

RHS GARDEN WISLEY
TRAVEL PLAN ADDENDUM
(Royal Horticultural Society)

TTHC Ltd – the Traffic, Transport & Highway Consultancy

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1.0 INTRODUCTION

1.1 This Travel Plan Addendum (TPA) has been prepared by TTHC Ltd to promote sustainable travel to and from the RHS Garden, Wisley (the Site). It is to be read in conjunction with the original Travel Plan (TP) prepared by Motion to support planning application ref: 16/P/01080, which was granted permission in 2016.

1.2 The RHS Garden at Wisley has undergone a comprehensive master-planning process, with a new Welcome Building, a new National Centre for Horticultural Science and Learning, and various buildings and facilities being relocated around the Gardens. This master-planning was undertaken in order to explore the suitability of the existing facilities for meeting their Masterplan Vision and to enhance the operational performance and offering of the Garden.

1.3 A central component of this master-planning was the re-design of the main visitor car park. This re-design was necessary in order to ensure that the required logistical movements could operate effectively, whilst simultaneously ensuring that the safety of RHS visitors was not compromised.

1.4 The 2016 planning permission relates to the layout designs in drawing *150327-20 (Rev E)*, a copy of which is attached in **Appendix A**. The TP submitted as part of the application provided information covering:

- Policy context and travel plan objectives
- Baseline conditions
- Development proposals
- Baseline staff and visitor travel habits
- Travel plan coordinator
- Travel plan measures
- Targets

- Monitoring and review

- 1.5 Since the 2016 permission, RHS has sought to further improve the layout with a scheme that better achieves the aims set out in the Masterplan Vision, as well as providing an improved environment for all users and pedestrians in particular. An Updated Transport Report (UTR) has been prepared, detailing the improved car parking layout and strategy proposed.
- 1.6 This TPA has been prepared in conjunction with the UTR, but of course, the majority of the components that comprised the previously submitted TP remain unchanged, despite the differing layout proposed. As such, this TPA focuses on updating the development proposals and the additional design measures that are to be provided as a result of the layout re-design.
- 1.7 The additional package of measures included within this TPA help to further, *“encourage the use of sustainable modes of transport and movement of people and goods during the buildings operation and use”*, as required in conjunction with the BREEAM ‘very good’ assessment criteria, Tra05.
- 1.8 The ‘soft’ (behavioural) measures promoted in the extant TP will be carried forward and remain unchanged. This TPA focuses on the ‘hard’ (physical) improvements that are implemented as a result of the layout amendments.
- 1.9 The following section of this report will detail the relevant changes between the layout drawings and, subsequently, the additional design measures that have been incorporated in the scheme which will help to encourage sustainable travel and help to achieve the desired BREEAM status.

2.0 DEVELOPMENT PROPOSALS

2.1 The revised car park layout is attached in **Appendix B** (*TTHC Drawing M17037-A-064*) and is intended to replace the previously approved layout design, which is attached at **Appendix A**.

2.2 **Appendix B** provides a plan of the proposed car park and service arrangements for the Site. The provision of the different type and number of spaces is summarised as follows:

• Disabled Car Parking:	79
• Electric Car Parking:	10
• Click & Collect:	4
• Standard Car Parking:	1448

2.3 It can be observed that the provision of electric charging spaces has been more than doubled from the previously consented plan. This has been implemented in order to ensure a certain level of 'future proofing' in line with the wider increase in electric vehicle patronage.

2.4 The proposed amendments to the Site layout would maintain the permitted level of disabled space provision. In the event that the need for additional disabled spaces is identified, there are standard spaces that can be easily converted if future demand dictates; this will be monitored as part of the Travel Plan and provision increased as and when required.

2.5 In addition to car parking spaces, the plan in **Appendix B** also shows the provision of 70 bicycle spaces for visitors and staff.

2.6 Owing to the nature of the Site, no cycle lanes are provided through the Site and cyclists will be required to dismount at either end of the car park; signposts indicating this requirement will be provided at both ends of the Site.

2.7 It can be observed that the cycle parking, disabled parking and electric parking provisions are all conveniently located to the main entrances of the Site, with direct and good quality pedestrian routes connecting them.

- 2.8 Pedestrian routes throughout the Site are 2m wide, tarmacked and with dropped kerbs provided in order to accommodate for all levels of mobility. The section of Footpath 7 which routes from the tip of the car park to the North through the trees comprises of 'boardwalk', which is also suitable for all levels of mobility.
- 2.9 These routes run from both ends of the car park and link the key areas for disabled, electric and cycle parking to the main visitor entrance, as shown in **Appendix B**.
- 2.10 Pedestrian priority has been promoted throughout the car park; various dedicated crossings are provided, connecting pedestrian routes to the main visitor entrance.
- 2.11 Further, the area in front of the main visitor entrance is raised and does not permit any through traffic.
- 2.12 The routeing of coaches in the proposed arrangement ensures that conflicts between coaches and pedestrians/visitors are minimised. The designs ensure that coaches enter and exit without the need to route through part of the visitor car park, where there is a greater potential for conflict. With these amended proposals, access and egress via Wisley Lane would be possible without having to traverse through the main visitor car park, as would be the case with the permitted layout.
- 2.13 The coach drop-off area is a one-way system and is also located in close proximity to the main visitor entrance with direct routes that are accessible to all levels of mobility and which connect the area to the main visitor entrance.
- 2.14 A taxi rank is provided adjacent to the coach parking, utilising the one-way coach system which is to be for taxis and coaches only. This space is capable of accommodating approximately 2 taxi vehicles and is a suitable space for drop-off/waiting vehicles.
- 2.15 The re-design of the car park layout would mean that service vehicles would no longer be required to route through the main visitor car park (as is the case with the currently permitted proposals – see **Appendix A**). This has been achieved

through the implementation of passing bays along the concrete service road in order to allow 2-way movements. The current proposals only permit an egress movement along the concrete road, with delivery vehicles accessing the Gardens by routing through the main visitor car park.

