose-in Bay	1
138	Car	Parked	3343	24	Nose-in Bay	1
139	Car	Parked	3343	24	Nose-in Bay	1
140	Car	Parked	3343	24	Nose-in Bay	1
141	Car	Parked	3362	24	Unclassified Nose-In	1
142	Car	Parked	3363	24	Unclassified Nose-In	1
143	Car	Parked	3344	25	Nose-in Bay	1
144	Car	Parked	3344	25	Nose-in Bay	1
145	Car	Parked	3344	25	Nose-in Bay	1
146	Car	Parked	3344	25	Nose-in Bay	1
147	Car	Parked	3344	25	Nose-in Bay	1
148	Car	Parked	3344	25	Nose-in Bay	1
149	Car	Parked	3345	25	Nose-in Bay	1
150	Car	Parked	3345	25	Nose-in Bay	1
151	Car	Parked	3345	25	Nose-in Bay	1
152	Car	Parked	3348	26	Nose-in Bay	1
153	Car	Parked	3348	26	Nose-in Bay	1
154	Car	Parked	3348	26	Nose-in Bay	1
155	Car	Parked	3348	26	Nose-in Bay	1
156	Car	Parked	3347	26	Nose-in Bay	1
157	Car	Parked	3347	26	Nose-in Bay	1
158	Car	Parked	3349	26	Nose-in Bay	1
159	Car	Parked	3349	26	Nose-in Bay	1
160	Car	Parked	3349	26	Nose-in Bay	1
161	Car	Parked	3360	16	Unclassified	1
162	Car	Parked	3359	16	Miscellaneous	1
163	Car	Parked	3351	16	Nose-in Bay	1
164	Car	Parked	3351	16	Nose-in Bay	1
165	Car	Parked	3351	16	Nose-in Bay	1
166	Car	Parked	3351	16	Nose-in Bay	1
167	Car	Parked	3351	16	Nose-in Bay	1
168	Car	Parked	3351	16	Nose-in Bay	1
169	Car	Parked	3351	16	Nose-in Bay	1
170	Car	Parked	3351	16	Nose-in Bay	1
171	Car	Parked	3351	16	Nose-in Bay	1
172	Car	Parked	3351	16	Nose-in Bay	1
173	Car	Parked	3352	16	Miscellaneous	1
174	Car	Parked	3350	16	Nose-in Bay	1
175	Car	Parked	3350	16	Nose-in Bay	1
176	Car	Parked	3350	16	Nose-in Bay	1
177	Car	Parked	3350	16	Nose-in Bay	1
178	Car	Parked	3350	16	Nose-in Bay	1
179	Car	Parked	3354	16	Nose-in Bay	1
180	Car	Parked	3353	16	Nose-in Bay	1
181	Car	Parked	3353	16	Nose-in Bay	1
182	Car	Parked	3353	16	Nose-in Bay	1
183	Car	Parked	3355	16	Miscellaneous	1
184	Car	Parked	3356	16	Nose-in Bay	1
185	Car	Parked	3356	16	Nose-in Bay	1
186	Car	Parked	3356	16	Nose-in Bay	1
187	Car	Parked	3359	16	Miscellaneous	1
188	Car	Parked	3359	16	Miscellaneous	1

189	Car	Parked	3359	16	Miscellaneous	1
190	Car	Parked	3358	16	Nose-in Bay	1
191	Car	Parked	3358	16	Nose-in Bay	1
192	Car	Parked	3358	16	Nose-in Bay	1
390	Car	Parked	3305	2	Nose-in Bay	1
391	Car	Parked	3308	7	Unclassified Nose-In	1
392	Car	Parked	3316	9	Unclassified Nose-In	1
393	Car	Parked	3316	9	Unclassified Nose-In	1
394	Car	Parked	3317	10	Nose-in Bay	1
395	Car	Parked	3323	15	Nose-in Bay	1
396	Car	Parked	3325	15	Nose-in Bay	1
397	Car	Parked	3359	16	Miscellaneous	1
398	Car	Parked	3359	16	Miscellaneous	1
399	Car	Parked	3353	16	Nose-in Bay	1
400	Car	Parked	3335	20	Nose-in Bay	1
401	Car	Parked	3341	23	Nose-in Bay	1
402	Car	Parked	3345	25	Nose-in Bay	1

