



AQUIND Limited

AQUIND INTERCONNECTOR

Day Lane Technical Note

The Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)

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AQUIND Limited

AQUIND INTERCONNECTOR

Day Lane Technical Note

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DOCUMENT

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Prepared By	Stacey Gander
Date	23 December 2020
Approved By	Chris Williams
Date	23 December 2020



Aquind Interconnector - Revised HGV Construction Management Strategy for Day Lane

DATE:	23 December 2020	CONFIDENTIALITY:	Public
SUBJECT:	Revised HGV management strategy for Day Lane		
PROJECT:	Aquind Interconnector	AUTHOR:	Stacey Gander
CHECKED:	Chris Williams	APPROVED:	Chris Williams

INTRODUCTION

This Technical Note sets out a revised management strategy for the movement of Heavy Goods Vehicles (HGVs) on Day Lane as part of the construction stage of the Aquind Interconnector proposals. This revised strategy replaces that which was previously included in Section 3.4 of the Supplementary Transport Assessment (STA) (REP1-142).

The revised strategy has been produced in response to comments set out in Appendix 1 of HCC's Deadline 3 submission entitled "*Further submission including highways comments on matters raised at Deadline 2 and other matters*" (REP3-023) and on-going discussions between the Applicant and HCC. The topic of HGV management on Day Lane was also included in Question 3D on the Agenda for Issue Specific Hearing 2 (ISH2) (EV-012(a)) put forward by the Examining Authority (ExA), and was consequently discussed in ISH2 (EV-032, EV-033, EV-034, EV-035).

Additional to this, HCC included additional comments regarding traffic management on Day Lane in the Deadline 5 submission entitled "*Deadline 5 Submission - Submission with updates from the Highway Authority and Lead Local Flood Authority*" (REP5-080).

The revised strategy has also been included within an updated version of the Framework Construction Traffic Management Plan (CTMP) (REP1-070), submitted at Deadline 6, and therefore is secured via Requirement 17 of the Development Consent Order (DCO).

CONSTRUCTION TRAFFIC NUMBERS ON DAY LANE

All construction vehicles travelling to the Converter Station Area will travel via Day Lane and will gain access via the junction of Day Lane / Broadway Lane. The Applicant is proposing to complete upgrades to this junction to facilitate this, and the proposals are set out in full in Section 3.3. of the STA (REP1-142). A Stage 1 Road Safety Audit is currently being undertaken for the proposed junction and the results of this Audit will be submitted to Hampshire County Council and the ExA for review when available.

The anticipated number of construction vehicles travelling to and from the Converter Station Area via Day Lane has been set out in Section 22.4.6. of Chapter 22 of the Environmental Statement (APP-137), as well as in Table 10 of the STA (REP1-142), and Chapter 15 of the ES Addendum (REP1-138). The anticipated number of HGV and LGV movements, as set out by associated construction activity, have been replicated below for ease of reference.

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Table 1: Estimated construction related traffic accessing the Converter Station Area via Day Lane per day at peak construction

Construction Activity	Estimated HGVs		Estimated LGVs	
	Two-way	Total	Two-way	Total
Converter Station Area	43	86	0	0
Cable Route (for 6 gangs all using Converter Station Area as main compound)	24	48	12	24
Landfall (using Converter Station Area as main compound)	4	8	2	4
TOTAL	71	142	14	28

The construction traffic numbers set out in Table 1 are maximum values for daily traffic at peak construction. These maximum peak daily traffic flows have been fully assessed in Chapter 22 of the Environmental Statement (APP-137), and Chapter 15 of the Environmental Statement Addendum (REP1-139).

The timing of construction vehicle movements is dependent upon which construction activity the vehicle is associated with, and their respective working hours. Timing of movements are set out in Section 3.2. of the STA (REP1-142) and have been summarised below for reference.

Table 2: Estimated construction traffic movement timings to and from the Converter Station Area via Day Lane

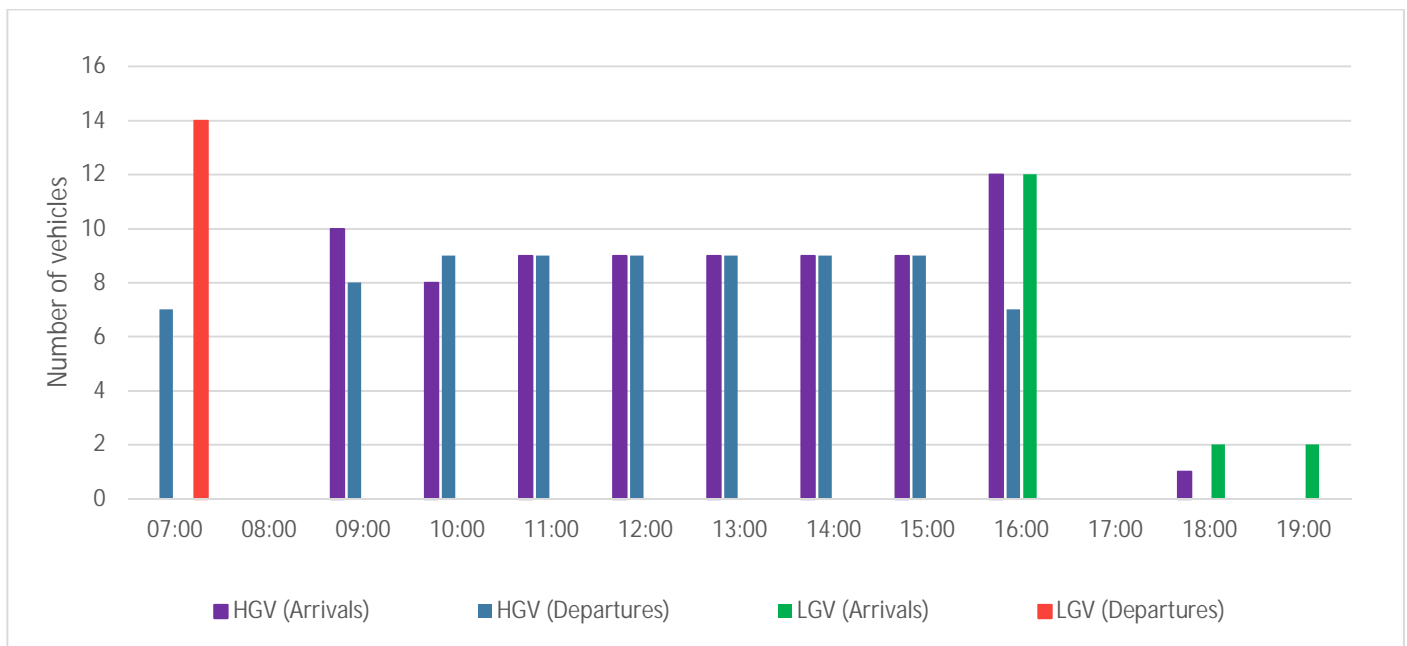
Construction Activity	Estimated HGV timings		Estimated LGV timings	
	Arrivals	Departures	Arrivals	Departures
Converter Station Area	09:00 – 17:00	09:00 – 17:00	N/A	N/A
Cable Route (for 6 gangs all using Converter Station Area as main compound)	09:00 – 17:00	07:00 – 08:00, 09:00 – 16:00	16:00 – 17:00	07:00 – 08:00
Landfall (using Converter Station Area as main compound)	07:00 – 08:00, 09:00 – 17:00, 18:00 – 19:00	07:00 – 08:00, 09:00 – 17:00	18:00 – 19:00	07:00 – 08:00