- 2.16 A series of plans are provided in **Appendix C** which show the detail of the improved service access route with passing bays and swept path plots of the most onerous service vehicle types.
- 2.17 The alternative routing of delivery vehicles proposed here would significantly reduce the potential for conflict between visitors and delivery vehicles, providing a safer and more convivial experience for both footpath users and RHS visitors.
- 2.18 In conjunction with the more detailed design work, the Wilson Wood Yard area has also been specifically examined and worked up in detail to provide the most efficient arrangement. A series of plans showing the resulting arrangements, including service vehicles swept paths plots for the most onerous vehicles, is provided in **Appendix D**.
- 2.19 These plans show dedicated access for all service vehicle types for this part of the Site as well as other plant requirements, with arrangements which enable all movements to be safely accommodated.
- 2.20 The southern portion of the Site is to be staff-only parking. This will to be accessed from Wisley Lane and egress will be via the main visitor car park.
- 2.21 Car sharing measures for visitors has not been provided as the travel survey data illustrates that the vast majority of visitors already arrive in pairs or more, with only 6% arriving as single occupants. However, as part of the provision for staff parking, parking priority for car sharers shall be provided.
- 2.22 Sheltered bike parking specifically for staff will be provided, with 10 spaces in total. Three motorcycle parking spaces will also to be provided adjacent to The Barn.
- 2.23 A lighting strategy is to be developed as part of the proposed car park scheme; this strategy will ensure that pedestrian and waiting areas are suitably lit and

provide a pleasant and secure environment. The car park lighting remains subject to detail design. However, once this feature has been advanced a Technical Note will be submitted in due course, providing detail of the measures proposed.

2.24 The following section will summarise the additional measures that have been improved in conjunction with and as a result of the improved layout design.

3.0 ADDITIONAL MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

3.1 Owing to the alternative development proposal, several additional measures are now able to be implemented that will encourage sustainable travel to/from the Site.

3.2 This TPA serves to demonstrate the additional improvements and measures that have been implemented as a result of the car park layout re-design. Any 'soft' (behavioural) measures that are included in the extant Travel Plan (and therefore not affected by the physical re-design) are still to be implemented as per the extant Travel Plan.

Walking and Cycling

3.3 It can be observed that the pedestrian provisions have been significantly enhanced. The network of pedestrian routes (shown in red as well as Footpath 7) offer safe, direct and well-connected routes around the Site to/from the key locations.

3.4 The locations of disabled parking, electric parking, cycle parking and coach drop-off zone have been given priority. It can be observed that these facilities are located advantageously to the main visitor entrance and that there are direct pedestrian links connecting them.

3.5 As noted, all pedestrian routes throughout the Site are to be 2m wide, tarmacked and have dropped kerbs provided where necessary. This will permit easy movement around the Site for all mobility levels.

3.6 The car park has been designed to encourage a low speed environment which provides for the safe movement of pedestrians. The design measures implemented will help the movement of pedestrians across the Site, whilst also ensuring that vehicular speeds remain low and thus conducive to a pleasant and safe walking environment.

3.7 Footpath 7 was originally intended to be a shared cycle/footway. However, the path routes along the front of the main entrance to the Site and, as a result, is likely to be busy. When considering the limited space available and the

proximity of the footpath to cars accessing the car park (particularly disabled parking spaces) it was concluded that there was a more suitable alternative to promote a safe environment for pedestrians and cyclists.

3.8 Consequently, cycle lane provision is not suitable and has been omitted from the layout in order to ensure the safety of both pedestrians and cyclists.

3.9 The necessary signposting will be provided at each end of the footway where they cross the Site boundary, indicating that dismounting is required.

Cycle Storage

3.10 The proposed layout accommodates visitor cycle parking for 60 cycles and ensures that the cycle storage is closer and has better pedestrian links connecting it to the main visitor entrance.

3.11 There will be a further 10 cycle spaces and 3 motorcycle spaces provided at The Barn, specifically for staff. The proximity of these provisions to the building entrance will help to encourage these as modes of transport amongst staff.

3.12 All previous 'soft' measures will be implemented as per the extant Travel Plan.

Taxi Drop-off/Waiting Areas

3.13 **Appendix B** also illustrates that a taxi drop-off zone is to be provided adjacent to the coach drop-off zone, utilising the one-way system, and entering and exiting via Wisley Lane.

3.14 This system should ensure a consistent flow of movement in the area, permitting efficient pick up/drop-off of customers close to the main entrance. This zone also benefits from improved pedestrian links, connecting visitors to the main entrance via dropped kerbs.

Electric Parking

3.15 Parking for electric vehicles has been more than doubled from 4 spaces to 10 spaces (2 for staff at The Barn) in order to instil a level of 'future proofing'.

- 3.16 The electric spaces provided are connected to the visitor main entrance via pedestrian routes and dropped kerbs.
- 3.17 This provision will be monitored by the Travel Plan Coordinator (TPC) and all other 'soft measures' are to be implemented as per the extant Travel Plan.