NUMBER OF VEHICLES PARKED (AT)			
STREET NAME	00:30 - 05:30		
	CAP	TOT	%OCC
1	11	4	36.4%
2	16	10	62.5%
3	5	4	80.0%
4	7	4	57.1%
5	10	8	80.0%
6	12	8	66.7%
7	5	3	60.0%
8	8	5	62.5%
9	3	4	133.3%
10	6	5	83.3%
11	6	4	66.7%
12	10	7	70.0%
13	9	6	66.7%
14	8	4	50.0%
15	14	14	100.0%
16	35	35	100.0%
17	6	5	83.3%
18	3	1	33.3%
19	11	11	100.0%
20	10	8	80.0%
21	8	4	50.0%
22	12	4	33.3%
23	24	12	50.0%
24	22	12	54.5%
25	17	10	58.8%
26	14	9	64.3%
TOTAL	292	201	68.8%

Great Ashby, Stevenage - Tuesday 26th November 2024 (00:30 - 05:30)
Occupancy & Capacity

- Parking Location
- CLASS
- Miscellaneous

Nose-in Bay

Unclassified

Unclassified Nose-In
- Classified links
- CLASS
- Miscellaneous

Nose-in Bay

Unclassified

Unclassified Nose-In



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This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total length divided by 5m.

Road Width :- The width of the road has been accurately measured on GIS using OS background mapping. If a street measures less than or equal to 7m in width, it is not suitable for parking on one side, and that side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column "Unsuitable for Parking". If a street measures less than or equal to 5m in width, it is not suitable for parking on both sides, and each side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column "Unsuitable for Parking". These calculations are based on the average width of a car, which is 2.5m.

LINKS CLASSIFIED

Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).



Vehicle Occupancy by Link		
TIME PERIOD		
LINK		00:30 - 05:30
1		4
2		10
3		4
4		4
5		8
6		8
7		3
8		6
9		3
10		5
11		4
12		6
13		5
14		4
15		14
16		34
17		4
18		2
19		11
20		8
21		4
22		4
23		15
24		13
25		9
26		9
OCCUPANCY		201
CAPACITY		292



Length of Classifications by Link (Metres)					
Link	Miscellaneous	Nose-in Bay	Unclassified	Unclassified Nose-In	Grand Total
1	0.00	26.28	0.00	0.00	26.28
2	0.00	51.41	0.00	0.00	51.41
3	0.00	8.94	0.00	3.25	12.19
4	0.00	20.16	0.00	0.00	20.16
5	0.00	25.68	0.00	0.00	25.68
6	0.00	27.61	0.00	0.00	27.61
7	0.00	0.00	0.00	12.07	12.07
8	0.00	22.41	0.00	0.00	22.41
9	0.00	0.00	0.00	8.26	8.26
10	0.00	17.01	0.00	0.00	17.01
11	0.00	16.69	0.00	0.00	16.69
12	0.00	23.79	0.00	0.00	23.79
13	0.00	15.48	0.00	8.81	24.28
14	0.00	24.24	0.00	0.00	24.24
15	0.00	41.72	0.00	0.00	41.72
16	60.52	73.38	9.91	0.00	143.82
17	0.00	15.69	0.00	0.00	15.69
18	0.00	0.00	0.00	7.51	7.51
19	0.00	35.94	0.00	0.00	35.94
20	0.00	18.13	13.75	0.00	31.88
21	0.00	19.15	0.00	0.00	19.15
22	0.00	30.29	0.00	0.00	30.29
23	0.00	60.66	0.00	0.00	60.66
24	0.00	45.44	0.00	12.37	57.82
25	0.00	41.12	0.00	0.00	41.12
26	0.00	36.82	0.00	0.00	36.82
Grand Total	60.52	698.04	23.66	52.26	834.49