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Using the traffic movement numbers set out in Table 1 and the movement timings set out in Table 2, the daily profile of estimated construction related traffic movements using Day Lane at peak construction has been derived. This daily profile is set out in Figure 1.

Figure 1: Typical daily profile of maximum construction vehicle arrivals and departures at Converter Station Area during peak construction



Both Table 2 and Figure 1 show no construction traffic movements in the AM or PM peak hours of 08:00 – 09:00 and 17:00 – 18:00 in reflection of the HGV management strategy set-out in the Framework CTMP (REP1-070). As is noted in paragraph 3.2.1.8. of the STA (REP1-142), there is a possibility that up to 12 LGV movements will occur in the PM peak as a result of construction workers travelling back to the Converter Station Area from the Onshore Cable Corridor (2 LGV’s per cable gang). For the purpose of the worst-case assessment undertaken in the STA (REP1-142) and ES Addendum (REP1-139), all 12 LGVs travelling back to the Converter Station Area were added to the PM peak assessments. However, for the specific assessment of Day Lane undertaken in this Technical Note, the worst-case scenario is not additional movements in the peak hours, but concentration of movement numbers during a shorter time span. As such, for the purpose of this assessment, it is assumed that the 12 LGV’s arriving at the Converter Station Area from the Onshore Cable Corridor at the end of the working day arrive between 16:00 and 17:00.

The daily profile set out in Figure 1 suggests a maximum of 18 HGV movements on Day Lane in any one hour prior to the implementation of any further management.



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Reduction in HGV Flows

All construction traffic numbers set out in this section represent a worst-case scenario in peak construction and provides an estimate of the number of vehicle movements should no further management efficiencies or logistical measures likely to be introduced by the Contractor as identified in Section 3.7 of the Framework CTMP (REP1-070). These measures include the maximising of loads to reduce vehicle trips, reusing aggregate delivery HGVs and waste removal and consolidation of deliveries. In relation to HGVs associated with the Onshore Cable Route, the potential for a reduction in HGV numbers is noted through the following:

- For assessment purposes it has been assumed that each Onshore Cable Route construction location generates four individual two-way HGV movements in relation to the delivery of materials and removal of waste from each site. It is envisaged however that HGVs would in reality deliver materials to multiple construction locations at the start of each day through consolidation of deliveries as part of the journey. This will also apply to the collection of waste, given it is unlikely for an HGV to return to the Converter Station only partly laden if other construction locations need collections to be made.
- As noted by the Applicant as part of the Framework CTMP (REP1-070) and the Applicant's Transcript for Oral Submissions for Compulsory Acquisition Hearing 1 (REP5-034) temporary laydown areas will be provided within the Order Limits to facilitate construction of the Onshore Cable Route. In relation to this:
 - The working corridors to be located within the Order Limits have been appropriately sized taking into account the need to accommodate sufficient space for the storage of ducts and other materials which are to be used for the purpose of installing the cables, effectively providing laydown areas within the construction working corridor;
 - For Onshore Cable Route construction activities in more constrained locations, for instance within the highway, or on open space land where the working corridor is narrower to minimise impacts, the area required for plant and materials will all be contained within the working corridor, and construction will proceed on a linear basis with laydown and storage areas moving along with the work front;
 - More specifically, this will involve delivery of cement bound sand (CBS), ducts and protective tiles to the areas of construction, which will then be set aside at a lay-down and drop-off area contained within the working corridor. Material would then be transferred from the lay-down location within the working corridor to the point of work within the corridor using smaller plant on-site within the working corridor. This would not involve any additional vehicle movements, with the smaller plant remaining inside the confines of the working corridor as the linear route progresses
 - The materials will be replenished from the main compound on a daily basis or as and when required for such items as CBS and removal of spoil.
- The estimated number of HGV movements provided within this note reflects the peak period of construction, during the first 6-9 months of the construction programme. After this point, HGV construction traffic associated with the Converter Station will reduce, therefore reducing the overall HGV traffic flow on Day Lane further.