Parking Priority Spaces for Car Sharers

- 3.18 As noted, the travel surveys conducted as part of the extant Travel Plan show that the majority of visitors arrive in vehicles with 2 or more passengers (93%). As such, the measures provided here have focussed on encouraging staff car sharing as the proportion that currently car share is much lower (5%).
- 3.19 The area of the car park to provide staff car parking is indicated in **Appendix B** and is located to the south of the Site. Staff parking is located here as The Barn is a staff building and there is also a staff entrance to the wider Gardens located here.
- 3.20 Two car sharing priority spaces will be provided in this location, occupying the spaces closest to the entrance to The Barn in order to encourage car sharing between staff; these spaces will be indicated by signage.
- 3.21 As noted, this measure will also be supplemented by the 'soft' measures designed to encourage car sharing such as the provision of notices in communal spaces.
- 3.22 The two spaces provided account for just over 10% of staff parking at The Barn. This is considered sufficient at this stage as this provides a 'growth buffer' in addition to the 5% of staff that currently car share. The TPC will monitor the demand for such spaces and more can be added if required.

4.0 CONCLUSION

4.1 This Travel Plan Addendum has been prepared by TTHC Ltd to promote sustainable travel to and from the RHS Garden, Wisley (the Site). It is to be read in conjunction with the original Travel Plan prepared by Motion to support planning application ref: 16/P/01080, which was granted permission in 2016.

4.2 The TP submitted as part of the application provided information covering:

- Policy context and travel plan objectives
- Baseline conditions
- Development proposals
- Baseline staff and visitor travel habits
- Travel plan coordinator
- Travel plan measures
- Targets
- Monitoring and review

4.3 The RHS Garden at Wisley has undergone a comprehensive master-planning process, with a new Welcome Building, a new National Centre for Horticultural Science and Learning, and various buildings and facilities being relocated around the Gardens. This master-planning was undertaken in order to explore the suitability of the existing facilities for meeting their Masterplan Vision and to enhance the operational performance and offering of the Garden.

4.4 A central component of this master-planning was the re-design of the main visitor car park. This re-design was necessary in order to ensure that the required logistical movements could operate effectively, whilst simultaneously ensuring that the safety of RHS visitors was not compromised.

4.5 The 2016 planning permission relates to the layout designs in drawing *150327-20 (Rev E)*, a copy of which is attached in **Appendix A**.

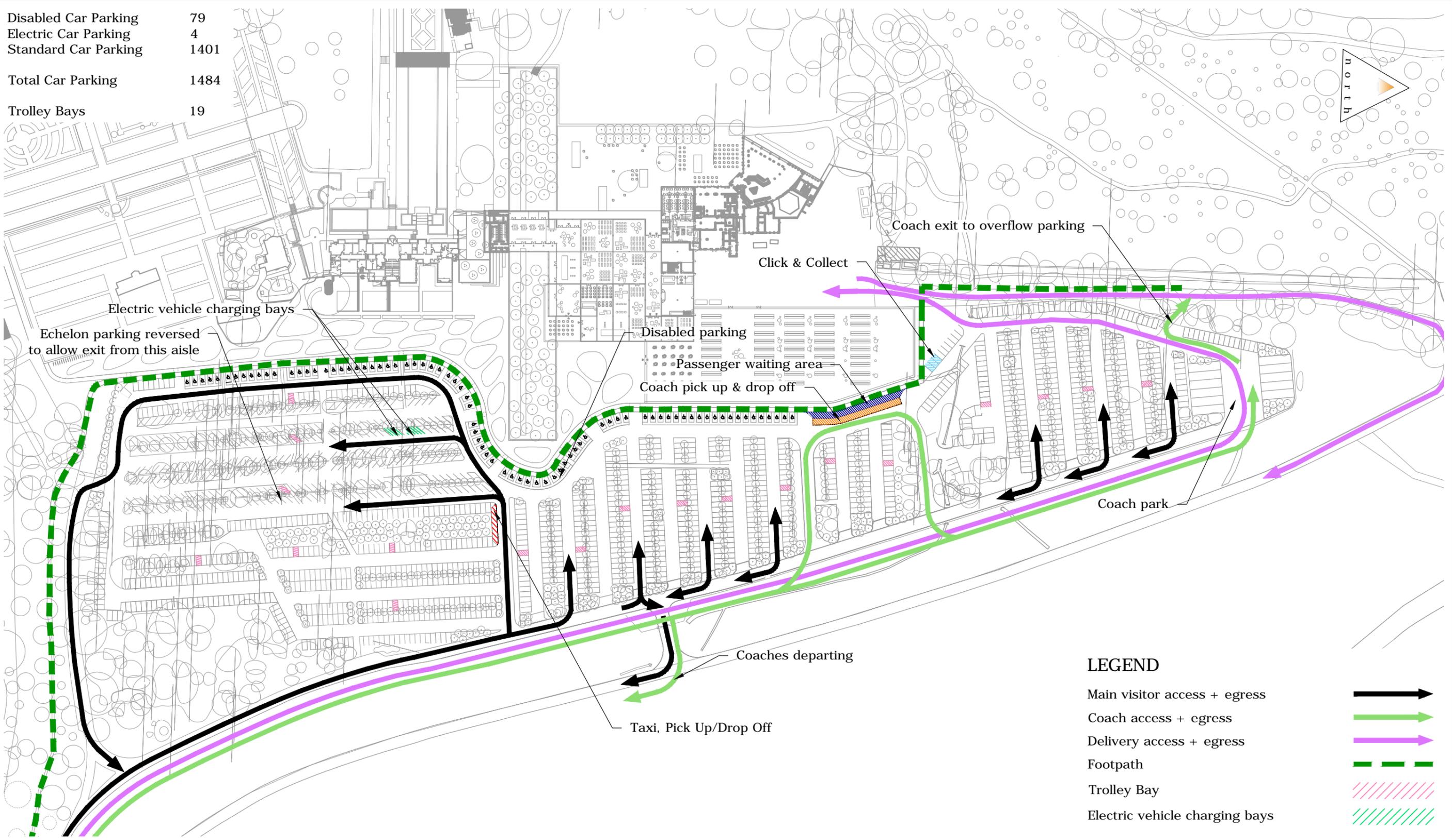
4.6 Since the 2016 permission, RHS has sought to further improve the layout with a scheme that better achieves the aims set out in the Masterplan Vision, as well as providing an improved environment for all users and pedestrians in