Calculated Capacity by Link (Official - No. of Spaces)					
Link	Miscellaneous	Nose-in Bay	Unclassified	Unclassified Nose-In	Grand Total
1	0	11	0	0	11
2	0	16	0	0	16
3	0	4	0	1	5
4	0	7	0	0	7
5	0	10	0	0	10
6	0	12	0	0	12
7	0	0	0	5	5
8	0	8	0	0	8
9	0	0	0	3	3
10	0	6	0	0	6
11	0	6	0	0	6
12	0	10	0	0	10
13	0	6	0	3	9
14	0	8	0	0	8
15	0	14	0	0	14
16	3	30	2	0	35
17	0	6	0	0	6
18	0	0	0	3	3
19	0	11	0	0	11
20	0	8	2	0	10
21	0	8	0	0	8
22	0	12	0	0	12
23	0	24	0	0	24
24	0	18	0	4	22
25	0	17	0	0	17
26	0	14	0	0	14
Grand Total	3	266	4	19	292



OBJECTID	PARKING COURT	CLASS	CAPACITY (Spaces)	NOTES	RESTRICTIONS	LENGTH (M)
3295		4 Nose-in Bay	5			11.825828
3296		3 Nose-in Bay	4			8.942978
3297		1 Nose-in Bay	2			4.654999
3298		1 Nose-in Bay	6			14.397716
3299		1 Nose-in Bay	3			7.230805
3300		2 Nose-in Bay	4			11.596583
3301		2 Nose-in Bay	4			14.397448
3302		2 Nose-in Bay	1			4.32905
3303		2 Nose-in Bay	1			4.144852
3304		2 Nose-in Bay	3			8.798687
3305		2 Nose-in Bay	3			8.1472
3306		4 Nose-in Bay	1			4.005079
3307		4 Nose-in Bay	1			4.330448
3308		7 Unclassified Nose-In	5			12.070314
3309		5 Nose-in Bay	2			4.982025
3310		5 Nose-in Bay	4			10.73079
3311		5 Nose-in Bay	4			9.962835
3312		6 Nose-in Bay	6			13.315723
3313		6 Nose-in Bay	6			14.292676
3314		8 Nose-in Bay	5			13.357836
3315		8 Nose-in Bay	3			9.053867
3316		9 Unclassified Nose-In	3			8.25557
3317		10 Nose-in Bay	3			8.472784
3318		10 Nose-in Bay	3			8.539742
3319		11 Nose-in Bay	6			16.688501
3320		13 Nose-in Bay	6			15.475335
3321		12 Nose-in Bay	4			9.645266
3322		12 Nose-in Bay	6			14.139744
3323		15 Nose-in Bay	2			6.070067
3324		15 Nose-in Bay	2			5.875661
3325		15 Nose-in Bay	3			8.026708
3326		15 Nose-in Bay	2			7.141119
3327		15 Nose-in Bay	5			14.611382
3328		14 Nose-in Bay	3			8.2565
3329		14 Nose-in Bay	4			11.853007
3330		14 Nose-in Bay	1			4.12561
3331		17 Nose-in Bay	6			15.693208
3332		18 Unclassified Nose-In	3			7.506458
3333		19 Nose-in Bay	4			9.349245
3334		19 Nose-in Bay	7			26.592047
3335		20 Nose-in Bay	8			18.128136
3336		21 Nose-in Bay	8			19.152865
3337		22 Nose-in Bay	10			25.654475
3338		22 Nose-in Bay	2			4.638075
3339		23 Nose-in Bay	5			11.853949
3340		23 Nose-in Bay	2			5.74929
3341		23 Nose-in Bay	14			36.2662
3342		23 Nose-in Bay	3			6.78637
3343		24 Nose-in Bay	18			45.443886
3344		25 Nose-in Bay	10			24.820335
3345		25 Nose-in Bay	7			16.295508
3346		26 Nose-in Bay	4			9.129098
3347		26 Nose-in Bay	3			7.361466
3348		26 Nose-in Bay	4			12.449784
3349		26 Nose-in Bay	3			7.876948
3350		16 Nose-in Bay	8			18.336747
3351		16 Nose-in Bay	10			21.442329
3352		16 Miscellaneous	0		NO PARKING	9.242751
3353		16 Nose-in Bay	3			8.858596
3354		16 Nose-in Bay	1			2.856012
3355		16 Miscellaneous	3			9.586628
3356		16 Nose-in Bay	3			7.414788
3357		16 Nose-in Bay	2			5.616629
3358		16 Nose-in Bay	3			8.859895
3359		16 Miscellaneous	0		NO PARKING	41.694486
3360		16 Unclassified	2			9.909376
3361		20 Unclassified	2			13.750919
3362		24 Unclassified Nose-In	1			2.905083
3363		24 Unclassified Nose-In	1			3.955057
3364		24 Unclassified Nose-In	1			3.156503
3365		24 Unclassified Nose-In	2			2.355088
3366		13 Unclassified Nose-In	1			5.877286
3367		13 Unclassified Nose-In	1			2.929999
3368		3 Unclassified Nose-In	1			3.245121