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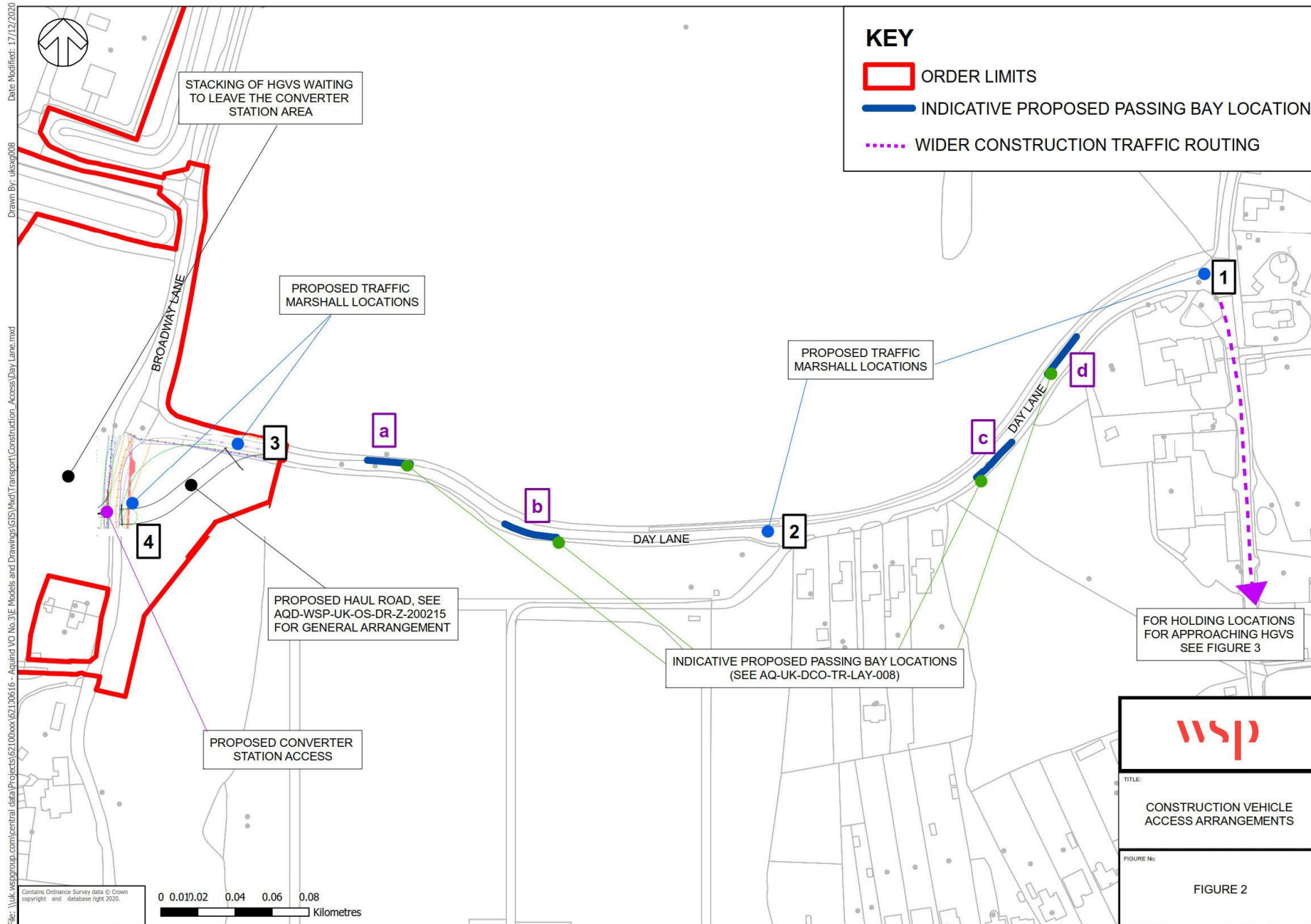
REVISED MANAGEMENT STRATEGY FOR HGV TRAFFIC DURING THE CONSTRUCTION PERIOD

Following discussions with HCC, the Applicant is proposing an amended strategy for the management of construction traffic on Day Lane. The amended strategy uses three main methods of construction vehicle management for mitigating the impacts of movements of such vehicles. These three methods are as follows:

- Introduction of passing bays on Day Lane;
- Strategic management of arrivals and departures of HGVs;
- Use of banksmen and traffic marshalls to control traffic on Day Lane.

A plan contextualising these three methods of construction traffic management on Day Lane has been included in Figure 2 for reference, and each is discussed further in turn.

Figure 2: Construction vehicle access arrangements



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Passing Bays

As can be seen in Figure 2, four passing bays are proposed to be implemented on Day Lane to ensure the safe passing of vehicles on this link. The indicative locations of these passing bays are set out in drawing No. AQ-UK-DCO-TR-LAY-008 which is attached to this Technical Note.

The siting of the proposed passing bays was informed by a site visit which was undertaken to Day Lane on 24th November 2020. Photos of proposed passing bay locations a, b and d have been included below for reference. An image from google maps street view (Google, 2020) has been included for proposed passing bay c.

- **Proposed passing bay a)**



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- **Proposed passing bay b)**



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- **Proposed passing bay c)**



¹ Image: Google (2020)

¹ Image: Google (2020) 'Street View – Day Lane.' Access online: <https://www.google.com/maps/@50.9145067,-1.0305403,3a,75y,174.24h,88.99t/data=!3m6!1e1!3m4!1sY1spl7hJoV4QJp1QOzQCYA!2e0!7!13312!8i6656> (18/12/2020)

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- **Proposed passing bay d)**



As can be seen in the images included, there is sufficient verge space in each location to allow for provision of passing bays without the need to undertake clearance of hedgerows or trees.



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Swept path analysis has been undertaken for all four of the proposed passing bays on Day Lane and can be seen in drawing No. AQ-UK-DCO-TR-LAY-009, which is also attached to this Technical Note. The swept path analysis was undertaken using two 10.2m tipper HGVs travelling in opposing directions on Day Lane at the same time. The swept path analysis undertaken demonstrates that through the use of the proposed passing bays, the two 10.2m tippers HGVs are able to pass one another without conflict. Whilst the proposed management strategy prevents any two project-related HGV's meeting one another on Day Lane, the proposed passing bays ensure any construction related HGV's do not conflict with any other general traffic travelling on Day Lane. This includes the prevention of a conflict in an instance in which a construction related HGV is travelling on Day Lane at the same time a non-project related HGV. For the purposes of completeness, swept path analysis has also been undertaken to assess potential conflicts between a 10.2m tipper and a large car. This analysis is included in drawing No. AQ-UK-DCO-TR-LAY-010, which is also attached to this Technical Note, and demonstrates that through the use of the proposed passing bays conflicts between the two vehicle types in question can be successfully avoided.

