Highway, Transportation and Infrastructure Consultants

10a-10b Burwell Road
Stevenage

TRANSPORT STATEMENT

On behalf of
SJM & Co. Ltd.

ITR//5737/TS.2

April 2022

Experience and expertise working together

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 Bellamy Roberts has been instructed by SJM & Co. Ltd. to prepare a Transport Statement to assess the impact in highway and transportation terms, of the proposed redevelopment of 10a-10b Burwell Road, Stevenage to provide 20 residential units.

1.2 The application site currently comprises two, separate residential dwellings, and both are accessed directly from Burwell Road via individual dropped crossing accesses. The proposal will close the existing accesses and provide a single access to the site, at the rear off the existing service road, which forms a simple priority T-junction with Chertsey Rise.

1.3 The Transport Statement has been prepared to assess the impact of the proposed development in highway and transportation terms. In this regard it will consider the existing and proposed levels of traffic generation; the suitability of the proposed access arrangement and local highway network to accommodate the expected demand; the sustainability of the site in terms of accessibility by non-car modes of travel; and servicing of the site, which will include relevant swept path analysis.

1.4 The scheme has been assessed against local design guidance, including the Stevenage Borough Council Design Guide SPD (October 2009) and the Hertfordshire County Council Highway Design Guide, and against the four key transport requirements as set out at paragraph 110 of the National Planning Policy Framework (NPPF), which states the following:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

2.1 This section of the Transport Statement considers the location of the site and the operation of the local highway network. It also includes a review of collision data, obtained from Hertfordshire County Council.

Site Location

2.2 The application site is located within an urban area to the east of the town centre. Residential dwellings are located along both sides of along both sides of Chertsey Rise and Burwell Road with frontage access. A site location plan is attached at **Appendix 1**, and an extract is provided at Figure 1, below, for reference.

Figure 1: Site Location Plan

Local Highway Network

2.3 Burwell Road is a residential road and runs along the northern boundary of the application site. In the vicinity of the application site, Burwell Road and Chertsey Rise are subject to a posted speed limit of 30mph.

2.4 Burwell Road is traffic calmed.

2.5 Footways are provided along the site frontage, along with street lighting.

2.6 There are no dedicated cycle facilities within the immediate vicinity of the application site, however the Stevenage Cycle Map reveals a number of cycle routes in the area. The Stevenage Cycle Plan is attached at **Appendix 2**, and an extract is provided at Figure 2, below.

Figure 2: Cycle Route Map

Collision Data

2.7 To determine whether there is an existing accident or safety problem with the local highway network, which may be exacerbated by the proposed development, collision data has been obtained from Crashmap for the most recent 5 year period for the highway network in the vicinity of the application site. During this period, a total of one collision was recorded, and a plan showing the location of each recorded collision is provided at Figure 3, on the following page. The accident was classified as serious and involved a car and pedestrian crossing the road.

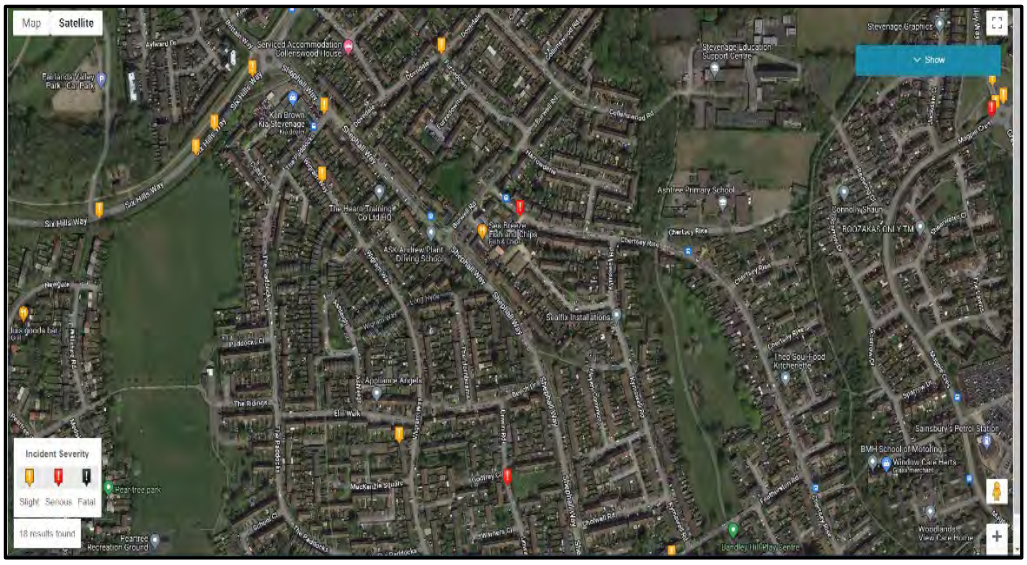


Figure 3: Summary of Accident Data

2.8 There is no evidence within the collision data to suggest that there is any inherent safety problem on the local highway network. As such, the proposed development will not materially reduce safety on the local highway network.