particular. An Updated Transport Report has been prepared, detailing the improved car parking layout and strategy proposed.

- 4.7 Of course, the majority of the components that comprised the previously submitted Travel Plan remain unchanged, despite the differing layout proposed. As such, this Travel Plan Addendum focuses on updating the development proposals and the additional design measures that are to be provided as part of the improvement in design and which are 'hard', physical measures.
- 4.8 The additional package of measures included within this Technical Note help to further, "*encourage the use of sustainable modes of transport and movement of people and goods during the buildings operation and use*", as required in conjunction with the BREEAM 'very good' assessment criteria, Tra05.
- 4.9 All monitoring of the Travel Plan will be conducted by the Travel Plan Coordinator as set out in the extant Travel Plan.
- 4.10 It can be concluded that the design measures proposed address the shortcomings of the previously permitted layout design, as required by the BREEAM assessment in order to achieve 'very good' status rating.

APPENDIX A

Disabled Car Parking	79
Electric Car Parking	4
Standard Car Parking	1401
Total Car Parking	1484
Trolley Bays	19



LEGEND

- Main visitor access + egress
- Coach access + egress
- Delivery access + egress
- Footpath
- Trolley Bay
- Electric vehicle charging bays

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Project:
RHS Wisley

Title:
Proposed Car Park Arrangement

Scale: NTS (@ A3)

Notes:

Drawing:
150327-20

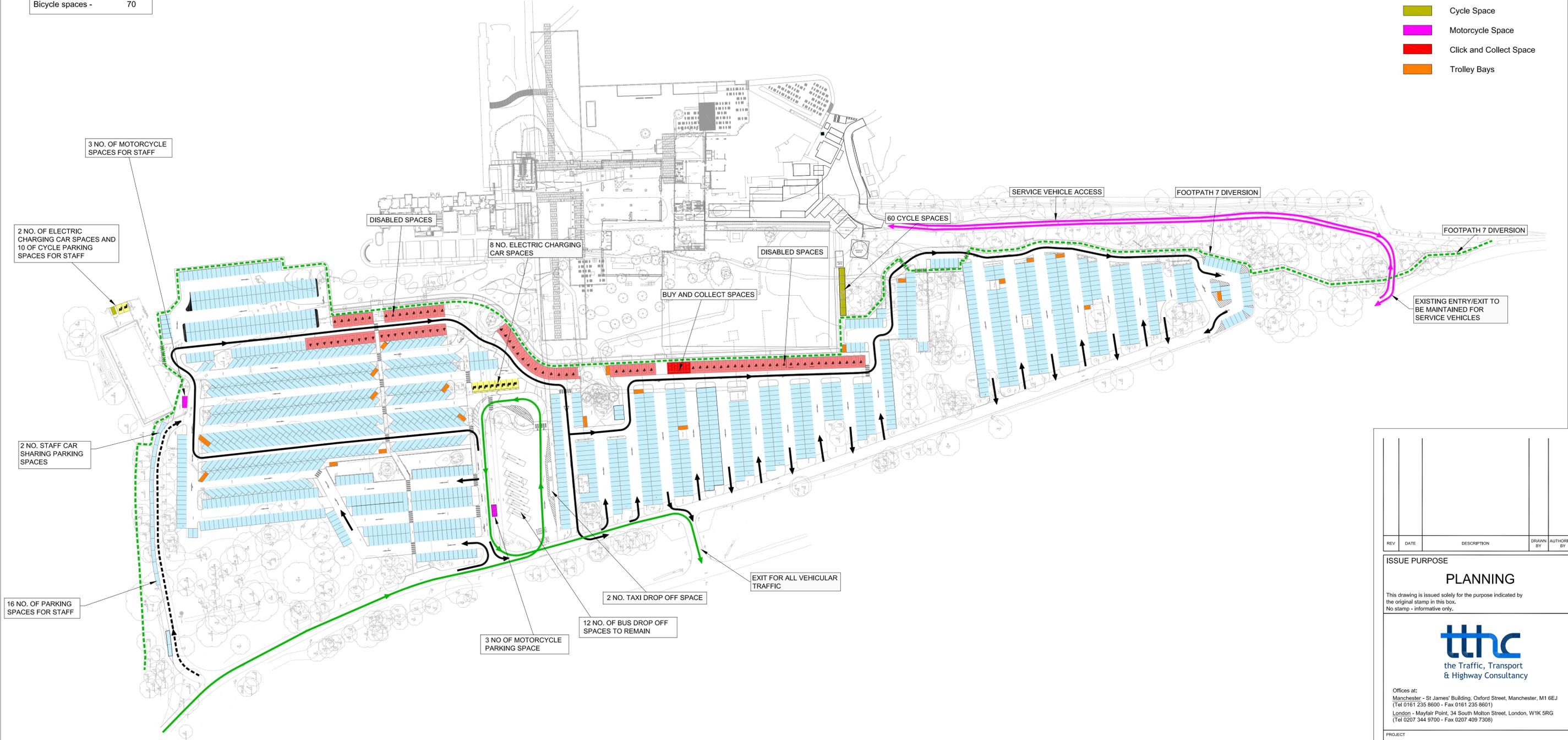
Revision:
E

APPENDIX B



SPACES	
Disabled -	79
Electric Car Charging -	10
Buy & Collect -	4
Standard Spaces -	1448
Total Spaces -	1541
Bicycle spaces -	70