As with the proposed upgrades to the junction of Day Lane / Broadway Lane, a Stage 1 Road Safety Audit is also currently being undertaken for the proposed passing bays on Day Lane, and the results of this Audit will be submitted to the ExA and HCC for review when available.

Strategic management of arrivals and departures

MANAGEMENT OF ALL HGVs EXITING THE CONVERTER STATION AREA

The amended strategy for management of HGVs exiting the Converter Station Area includes the stacking of HGVs when exiting the site.

As is stated in the traffic flow section of this Technical Note, 71 HGVs will depart from the Converter Station Area via Day Lane during a typical working day in peak construction (including HGV's associated with construction activities associated with the Converter Station Area, the Onshore Cable Corridor and Landfall). This equates to approximately nine HGV movements travelling eastbound on Day Lane every hour. It is proposed that during peak construction, the banksman / traffic marshall located at the exit of the Converter Station Area manage HGV exits from the site, allowing vehicles to leave only in a convoy of three HGVs. Once three HGVs are ready to leave, all three vehicles are released together in a convoy travelling eastbound on Day Lane.

This methodology would mean the time in which Day Lane is occupied by HGV movements exiting the site would reduce from approximately one instance every seven minutes, to one instance every twenty minutes. This methodology would thereby decrease the total time within the working day in which eastbound HGV movements take place on Day Lane, and thus decrease the potential for conflicts with both general traffic

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and arriving HGVs. In order to ensure the exiting convoy does not conflict with the arrival of HGVs, all banksmen and traffic marshalls will be made aware by radio contact when a convoy is to be released.

MANAGEMENT OF HGVs ARRIVING AT THE CONVERTER STATION AREA ASSOCIATED WITH CONSTRUCTION OF THE CONVERTER STATION

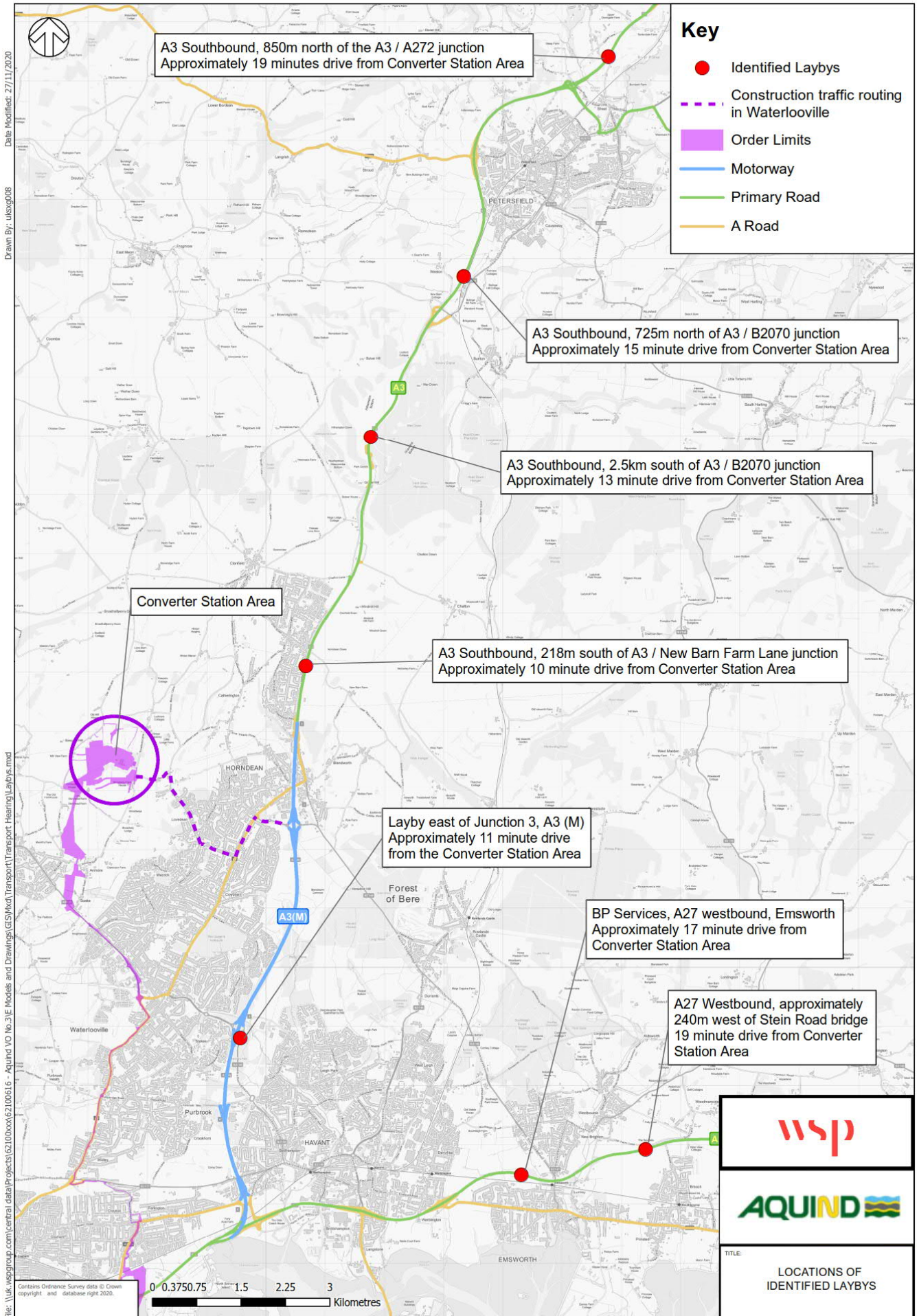
In terms of HGV arrivals, their management will be dealt with by way of a requirement to pre-book an arrival time at the Converter Station Area and 'check-in' on approach to confirm that available. This will allow HGV arrivals to be coordinated in order to avoid times when HGVs will be departing.