Summary

2.9 In summary, the application site is well located to take advantage of the existing pedestrian network and public transport facilities within Stevenage.

2.10 A detailed review of the available accident data has been undertaken and does not identify any specific road safety problems with the local highway network.

3.0 ACCESSIBILITY

3.1 This section of the report considers the accessibility of the site, and in particular the sustainable transport connections.

Walking & Cycling

3.2 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within a 1.7km radius of the centre of Stevenage and therefore ideally located

to walk, giving future residents and visitors the realistic option of using this alternative mode of transport.

3.3 Summarised at Figure 4 are the results of the 2018 National Travel Survey of England, which reveals that the majority (80%) of journeys under one mile (1.6km) are undertaken on foot. The data also shows that 15% of journeys between 1 and 5 miles (1.6 to 8km) will likely be undertaken on foot also.

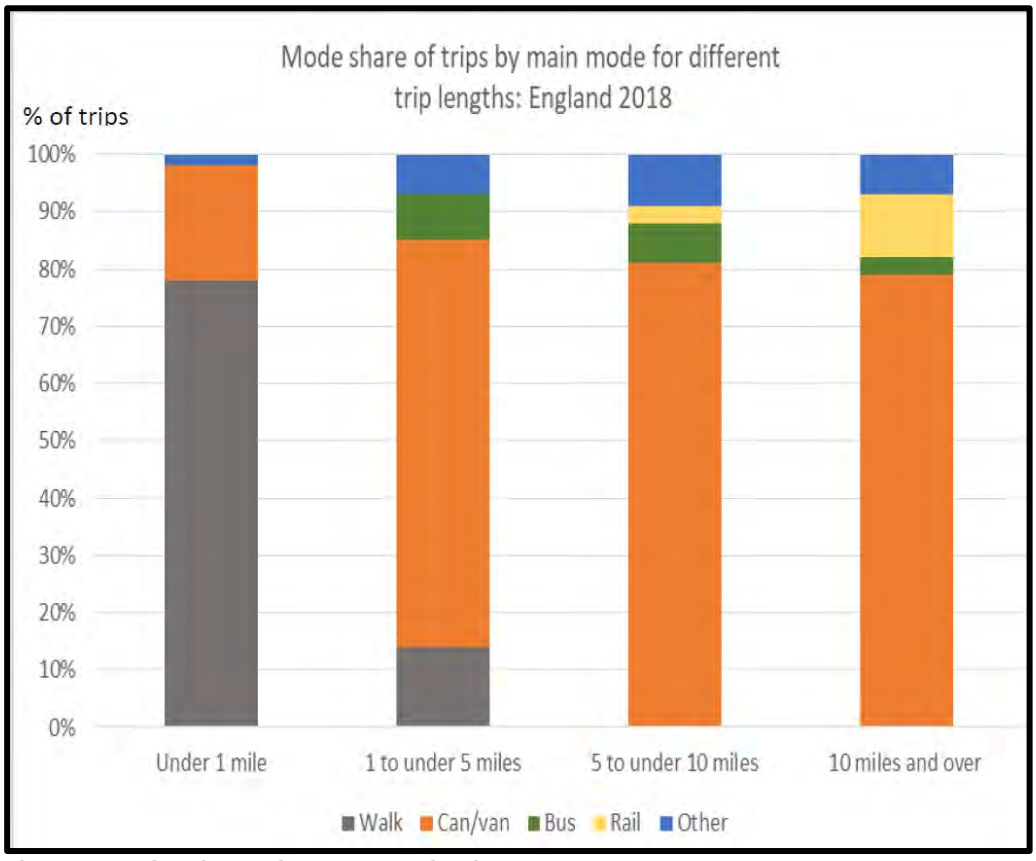


Figure 4: National Travel Survey, England 2018

3.4 The 1.6km distance (1 mile) is referenced in the published Chartered Institute of Highways and Transportation (CIHT) guidance "Planning for Walking" 2015, which states:

> "*Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer*

of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive".