						Space' Occupied by Beat
OBJECTID	TYPE	ACTIVITY	LINK ID	PARKING COURT	CLASS	00:30 - 05:30
194	Car	Parked	3297	1	Nose-in Bay	1
195	Car	Parked	3298	1	Nose-in Bay	1
196	Car	Parked	3298	1	Nose-in Bay	1
197	Car	Parked	3299	1	Nose-in Bay	1
198	Car	Parked	3304	2	Nose-in Bay	1
199	Car	Parked	3304	2	Nose-in Bay	1
200	Car	Parked	3305	2	Nose-in Bay	1
201	Car	Parked	3305	2	Nose-in Bay	1
202	Car	Parked	3300	2	Nose-in Bay	1
203	Car	Parked	3300	2	Nose-in Bay	1
204	Car	Parked	3301	2	Nose-in Bay	1
205	Car	Parked	3301	2	Nose-in Bay	1
206	Car	Parked	3301	2	Nose-in Bay	1
207	Car	Parked	3301	2	Nose-in Bay	1
210	Car	Parked	3295	4	Nose-in Bay	1
211	Car	Parked	3295	4	Nose-in Bay	1
212	Car	Parked	3306	4	Nose-in Bay	1
213	Car	Parked	3307	4	Nose-in Bay	1
214	Car	Parked	3368	3	Unclassified Nose-In	1
215	Car	Parked	3296	3	Nose-in Bay	1
216	Car	Parked	3296	3	Nose-in Bay	1
217	Car	Parked	3296	3	Nose-in Bay	1
218	Car	Parked	3308	7	Unclassified Nose-In	1
219	Car	Parked	3308	7	Unclassified Nose-In	1
220	Car	Parked	3308	7	Unclassified Nose-In	1
221	Car	Parked	3309	5	Nose-in Bay	1
222	Car	Parked	3309	5	Nose-in Bay	1
223	Car	Parked	3311	5	Nose-in Bay	1
224	Car	Parked	3311	5	Nose-in Bay	1
225	Car	Parked	3311	5	Nose-in Bay	1
226	Car	Parked	3310	5	Nose-in Bay	1
227	Car	Parked	3310	5	Nose-in Bay	1
228	Car	Parked	3310	5	Nose-in Bay	1
229	Car	Parked	3313	6	Nose-in Bay	1
230	Car	Parked	3313	6	Nose-in Bay	1
231	Car	Parked	3313	6	Nose-in Bay	1
232	Car	Parked	3312	6	Nose-in Bay	1
233	Car	Parked	3312	6	Nose-in Bay	1
234	Car	Parked	3312	6	Nose-in Bay	1
235	Car	Parked	3312	6	Nose-in Bay	1
236	Car	Parked	3314	8	Nose-in Bay	1
237	Car	Parked	3314	8	Nose-in Bay	1
238	Car	Parked	3314	8	Nose-in Bay	1
239	Car	Parked	3314	8	Nose-in Bay	1
240	Car	Parked	3315	8	Nose-in Bay	1
241	Car	Parked	3315	8	Nose-in Bay	1
242	Car	Parked	3316	9	Unclassified Nose-In	1
243	Car	Parked	3319	11	Nose-in Bay	1
244	Car	Parked	3319	11	Nose-in Bay	1
245	Car	Parked	3319	11	Nose-in Bay	1
246	Car	Parked	3319	11	Nose-in Bay	1
247	Car	Parked	3321	12	Nose-in Bay	1