There are sufficient locations within a 20 minute drive time of the site to allow HGVs to wait within appropriate areas in order to check-in and await their delivery slot. These locations are mainly laybys located on the Strategic Road Network, with the following available within a 20-minute drive of the Converter Station Area:

- A27 westbound, approx. 240 metres west of the Stein Road bridge, Emsworth;
M27 eastbound, just west of the Portsbridge Roundabout, Cosham;
- Layby just off Junction 3, accessed by Hulbert Road to the east of the junction;
- A3 southbound, approx. 850 metres north of the A3 / A272 junction;
- A3 southbound, approx. 725 metres north of the A3 / B2070 junction;
- A3 southbound, approx. 2.5 km south of the A3 / B2070 junction; and
- A3 southbound, approx. 218 metres south of the A3 / New Barn Farm Lane junction.
- In addition, the BP service station on the A27 westbound, approx. 560 metres west of Horndean Road, Emsworth provides parking for six HGVs.

These locations are also set out in Figure 3.

Figure 3: Identified HGV Check In Areas





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This shows that there are seven opportunities for HGV's arriving at the Converter Station Area to wait ahead of the arrival slot becoming available.

As with departures from the Converter Station Area, it is anticipated that at peak construction there will be 43 HGV movements travelling westbound on Day Lane associated with construction of the Converter Station. It is proposed that HGVs will pull into pre-identified laybys which are shown in Figure 3 in order to 'check-in' with the banksmen at the Converter Station Area ahead of their arrival slot. This process will be monitored and enforced through measures contained within Sections 8.5 and 8.6 of the Framework CTMP (REP1-070).

The arriving vehicle will be given authorisation by the traffic marshalls / banksman to leave their check-in location and access the Converter Station Area only if vehicles are not due to exit the Converter Station Area. Once this authorisation has been given, no HGVs will be permitted to leave the Converter Station Area until the dispatched HGV has arrived. Should the arriving HGV be likely to conflict with a departing convoy, the approaching HGV will be held at their check-in point until the departing HGVs have cleared the banksman at the eastern end of Day Lane. Approaching HGVs will also be held should another approaching HGV have just been cleared for arrival and be travelling to Day Lane from their 'check-in' point. This will eliminate the potential for conflicting HGV movements to occur on Day Lane.

This management strategy will ensure that HGVs arriving at the Converter Station can be scheduled to avoid times when departing HGVs are leaving. At the same time, if HGVs are known to be arriving at the Converter Station Area, departing HGVs can be held on site until such as the incoming HGVs have arrived.

Whilst HGVs are travelling to/from the Converter Station Area along Day Lane, general background traffic can be held at the access, through the use of "Stop/Go" boards. This strategy can also be used on Lovedean Lane at the junction of Day Lane / Lovedean Lane. Adopting this strategy will ensure that the free flow of traffic is maintained for the travelling public, whilst allowing for a flexible approach to traffic management when there is the need to control movement and allowing a procedure to be able to deal with any unforeseen circumstances that may arise.

MANAGEMENT OF HGVS ARRIVING AT THE CONVERTER STATION AREA ASSOCIATED WITH CONSTRUCTION OF THE ONSHORE CABLE ROUTE

Alongside the HGV's approaching the Converter Station Area which are discussed above and are associated with construction in the Area itself, HGV's will also be arriving at the Converter Station Area from both the Onshore Cable Corridor (24 HGV's daily), and Landfall (4 HGV's daily). The travel of these HGV's will be also be actively managed through contact with the Converter Station Area. These HGVs will be held at their position either at Landfall or on the Onshore Cable Corridor, and only be cleared for

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approach to the Converter Station Area when their arrival will not conflict with other HGVs exiting or arriving.