3.5 As such, providing new homes on the application site, within 1.7km of the facilities available within Stevenage would provide a realistic opportunity for trips to be made on foot. The quoted distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evidence from the National Travel Survey (NTS) data that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.

3.6 The centre of Stevenage is located within a 2.7km radius of the application site, making it easily accessible to residents of the development. Pedestrian and cycle isochrone plans have been produced and are attached at **Appendix 3**. The plans show the facilities within walking and cycling distance of the site. It can be seen that access can be gained to schools, shopping facilities and eating/drinking establishments.

Public Transport

Bus Services

3.7 The nearest bus stop is located on Chertsey Rise, at the southern end of the site frontage. From this location, route 80, 301, 390 and 635 services are available, and a summary of these services is provided in Table 1.

Table 1: Summary of Bus Services

Route No	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Freq	First	Last	Freq	First	Last	Freq
6	Stevenage - Stevenage	0755	1825	2/hr	0825	1755	2/hr	NS	NS	NS
856	John Henry Newman School – Six Hills Way	0757	1554	2/day	NS	NS	NS	NS	NS	NS

Rail Services

3.8 Stevenage railway station is located approximately 2.2km distance west of the application site. The station is 44km north of London Kings Cross and is situated on the East Coast Main Line. The station is served by Great Northern and provides regular services to/from London Kings Cross, York, Peterborough and Leeds amongst others.

3.9 In summary, the application site is located in an accessible area, and there are genuine opportunities for future residents to travel to/from the application site using sustainable modes of transport.

Summary

3.10 In summary, the application site is located within easy walking distance (within 2.7km) of Stevenage town centre and easy access can be gained to the local facilities, including schools and retail and businesses.

3.11 Bus stops and Stevenage railway station are located within walking distance from the site, providing access to frequent bus and rail services to the surrounding area.

3.12 It is evident that the application site is located in an accessible area, there are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.

4.0 DEVELOPMENT PROPOSAL

4.1 The redevelopment of 10a-10b Burwell Road will provide 20 flats, and will comprise the following mix of units:

- 12 x 1-bedroom units; and
- 8 x 2-bedroom units.