248	Car	Parked	3321	12	Nose-in Bay	1
249	Car	Parked	3321	12	Nose-in Bay	1
250	Car	Parked	3321	12	Nose-in Bay	1
251	Car	Parked	3322	12	Nose-in Bay	1
252	Car	Parked	3322	12	Nose-in Bay	1
253	Car	Parked	3367	13	Unclassified Nose-In	1
254	Car	Parked	3320	13	Nose-in Bay	1
255	Car	Parked	3320	13	Nose-in Bay	1
256	Car	Parked	3320	13	Nose-in Bay	1
257	Car	Parked	3320	13	Nose-in Bay	1
258	Car	Parked	3323	15	Nose-in Bay	1
259	Car	Parked	3327	15	Nose-in Bay	1
260	Car	Parked	3327	15	Nose-in Bay	1
261	Car	Parked	3327	15	Nose-in Bay	1
262	Car	Parked	3327	15	Nose-in Bay	1
263	Car	Parked	3325	15	Nose-in Bay	1
264	Car	Parked	3325	15	Nose-in Bay	1
265	Car	Parked	3326	15	Nose-in Bay	1
266	Car	Parked	3324	15	Nose-in Bay	1
267	Car	Parked	3324	15	Nose-in Bay	1
268	Car	Parked	3323	15	Nose-in Bay	1
269	Car	Parked	3330	14	Nose-in Bay	1
270	Car	Parked	3329	14	Nose-in Bay	1
271	Car	Parked	3328	14	Nose-in Bay	1
272	Car	Parked	3328	14	Nose-in Bay	1
273	Car	Parked	3318	10	Nose-in Bay	1
274	Car	Parked	3318	10	Nose-in Bay	1
275	Car	Parked	3317	10	Nose-in Bay	1
276	Car	Parked	3331	17	Nose-in Bay	1
277	Car	Parked	3331	17	Nose-in Bay	1
278	Car	Parked	3331	17	Nose-in Bay	1
279	Car	Parked	3331	17	Nose-in Bay	1
280	Car	Parked	3332	18	Unclassified Nose-In	1
281	Car	Parked	3332	18	Unclassified Nose-In	1
282	Car	Parked	3334	19	Nose-in Bay	1
283	Car	Parked	3334	19	Nose-in Bay	1
284	Car	Parked	3334	19	Nose-in Bay	1
285	Car	Parked	3334	19	Nose-in Bay	1
286	Car	Parked	3334	19	Nose-in Bay	1
287	Car	Parked	3334	19	Nose-in Bay	1
288	Car	Parked	3334	19	Nose-in Bay	1
289	Car	Parked	3334	19	Nose-in Bay	1
290	Car	Parked	3333	19	Nose-in Bay	1
291	Car	Parked	3333	19	Nose-in Bay	1
292	Car	Parked	3333	19	Nose-in Bay	1
293	Car	Parked	3335	20	Nose-in Bay	1
294	Car	Parked	3335	20	Nose-in Bay	1
295	Car	Parked	3335	20	Nose-in Bay	1
296	Car	Parked	3335	20	Nose-in Bay	1
297	Car	Parked	3335	20	Nose-in Bay	1
298	Car	Parked	3335	20	Nose-in Bay	1
299	Car	Parked	3335	20	Nose-in Bay	1
300	Car	Parked	3361	20	Unclassified	1
301	Car	Parked	3336	21	Nose-in Bay	1
302	Car	Parked	3336	21	Nose-in Bay	1
303	Car	Parked	3336	21	Nose-in Bay	1
304	Car	Parked	3336	21	Nose-in Bay	1