KEY	
	Main Visitor Access + Egress
	Staff access only
	Coach Access + Egress
	Footpath
	Standard Vehicle Space
	Disabled Vehicle Space
	Electric Vehicle Space
	Cycle Space
	Motorcycle Space
	Click and Collect Space
	Trolley Bays



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PROJECT

RHS WISLEY

DRAWING TITLE

**RHS WISLEY CAR PARK WORKS
GENERAL ARRANGEMENT
KEY PLAN**

CLIENT

RHS WISLEY

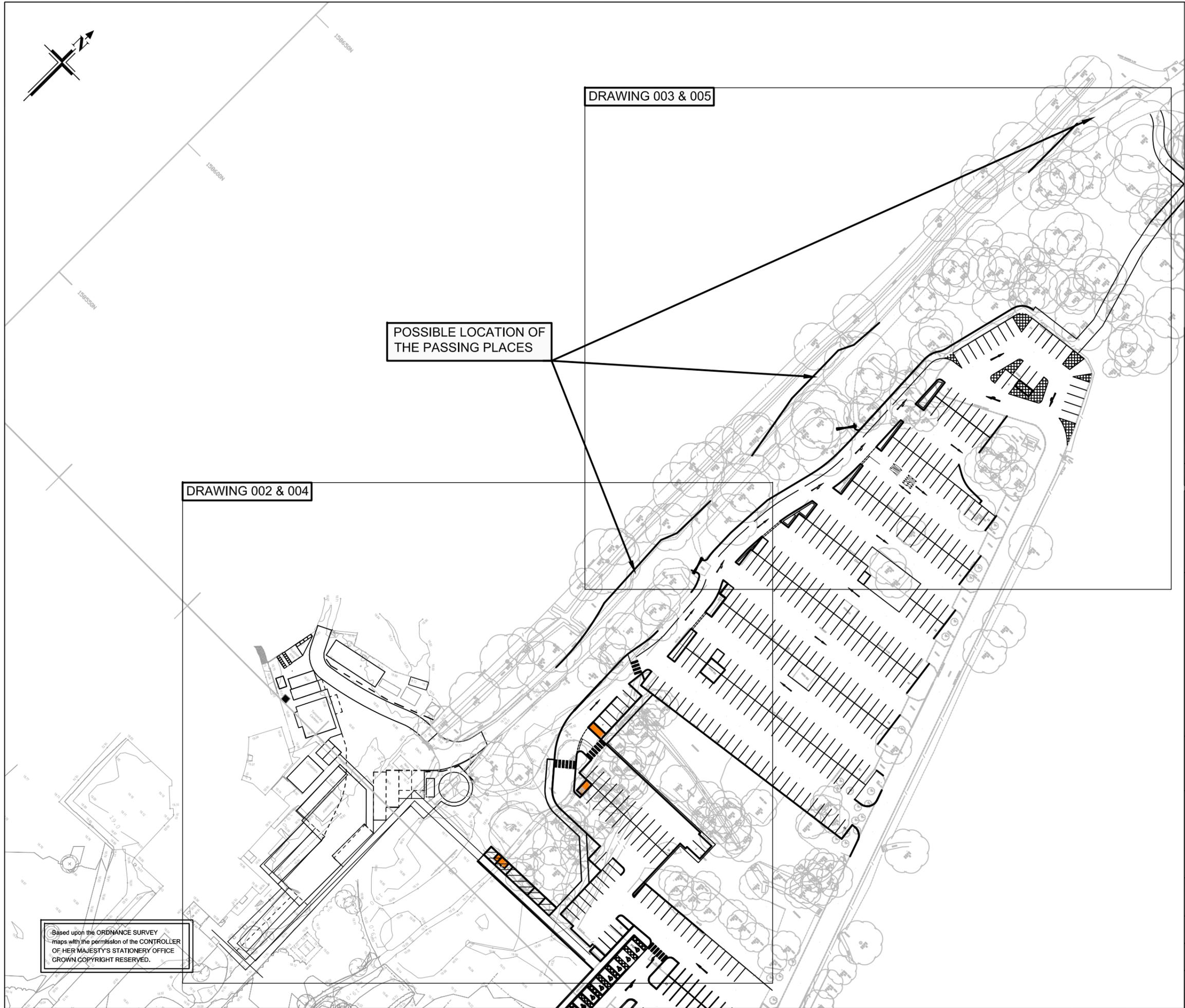
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M17037-A-064

APPENDIX C



POSSIBLE LOCATION OF THE PASSING PLACES

DRAWING 003 & 005

DRAWING 002 & 004

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PROJECT

RHS WISLEY SITE WORK

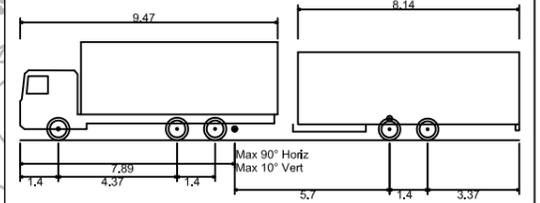
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**POTENTIAL LOCATION OF PASSING PLACES
GENERAL ARRANGEMENT**