Access

4.2 Vehicular and pedestrian access to the site will be achieved from Chertsey Rise, via a private service road.

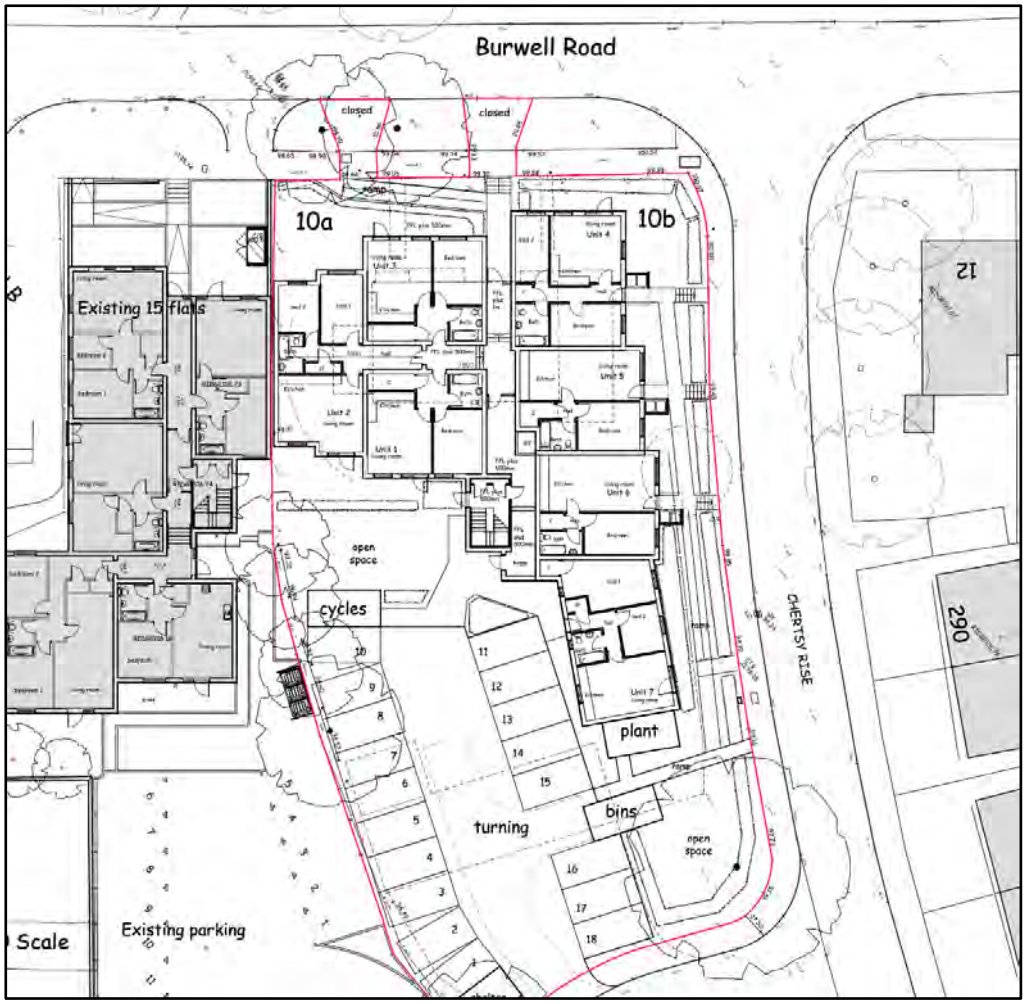


Figure 5: Proposed Site Access Arrangements

4.3 The existing accesses serving numbers 10a and 10b will be closed and a full height kerb and footway/verge will be reinstated. The scheme will provide a single access to the car park.

4.4 Chertsey Rise is subject to a posted speed limit of 30mph. Section 4 of the Hertfordshire County Council Design Guide advises that the appropriate visibility splay for a local distributor road, subject to a speed limit of 30mph, is 4.5m x 43m. The guidance advises that the x-distance may be reduced on existing roads where visibility is constrained by existing features, as is the case in this instance. An x-distance of 4.5m will allow two light vehicles to accept the same gap in the major road traffic, however for lightly trafficked accesses, where only one vehicle is likely to join the major road at any one time, an x-distance of 2.4m is suitable. As will be discussed later in the Report, the scheme is likely to generate in the region of 4

departures during the network peak hour periods, and therefore it is unlikely that two vehicles will be joining the major road at any one time.

Traffic Generation

4.5 To determine the impact of the proposed development in traffic generation terms, the TRICS (7.7.1) database has been reviewed. The site has been classified within TRICS as 'Flats Privately Owned', within suburban and edge of town areas. All sites within England and Wales have been considered, and those sites within Greater London have been excluded.

4.6 The calculated trip rate and subsequent traffic generation from 20 units is summarised in Table 2, and the full TRICS output is provided at **Appendix 4**.

Table 2: Summary of Trip Rate and Traffic Generation

Time Period	Trip Rate (per dwelling)			Traffic Generation (40 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.072	0.174	0.246	2	4	6
Evening Peak 1700-1800	0.246	0.123	0.369	5	3	8
Daily (12hrs) 0700-1900	1.316	1.354	2.670	26	27	53

4.7 Table 2 reveals the proposal will generate in the region of 6-8 two-way movements during the critical peak hour periods, and 53 two-way movements across the day.

4.8 The two existing residential dwellings could generate in the region of 2 two-way movements during the peak hour periods, and 6 daily two-way movements. Discounting the existing level of traffic from Table 2 reveals that the proposed redevelopment would result in a net increase of some 4-6 two-way movements during the critical peak hour periods and 47 daily two-way movements.

4.9 Such a level of traffic generation is minimal, and will be well within daily fluctuations on the surrounding area. When this traffic is dissipated onto the local highway network, it will be imperceptible to existing users.

Car and Cycle Parking

4.10 To determine the required level of car and cycle parking provision, the Stevenage Borough Council Parking Provision SPD (January 2012) has been reviewed. Table 1 of the aforementioned document sets out the required provision and this is summarised in Table 3.

Table 3: Summary of Cary/Cycle Parking Required

Dwelling Size	Car Parking	Cycle Parking
1 x bedroom	1 space/unit	1 long term space per unit if no garage or shed is provided
2 x bedroom	1.5 spaces/unit	
3 x bedroom	2 spaces/unit	
4 x bedroom	2.5 spaces/unit	

4.11 The Parking SPD categorises the site as being in 'Zone 3' which requires 75%-100% of the above standards to be provided. In accordance with the above standards, and the proposed mix of units, the scheme is required to provide between 18 and 20 car parking spaces.

4.12 No specific dimensions for the parking bays is set out within the LPA guidance. Nevertheless, parking spaces will measure 2.4m x 4.8m, in accordance with national guidance. The parking areas will be spread across the scheme, with spaces provided at ground level.