305	Car	Parked	3337	22	Nose-in Bay	1
306	Car	Parked	3337	22	Nose-in Bay	1
307	Car	Parked	3337	22	Nose-in Bay	1
308	Car	Parked	3337	22	Nose-in Bay	1
309	Car	Parked	3341	23	Nose-in Bay	1
310	Car	Parked	3341	23	Nose-in Bay	1
311	Car	Parked	3341	23	Nose-in Bay	1
312	Car	Parked	3341	23	Nose-in Bay	1
313	Car	Parked	3341	23	Nose-in Bay	1
314	Car	Parked	3341	23	Nose-in Bay	1
315	Car	Parked	3339	23	Nose-in Bay	1
316	Car	Parked	3339	23	Nose-in Bay	1
317	Car	Parked	3339	23	Nose-in Bay	1
318	Car	Parked	3340	23	Nose-in Bay	1
319	Car	Parked	3340	23	Nose-in Bay	1
320	Car	Parked	3342	23	Nose-in Bay	1
321	Car	Parked	3341	23	Nose-in Bay	1
322	Car	Parked	3341	23	Nose-in Bay	1
323	Car	Parked	3341	23	Nose-in Bay	1
324	Car	Parked	3362	24	Unclassified Nose-In	1
325	Car	Parked	3363	24	Unclassified Nose-In	1
326	Car	Parked	3365	24	Unclassified Nose-In	1
327	Car	Parked	3364	24	Unclassified Nose-In	1
328	Car	Parked	3343	24	Nose-in Bay	1
329	Car	Parked	3343	24	Nose-in Bay	1
330	Car	Parked	3343	24	Nose-in Bay	1
331	Car	Parked	3343	24	Nose-in Bay	1
332	Car	Parked	3343	24	Nose-in Bay	1
333	Car	Parked	3343	24	Nose-in Bay	1
334	Car	Parked	3343	24	Nose-in Bay	1
335	Car	Parked	3343	24	Nose-in Bay	1
336	Car	Parked	3343	24	Nose-in Bay	1
337	Car	Parked	3344	25	Nose-in Bay	1
338	Car	Parked	3344	25	Nose-in Bay	1
339	Car	Parked	3344	25	Nose-in Bay	1
340	Car	Parked	3344	25	Nose-in Bay	1
341	Car	Parked	3344	25	Nose-in Bay	1
342	Car	Parked	3345	25	Nose-in Bay	1
343	Car	Parked	3345	25	Nose-in Bay	1
344	Car	Parked	3345	25	Nose-in Bay	1
345	Car	Parked	3345	25	Nose-in Bay	1
346	Car	Parked	3348	26	Nose-in Bay	1
347	Car	Parked	3348	26	Nose-in Bay	1
348	Car	Parked	3348	26	Nose-in Bay	1
349	Car	Parked	3348	26	Nose-in Bay	1
350	Car	Parked	3347	26	Nose-in Bay	1
351	Car	Parked	3347	26	Nose-in Bay	1
352	Car	Parked	3349	26	Nose-in Bay	1
353	Car	Parked	3349	26	Nose-in Bay	1
354	Car	Parked	3349	26	Nose-in Bay	1
355	Car	Parked	3360	16	Unclassified	1
356	Car	Parked	3360	16	Unclassified	1
357	Car	Parked	3359	16	Miscellaneous	1
358	Car	Parked	3354	16	Nose-in Bay	1
359	Car	Parked	3350	16	Nose-in Bay	1
360	Car	Parked	3350	16	Nose-in Bay	1
361	Car	Parked	3350	16	Nose-in Bay	1