CLIENT

RHS WISLEY

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M17037-A-001	E	



Close Couple Drawbar Vehicle

Overall Length	18.360m
Overall Width	2.500m
Overall Body Height	3.607m
Min Body Ground Clearanc	0.312m
Track Width	2.355m
Lock to Lock Time	6.00sec
Kerb to Kerb Turning Radius	9.650m

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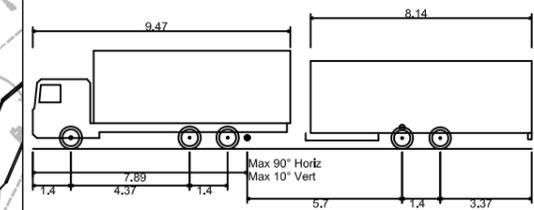
PROJECT
RHS WISLEY SITE WORK

DRAWING TITLE
**SWEPT PATH ANALYSIS FOR PASSING PLACES
FTA 16.5M ARTIC VEHICLE**

CLIENT
RHS WISLEY

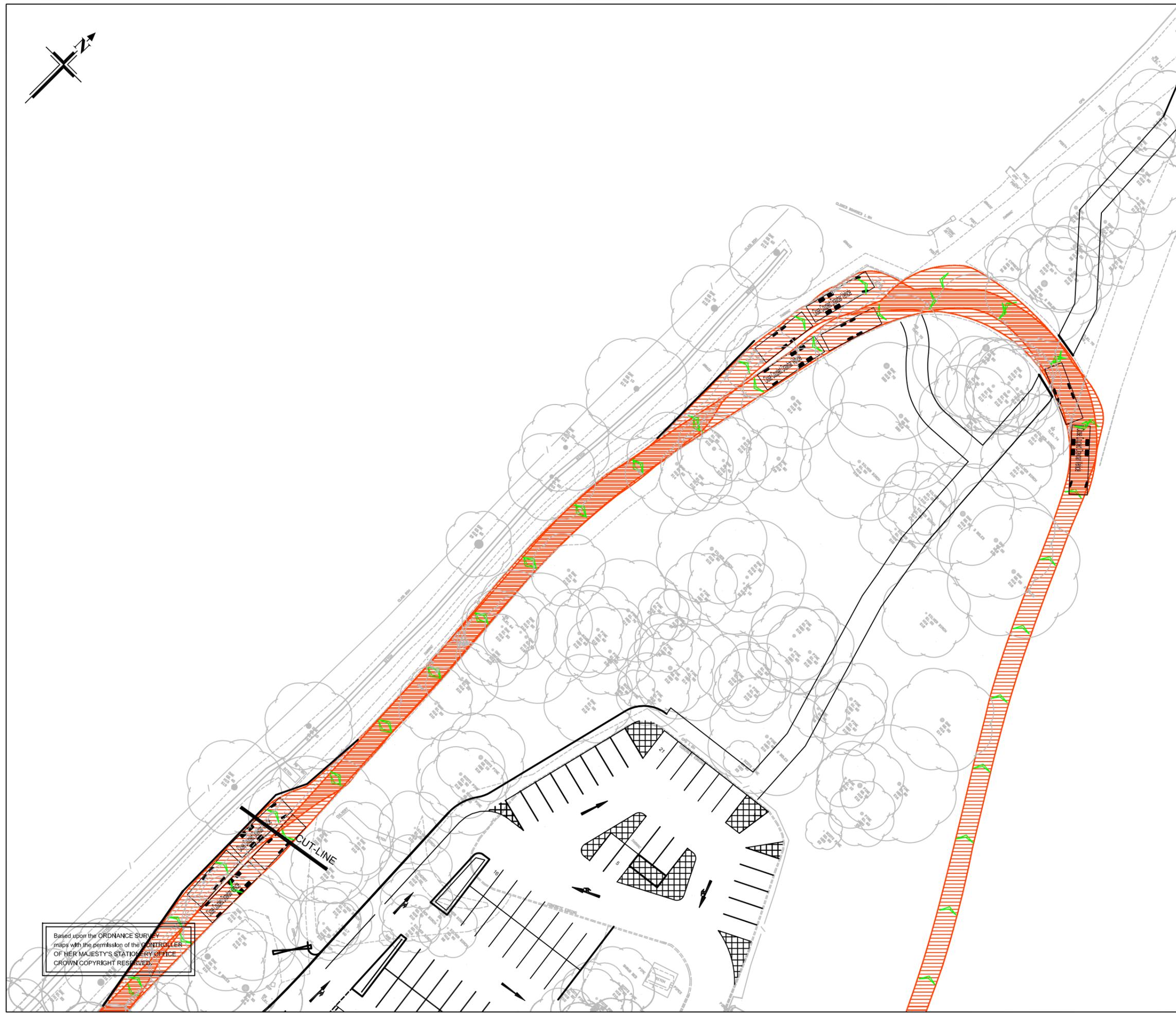
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Close Couple Drawbar Vehicle

Overall Length	18.360m
Overall Width	2.500m
Overall Body Height	3.607m
Min Body Ground Clearanc	0.312m
Track Width	2.355m
Lock to Lock Time	6.00sec
Kerb to Kerb Turning Radius	9.650m