4.13 In terms of cycle parking, Table 3 summarises the requirement which is 1 long stay space per unit. The scheme will provide an area for the long term storage of at least 20 bicycles located towards the centre of the site.

Servicing

4.14 Servicing of the site can take place from within the site and swept path analysis of a delivery vehicle and fire tender has been undertaken (see **Appendix 5**). A bin collection point is located towards the rear of the site, and conforms to the recommended carry distance of 10m as set out within MfS, served via Chertsey Rise.

Summary

4.15 It has been demonstrated that commensurate visibility splays can be provided at the proposed site access, in accordance with the Hertfordshire County Council Highway Design Guide, and MfS 1 & 2 guidance.

4.16 The proposal will result in a marginal increase in traffic generated by the site, and will be imperceptible to local users when dissipated on the local highway network.

4.17 Car and cycle parking will be provided in accordance with the LPA standard.

5.0 SUMMARY AND CONCLUSIONS

5.1 Bellamy Roberts has been instructed by SJM & Co. Ltd. to prepare a Transport Statement to assess the impact in highway and transportation terms, of the proposed redevelopment of 10a-10b Burwell Road, to provide 20 residential units.

5.2 The application site currently comprises two, separate residential dwellings, which are accessed from Burwell Road via individual dropped crossing accesses. The proposal will consolidate the existing access arrangement and provide a single access at the rear of the site via Chertsey Rise.

5.3 The site is located in an accessible area, and there are genuine opportunities for future residents to travel to/from the application site using sustainable modes of transport.

5.4 It has been demonstrated that the proposed access arrangements conform to current standards and is therefore suitable to serve the scheme. A review of recent collision data reveals there to be no existing accident or safety problem within the local highway network.

5.5 Car and cycle parking is provided in accordance with the LPA guidance and swept path analysis demonstrates that the site is suitable to accommodate the size and type of vehicles serving the site.

Conclusion

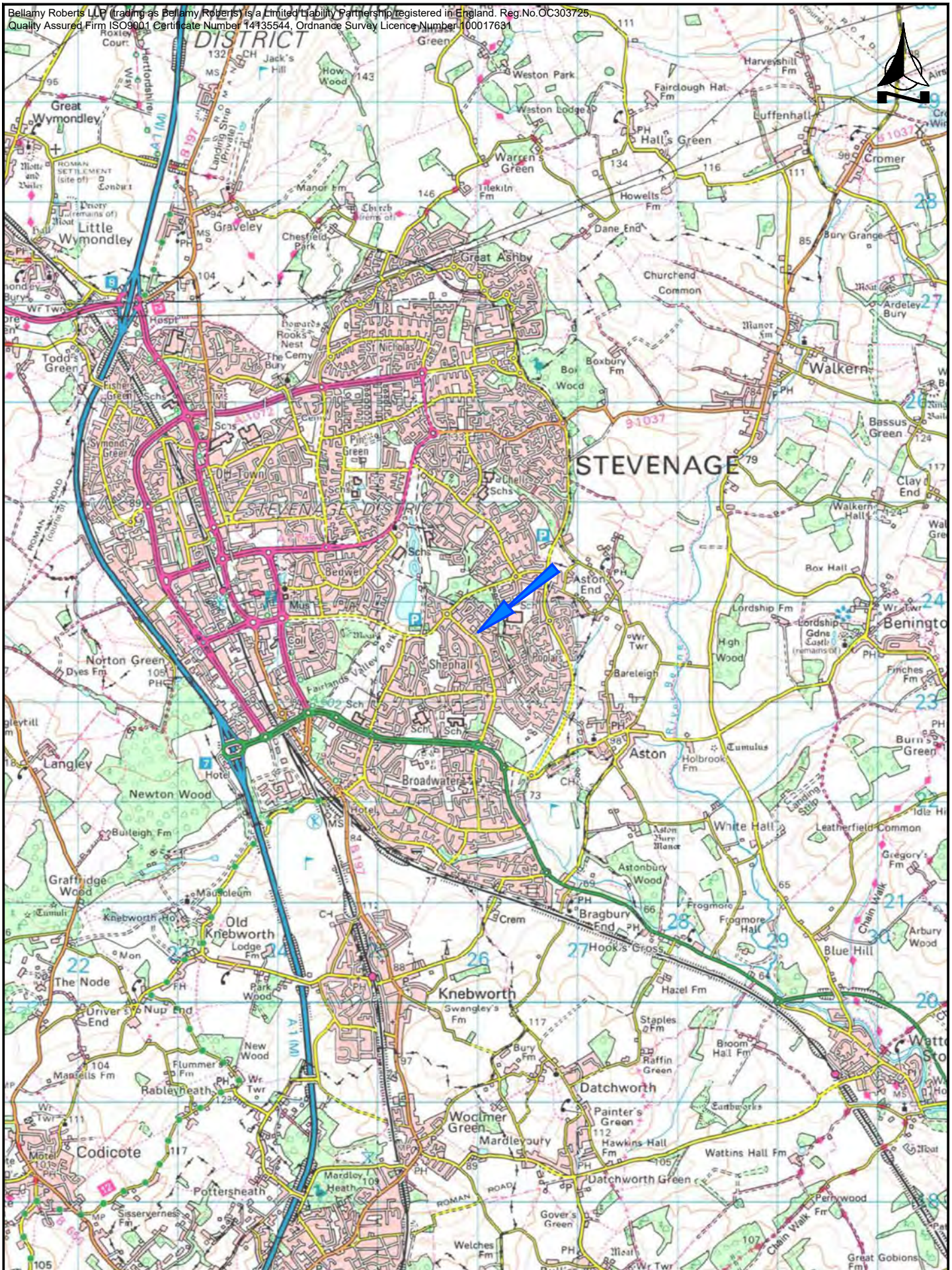
5.6 It has been demonstrated that:

- There are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
- The proposed site access and internal access road would be safe and suitable to serve all users.
- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

5.7 The scheme fully complies with the requirements of the NPPF and should therefore be acceptable in transport and highway terms.

APPENDICES

APPENDIX 1



PROJECT	10a & 10b Burwell Road, Stevenage		
TITLE	Site Location Plan		

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

DATE	08/03/22	DRAWN BY	ARM
SCALE	1:50,000 @ A4	CHK BY	ITR
CLIENT	SJM & Co. Ltd.		
DRAWING No.	5737 / 301	REV No.	

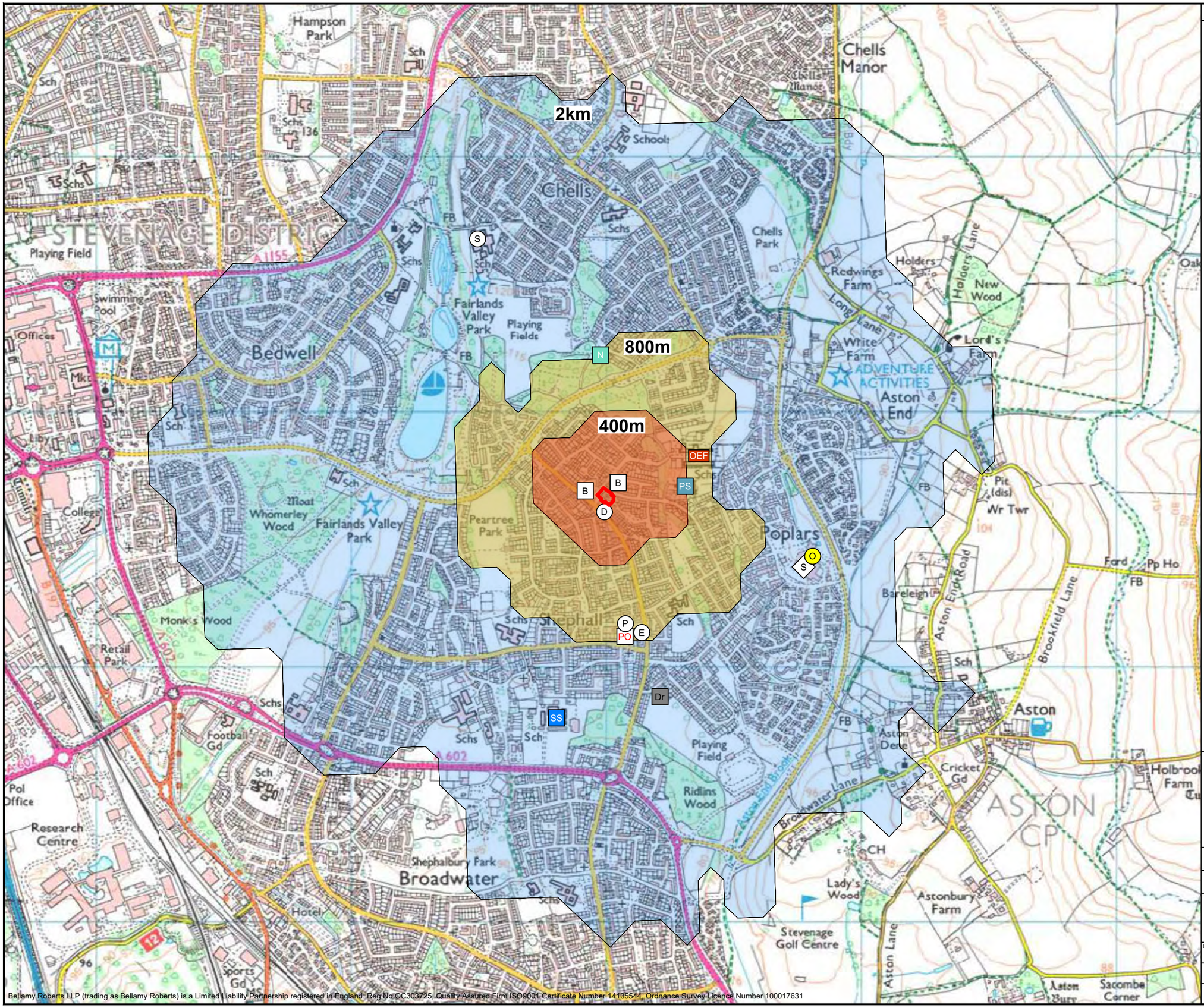
APPENDIX 2

- Traffic-free scenic cycle route
- Cycleway system