362	Car	Parked	3350	16	Nose-in Bay	1
363	Car	Parked	3352	16	Miscellaneous	1
365	Car	Parked	3351	16	Nose-in Bay	1
366	Car	Parked	3351	16	Nose-in Bay	1
367	Car	Parked	3351	16	Nose-in Bay	1
368	Car	Parked	3351	16	Nose-in Bay	1
369	Car	Parked	3351	16	Nose-in Bay	1
370	Car	Parked	3351	16	Nose-in Bay	1
371	Car	Parked	3351	16	Nose-in Bay	1
372	Car	Parked	3351	16	Nose-in Bay	1
373	Car	Parked	3353	16	Nose-in Bay	1
374	Car	Parked	3353	16	Nose-in Bay	1
375	Car	Parked	3353	16	Nose-in Bay	1
376	Car	Parked	3355	16	Miscellaneous	1
377	Car	Parked	3355	16	Miscellaneous	1
378	Car	Parked	3355	16	Miscellaneous	1
379	Car	Parked	3359	16	Miscellaneous	1
380	Car	Parked	3359	16	Miscellaneous	1
381	Car	Parked	3359	16	Miscellaneous	1
382	Car	Parked	3359	16	Miscellaneous	1
383	Car	Parked	3359	16	Miscellaneous	1
384	Car	Parked	3359	16	Miscellaneous	1
385	Car	Parked	3357	16	Nose-in Bay	1
386	Car	Parked	3356	16	Nose-in Bay	1
387	Car	Parked	3356	16	Nose-in Bay	1
388	Car	Parked	3356	16	Nose-in Bay	1
389	Car	Parked	3358	16	Nose-in Bay	1
403	Car	Parked	3313	6	Nose-in Bay	1
404	Car	Parked	3316	9	Unclassified Nose-In	1
405	Car	Parked	3316	9	Unclassified Nose-In	1
406	Car	Parked	3317	10	Nose-in Bay	1
407	Car	Parked	3317	10	Nose-in Bay	1
408	Car	Parked	3326	15	Nose-in Bay	1
409	Car	Parked	3325	15	Nose-in Bay	1
410	Car	Parked	3327	15	Nose-in Bay	1

NUMBER OF VEHICLES PARKED (AT)			
STREET NAME	00:30 - 05:30		
	CAP	TOT	%OCC
1	11	4	36.4%
2	16	10	62.5%
3	5	4	80.0%
4	7	4	57.1%
5	10	8	80.0%
6	12	8	66.7%
7	5	3	60.0%
8	8	6	75.0%
9	3	3	100.0%
10	6	5	83.3%
11	6	4	66.7%
12	10	6	60.0%
13	9	5	55.6%
14	8	4	50.0%
15	14	14	100.0%
16	35	34	97.1%
17	6	4	66.7%
18	3	2	66.7%
19	11	11	100.0%
20	10	8	80.0%
21	8	4	50.0%
22	12	4	33.3%
23	24	15	62.5%
24	22	13	59.1%
25	17	9	52.9%
26	14	9	64.3%
TOTAL	292	201	68.8%

Great Ashby, Stevenage - Wednesday 27th November 2024 (00:30 - 05:30)
Occupancy & Capacity

- Parking Location**
- CLASS**
- Miscellaneous
 - Nose-in Bay
 - Unclassified
 - Unclassified Nose-In
- Classified links**
- CLASS**
- Miscellaneous
 - Nose-in Bay
 - Unclassified
 - Unclassified Nose-In



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Appendix F

Stevenage Cycle Map

Stevenage Cycle Map

- Traffic-free scenic cycle route
- Cycleway system
- Shared use routes (mopeds prohibited)
- Bridleways (can be used by cyclists)
- Great North Cycleway Route 12
- On road route
- Useful road link for cyclists
- Underpass
- Pedestrian route
- Toucan crossings
- Recommended tea stops
- Cycle Parking
- Cycle Hangar
- Cycle Shop
- Cycling UK meeting point
- Stevenage Cycling Hub
- Childrens Centre

- Rural area
- Open space
- Woods
- Built up area
- Industrial area
- Neighbourhood Centre
- Place of interest
- Selected stores
- School
- Hospital
- Inset map

Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

Stevenage Old Town



Stevenage Town Centre



Appendix G

Accessibility Audit Walking and Cycling Routes Possible Improvements Drawing



Woods Hardwick
Architecture | Engineering | Planning | Surveying