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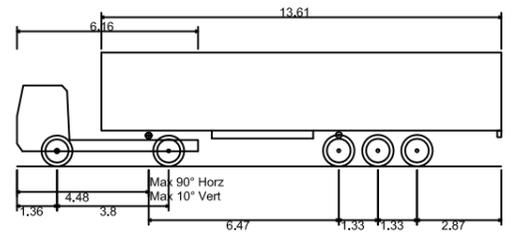
**SWEPT PATH ANALYSIS
FOR PASSING PLACES
FTA 16.5M ARTIC VEHICLE**

CLIENT

RHS WISLEY

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M17037-A-003	E



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearanc	0.515m
Track Width	2.470m
Lock to Lock Time	3.00sec
Kerb to Kerb Turning Radius	6.550m

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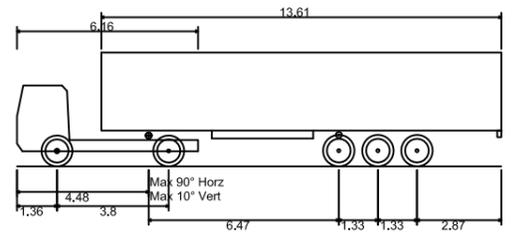
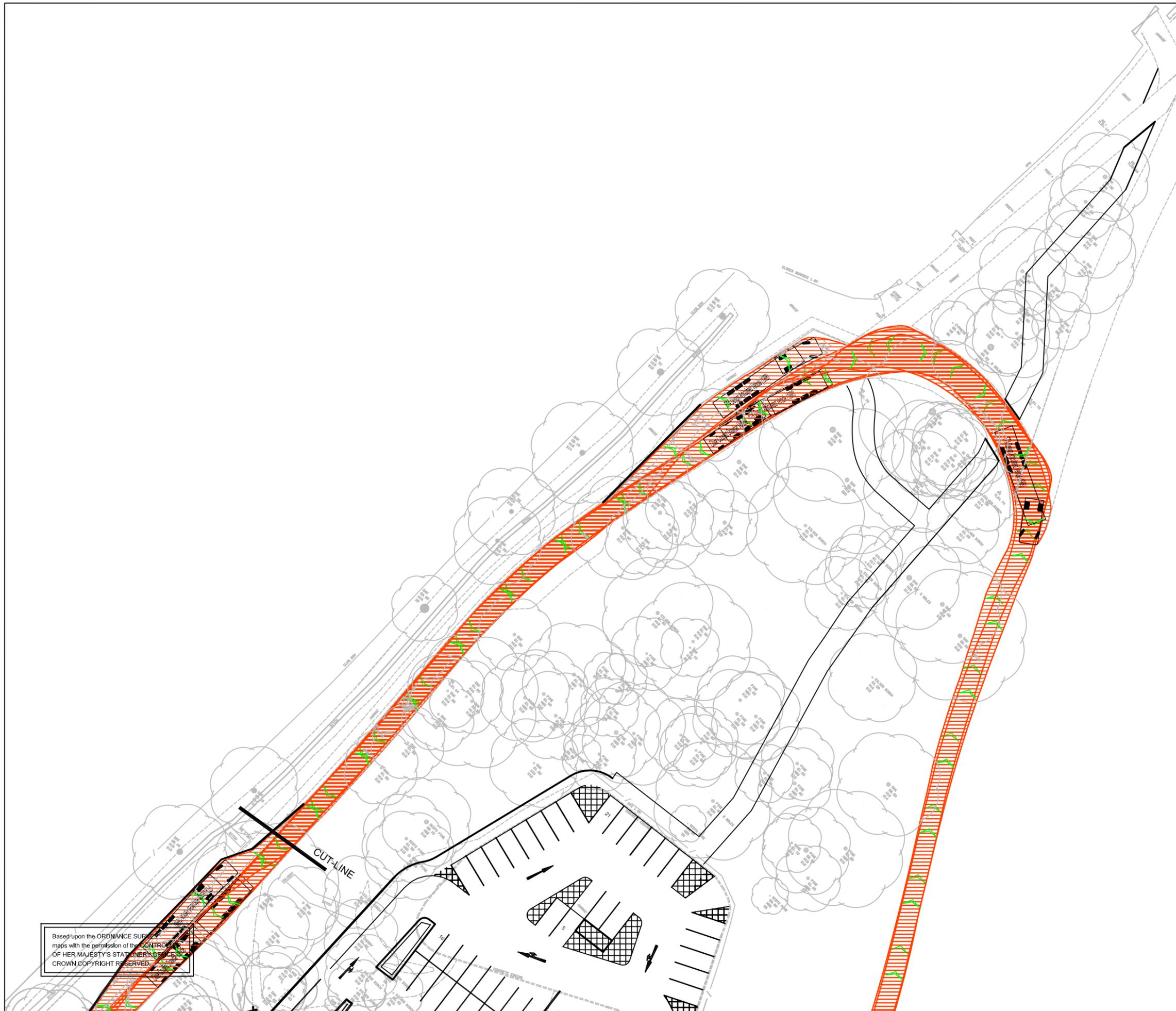
**SWEPT PATH ANALYSIS
FOR PASSING PLACES
CLOSE COUPLE DRAWBAR VEHICLE**

CLIENT

RHS WISLEY

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Track Width	2.470m
Lock to Lock Time	3.00sec
Kerb to Kerb Turning Radius	6.550m