- Shared use routes (mopeds prohibited)
- Bridle paths (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 Shopping
- CTC Meeting Point
- 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 01296 390100
www.pindar.com

APPENDIX 3



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 2km

Facilities

- (D) Dentist
- Dr Doctor
- (O) Optician
- (P) Pharmacy
- (S) Sport and Fitness
- PO Post Office
- (E) Places to Eat/Drink (Pubs, Restaurants etc.)
- N Nursery
- PS Primary School
- SS Secondary School
- OEF Other Educational Facility
- S Shops/Supermarket
- B Bus Stop

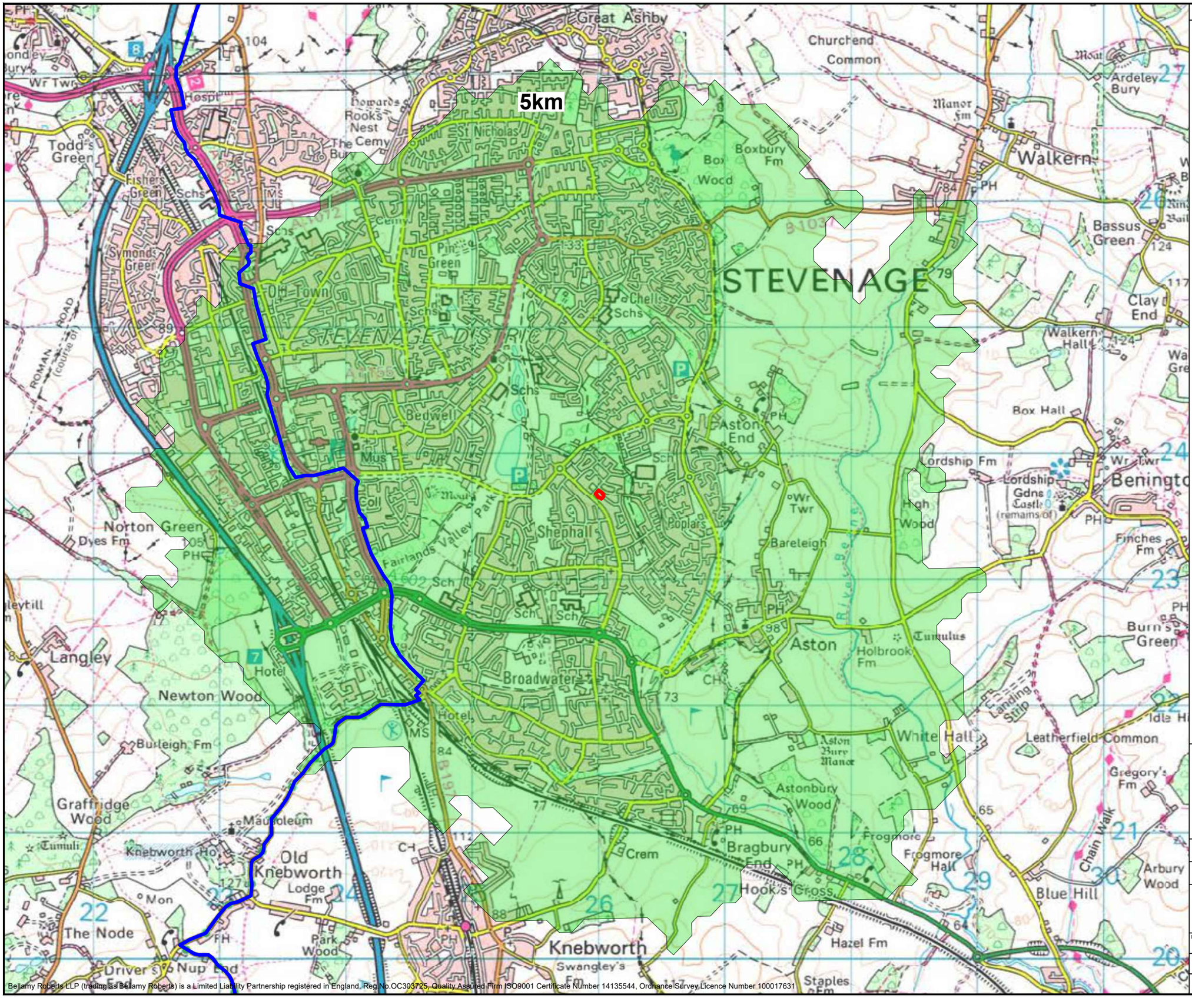
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	SJM & Co. Ltd.
PROJECT	10a & 10b Burwell Road, Stevenage
TITLE	Pedestrian Isochrone