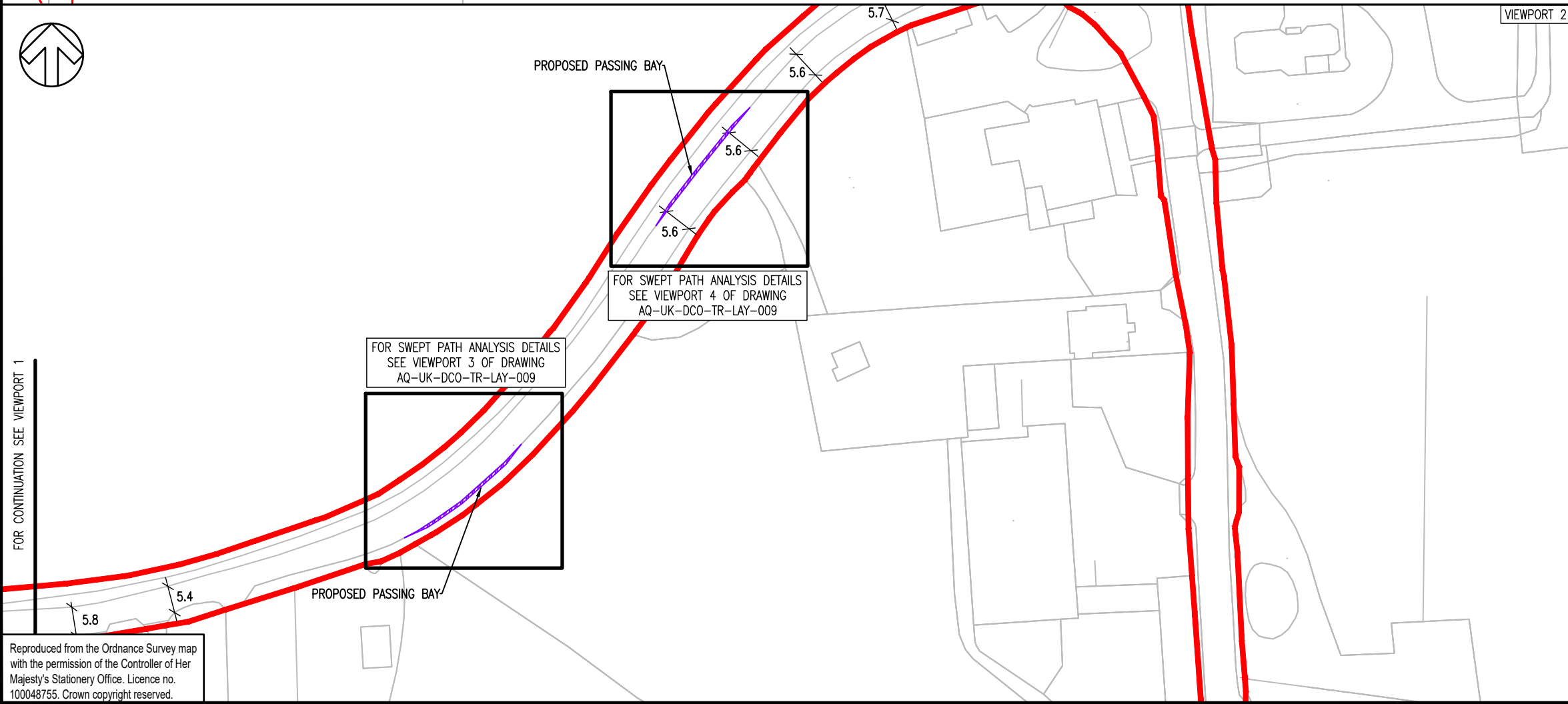
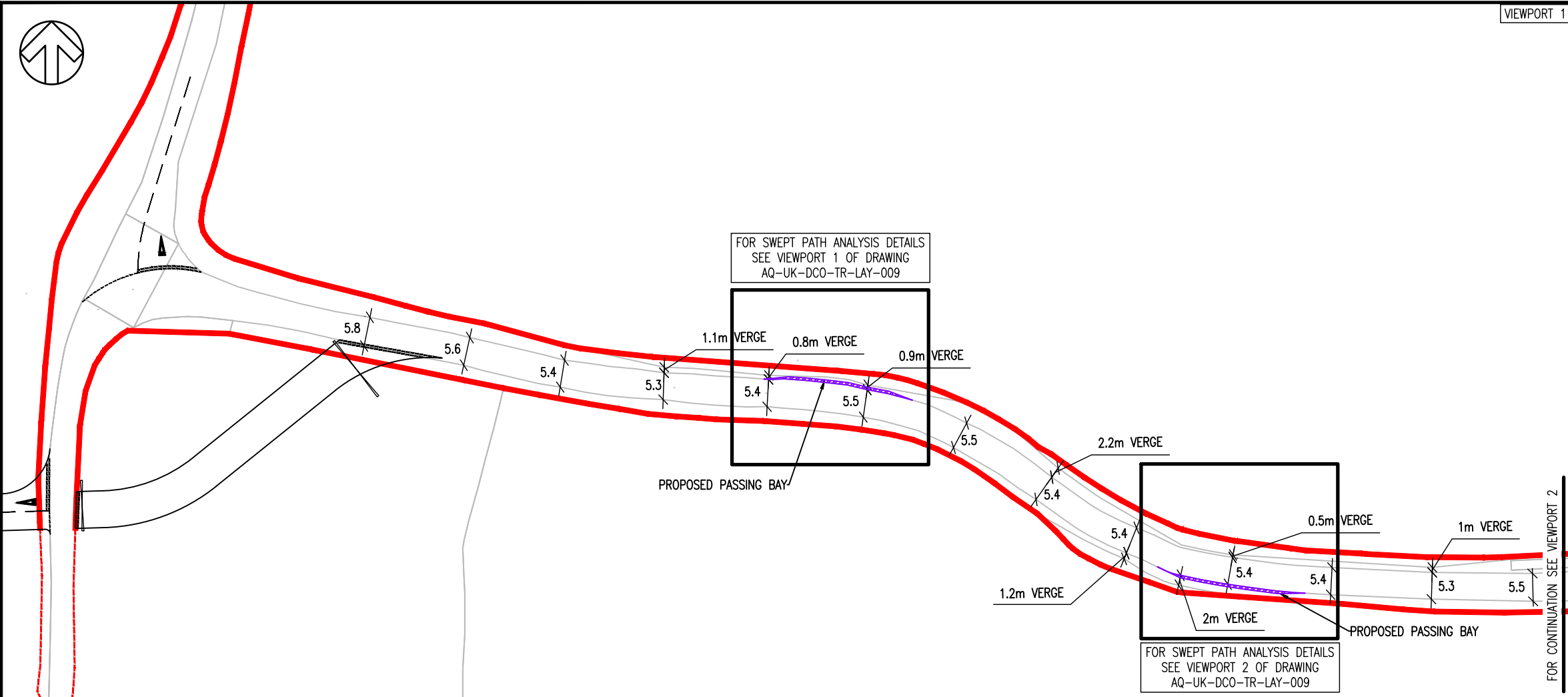
Use of Banksman and Traffic Marshalls

The proposed location of banksman and traffic marshalls on Day Lane is set out in Figure 2, this has remained largely unaltered from that which was proposed within the STA (REP1-142). With minor amendments being made to the positioning of the banksman / traffic marshall location number 2 from the Day Lane arm of the junction of Day Lane / Lovedean Lane, to the Lovedean Lane arm of this junction. Whilst the locations of the banksman / traffic marshalls on Day Lane remains mostly unchanged, the implementation of the proposed passing bays, as well as further discussions with HCC and the implementation of further strategic management of HGV arrivals and departures has resulted in updated proposal for their roles. The proposals for the roles of the banksman / traffic marshalls on Day Lane set out in this TN supersede that which is included in Section 3.4. of the STA.

- **Location 1:** Will use STOP/GO boards to halt general traffic on Lovedean Lane at the Day Lane / Lovedean Lane junction for the time period between a convoy of HGV's being released from the Converter Station Area and when these vehicles exit Day Lane at this junction;
- **Location 2:** Will coordinate with Locations 3 and 4 to prevent the release of a convoy of HGV's from the Converter Station Area when a resident of the private properties on Day Lane has left their property and is travelling westbound on Day Lane with the potential to collide with such convoy. Banksman 2 will also warn residents wishing to exit should a convoy of HGV's already have been released from the haul road which has yet to have passed the property in question. Preference will always be given to residents wishing to leave their properties over the exit of an HGV convoy, with residents only being held should a convoy already have been released when they wish to depart;
- **Location 3:** Will use STOP/GO boards to temporarily halt vehicles travelling eastbound on Day Lane prior to the proposed haul road access in order to allow a convoy of HGV's to exit safely; and
- **Location 4:** Is to be located at the Broadway Lane entrance of the proposed haul road and will temporarily halt traffic on Broadway Lane when a construction vehicle (or convoy of such vehicles) is travelling across the highway between the Converter Station Area entrance and the haul road.