DRAWN BY	DESIGN BY	CHK BY
ARM	-	ITR

DATE	DRAWING No.	REV No.
08/03/22	5737 / 302	

SCALE: NTS @ A3



Notes

Cycling Isochrones

0 - 5km

National Cycle Route

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	SJM & Co. Ltd.
PROJECT	10a & 10b Burwell Road, Stevenage
TITLE	Cycle Isochrone

DRAWN BY	DESIGN BY	CHK BY
ARM	-	ITR

DATE	DRAWING No.	REV No.
08/03/22	5737 / 303	
SCALE		
NTS @ A3		

APPENDIX 4

Calculation Reference: AUDIT-200601-200619-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 35 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

2 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

3 DS-03-C-03 BLOCKS OF FLATS DERBYSHIRE
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

5 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

6 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *03/12/14* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-03	Includes Bungalows

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	23	0.087	6	23	0.159	6	23	0.246
08:00 - 09:00	6	23	0.072	6	23	0.174	6	23	0.246
09:00 - 10:00	6	23	0.138	6	23	0.159	6	23	0.297
10:00 - 11:00	6	23	0.043	6	23	0.072	6	23	0.115
11:00 - 12:00	6	23	0.072	6	23	0.072	6	23	0.144
12:00 - 13:00	6	23	0.072	6	23	0.051	6	23	0.123
13:00 - 14:00	6	23	0.094	6	23	0.109	6	23	0.203
14:00 - 15:00	6	23	0.080	6	23	0.087	6	23	0.167
15:00 - 16:00	6	23	0.123	6	23	0.109	6	23	0.232
16:00 - 17:00	6	23	0.130	6	23	0.101	6	23	0.231
17:00 - 18:00	6	23	0.246	6	23	0.123	6	23	0.369
18:00 - 19:00	6	23	0.159	6	23	0.138	6	23	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.316			1.354			2.670

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

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

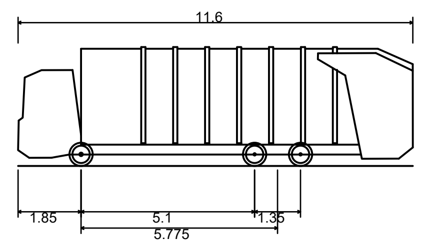
Parameter summary

Trip rate parameter range selected:	9 - 35 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

APPENDIX 5

Notes



Stevenage Refuse	
Overall Length	11.600m
Overall Width	2.000m
Overall Body Height	3.500m
Min Body Ground Clearance	0.212m
Track Width	1.950m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.250m

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
SJM & Co. Ltd.

PROJECT
10a & 10b Burwell Road, Stevenage

TITLE
Swept Path Analysis
Refuse Vehicle

DRAWN BY	DESIGN BY	CHK BY
ARM	-	ITR

DATE	DRAWING No.	REV No.
02/03/22	5737 / 201	

SCALE
1:250 @ A2

Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355

QMS
ISO 9001
REGISTERED
Cert No. 14135544

Reg No OC303725. Registered Office: Clover House, Western Lane, Odiham, Hampshire RG29 1TU