All banksman / traffic marshalls will remain in contact with one another at all times via telecommunication devices as to ensure a coordinated approach to HGV management on Day Lane.

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VIEWPORT 1

VIEWPORT 2

DO NOT SCALE

- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. THE DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL REVENANT DOCUMENTATION.
 3. ALL PASSING BAY DIMENSIONS ARE 0.5m WIDTH BY 20m LENGTH PLUS 5m ENTRY AND EXIT TAPERS.

KEY:

- HIGHWAY BOUNDARY
- ▨ PROPOSED AREA OF NEW CARRIAGEWAY TO PROVIDE NEW VEHICLE PASSING BAY

A	16/12/2020	AVI	FIRST ISSUE	SG	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S2 - FOR INFORMATION**



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wsp.com

CLIENT: 

ARCHITECT:

PROJECT: **AQUIND**

TITLE: **DAY LANE
PROPOSED PASSING BAYS**

SCALE @ A3: 1:1000	CHECKED: SG	APPROVED: CW
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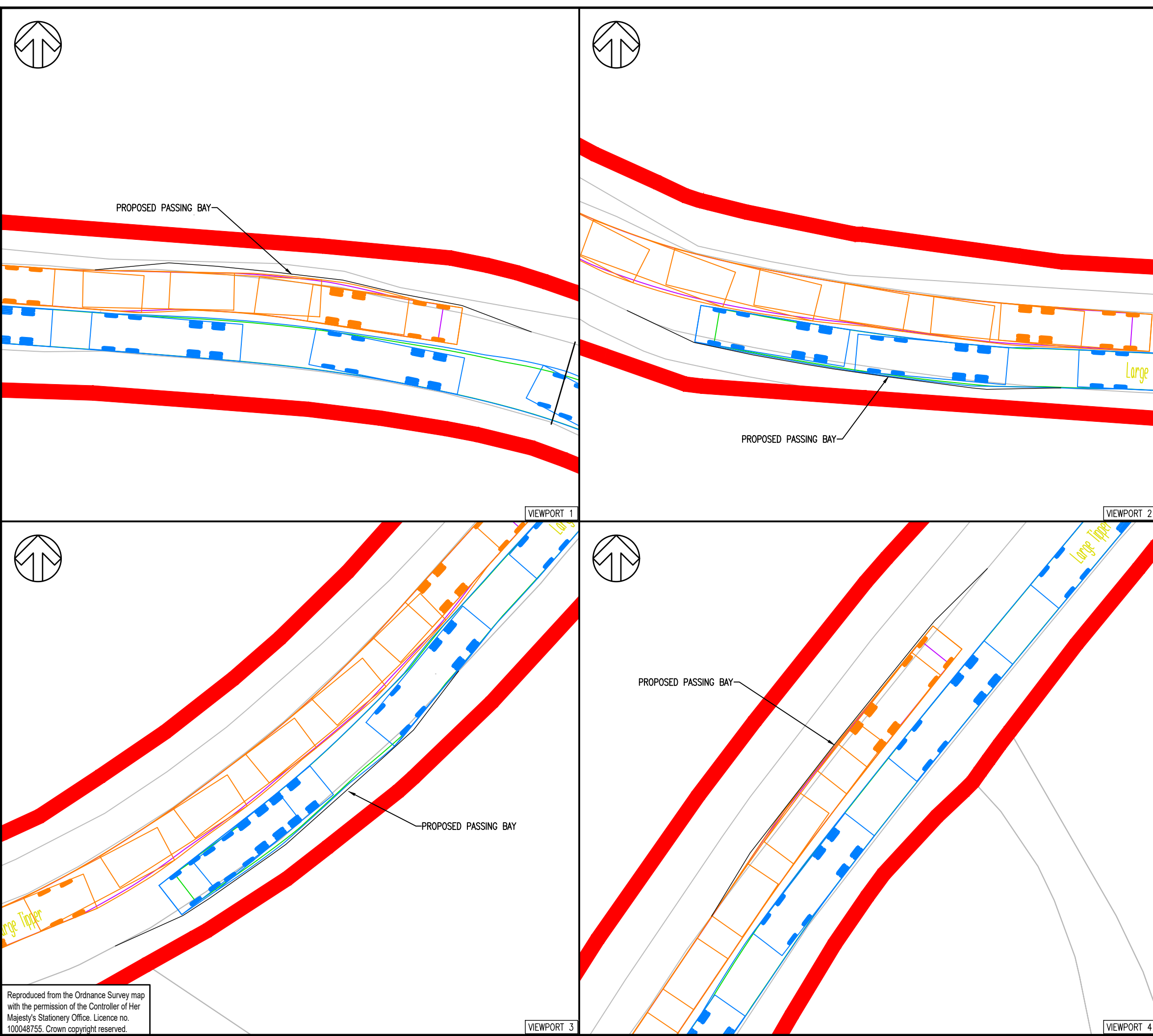
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DRAWING No: AQ-UK-DCO-TR-LAY-008	REV: A
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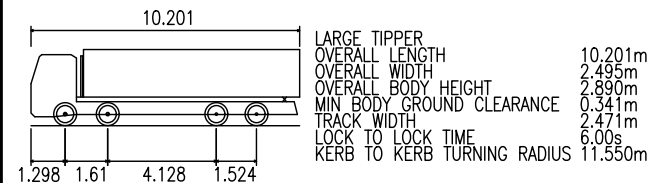
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DO NOT SCALE

NOTES:

1. ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5mph.
2. ALL SWEEP PATHS WERE TRACKED USING A LARGE TIPPER, VEHICLE PROFILE SHOWN BELOW (DIMENSIONS IN METRES):



VEHICLE TRACKING KEY:

- EASTBOUND VEHICLE
- EASTBOUND VEHICLE WHEELS
- WESTBOUND VEHICLE
- WESTBOUND VEHICLE WHEELS

ADDITIONAL ITEMS:

- █ HIGHWAY BOUNDARY

A	16/12/2020	AVI	FIRST ISSUE	SG	CW
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DRAWING STATUS: **S2 - FOR INFORMATION**



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CLIENT: 

ARCHITECT: -

PROJECT: **AQUIND**

TITLE: **DAY LANE
PROPOSED PASSING BAYS SWEEP PATH ANALYSIS**

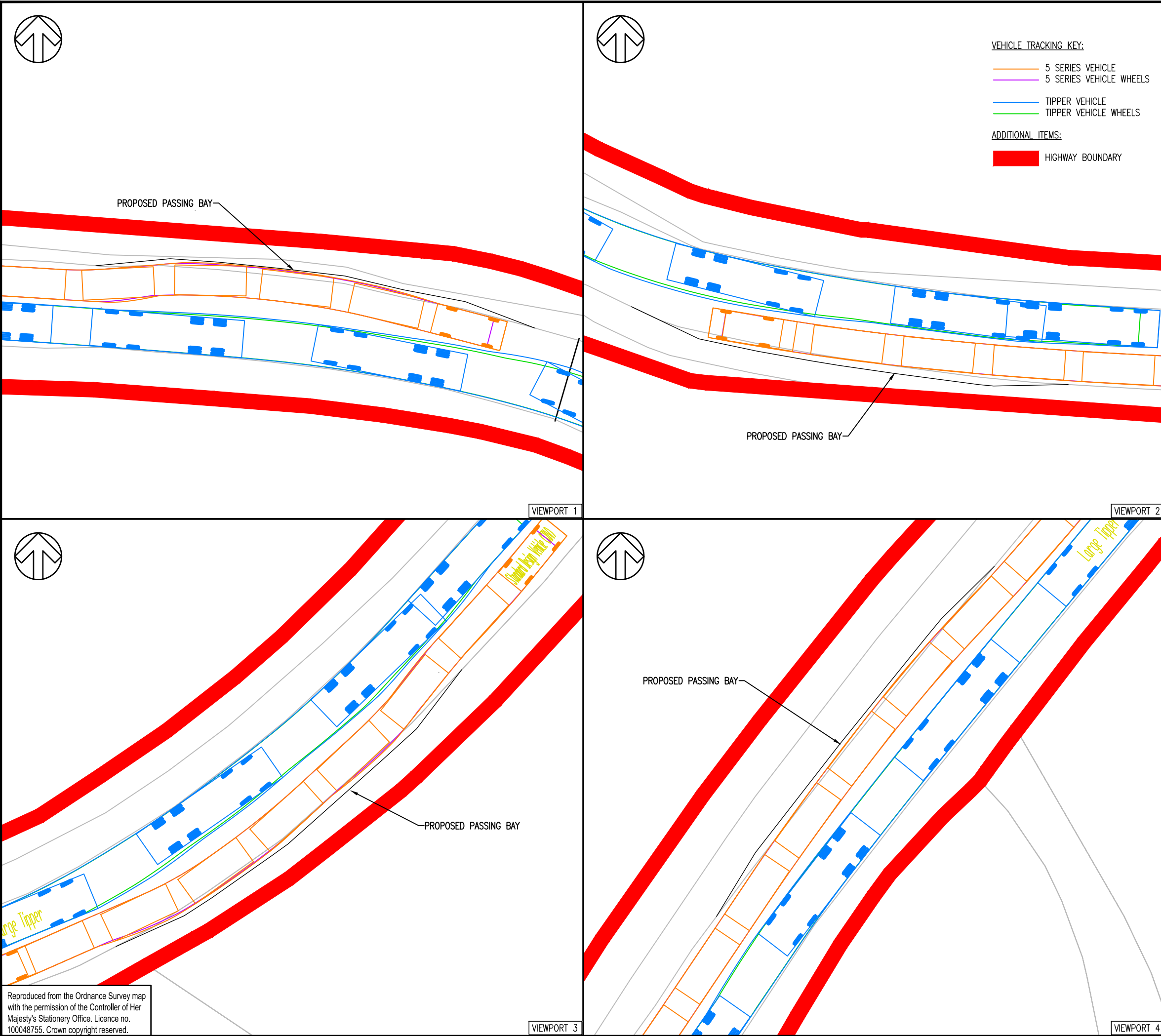
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PROJECT No: 62100616	DESIGNED: AVI	DRAWN: AVI
		DATE: December 20

DRAWING No: **AQ-UK-DCO-TR-LAY-009** REV: **A**

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VEHICLE TRACKING KEY:
 — 5 SERIES VEHICLE
 — 5 SERIES VEHICLE WHEELS
 — TIPPER VEHICLE
 — TIPPER VEHICLE WHEELS

ADDITIONAL ITEMS:
 ■ HIGHWAY BOUNDARY

DO NOT SCALE

NOTES:

- ALL VEHICLES ARE TRACKED AT A DESIGN SPEED OF 5mph.
- SWEPT PATHS WERE TRACKED USING A LARGE TIPPER AND A STANDARD VEHICLE. BOTH PROFILES ARE SHOWN BELOW (DIMENSIONS IN METRES):

	LARGE TIPPER	OVERALL LENGTH	10.201m
		OVERALL WIDTH	2.495m
		OVERALL BODY HEIGHT	2.890m
		MIN BODY GROUND CLEARANCE	0.341m
		TRACK WIDTH	2.471m
		LOCK TO LOCK TIME	6.00s
		KERB TO KERB TURNING RADIUS	11.550m

	5 SERIES	OVERALL LENGTH	4.750m
		OVERALL WIDTH	1.800m
		OVERALL BODY HEIGHT	0.325m
		MIN BODY GROUND CLEARANCE	0.325m
		TRACK WIDTH	1.700m
		LOCK TO LOCK TIME	4.00 sec
		KERB TO KERB TURNING RADIUS	6.200m

A	18/12/2020	AMS	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **S2 - FOR INFORMATION**

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CLIENT:

ARCHITECT: -

PROJECT: **AQUIND**

TITLE: **DAY LANE
 PROPOSED PASSING BAYS SWEEP PATH ANALYSIS**

SCALE @ A3: 1:250 CHECKED: CW APPROVED: CW

PROJECT No: 62100616 DESIGNED: AMS DRAWN: AMS DATE: December 20

DRAWING No: **AQ-UK-DCO-TR-LAY-010** REV: **A**

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