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PROJECT

RHS WISLEY SITE WORK

DRAWING TITLE

**SWEPT PATH ANALYSIS
FOR PASSING PLACES
CLOSE COUPLE DRAWBER VEHICLE**

CLIENT

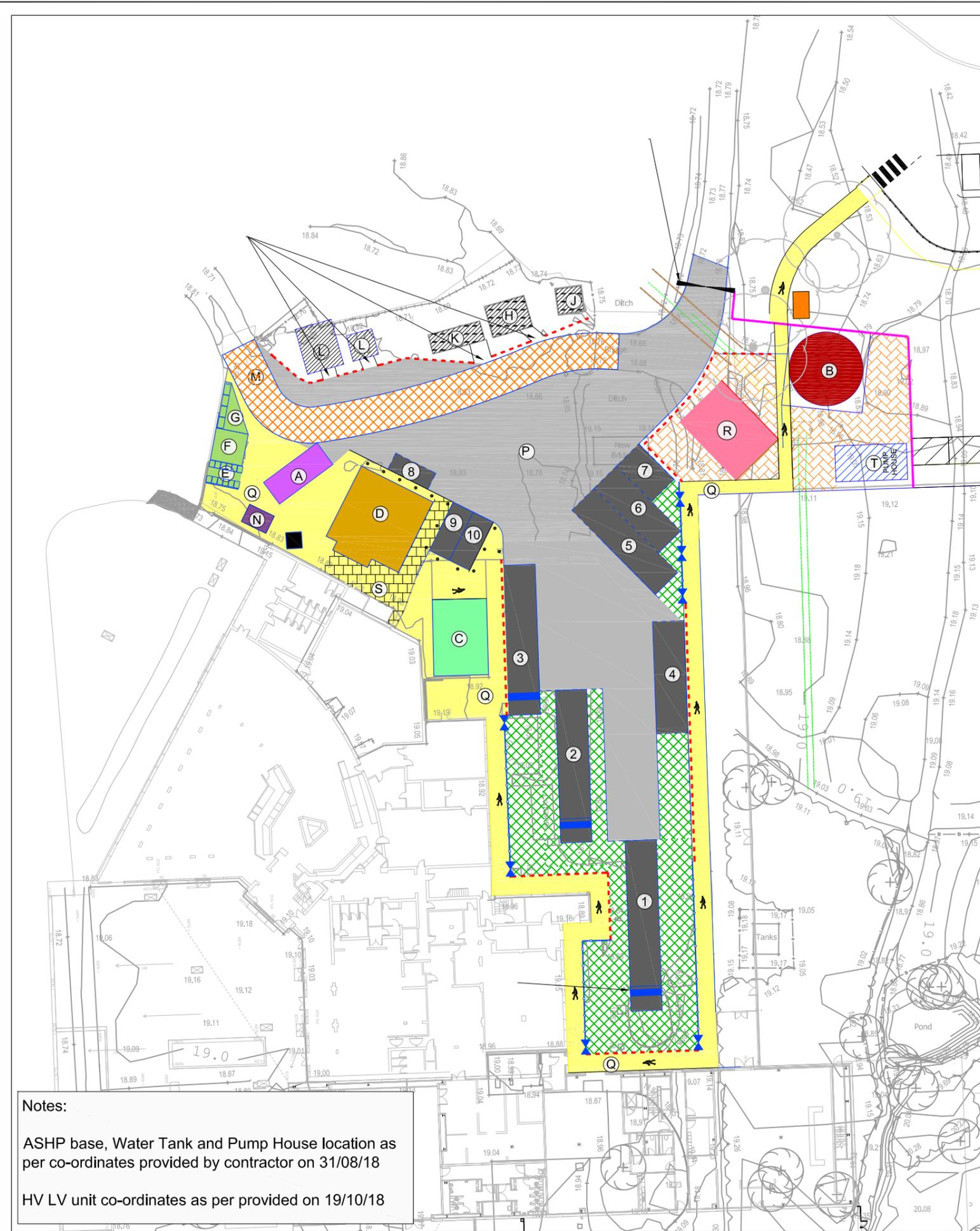
RHS WISLEY

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M17037-A-005	E

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APPENDIX D



Notes:
 ASHP base, Water Tank and Pump House location as per co-ordinates provided by contractor on 31/08/18
 HV LV unit co-ordinates as per provided on 19/10/18

Key:

Ref	Description
LOADING BAYS	
1	Loading bay for 16.5 m artic and drawbar vehicle
2 to 3	Loading bay for 16.5 m Artic Truck
4 to 5	Loading bay for 12.0 m Rigid Truck
6	Loading bay for 10.m Rigid Truck
7 to 10	Loading bay for Transit vans/ Mini trucks
A	Compactor (relocated)
B	Water Tank for Plant Centre Irrigation
C	Food Containers
D	Existing staff canteen (to remain till 2020)
E	Wheelie bin area (relocated position)
F	Existing cardboard boxes recycling area
G	Large wheelie bin area (relocated position)
H to K	Existing sub-station and generator rooms
L	Location of proposed electric sub-station and generator
M	Area to be keep clear for emergency vehicle. To be marked in yellow hatch
N	Staff Temporary toilets (existing)
P	Tarmac area for turning of large vehicles. To be keep clear
Q	Pedestrian zones
	Pedestrian Guard Rail
R	Location for ASHP base
S	Fire exit route to be keep clear
	Vehicle Restraint System barrier (TBC)
T	Proposed Pump House (installed)
	Proposed wheel stop for large vehicles. Cast in situ concrete on site with min 125mm upstand.

	For RHS Maintenance Personnel only
	Loading / Unloading Area
	Gate / Gap for accessing loading / Unloading Area
	Staff Smoking Shelter (location to be confirmed)
	Fence segregating service yard to public access
	Bollards for separation of ped areas

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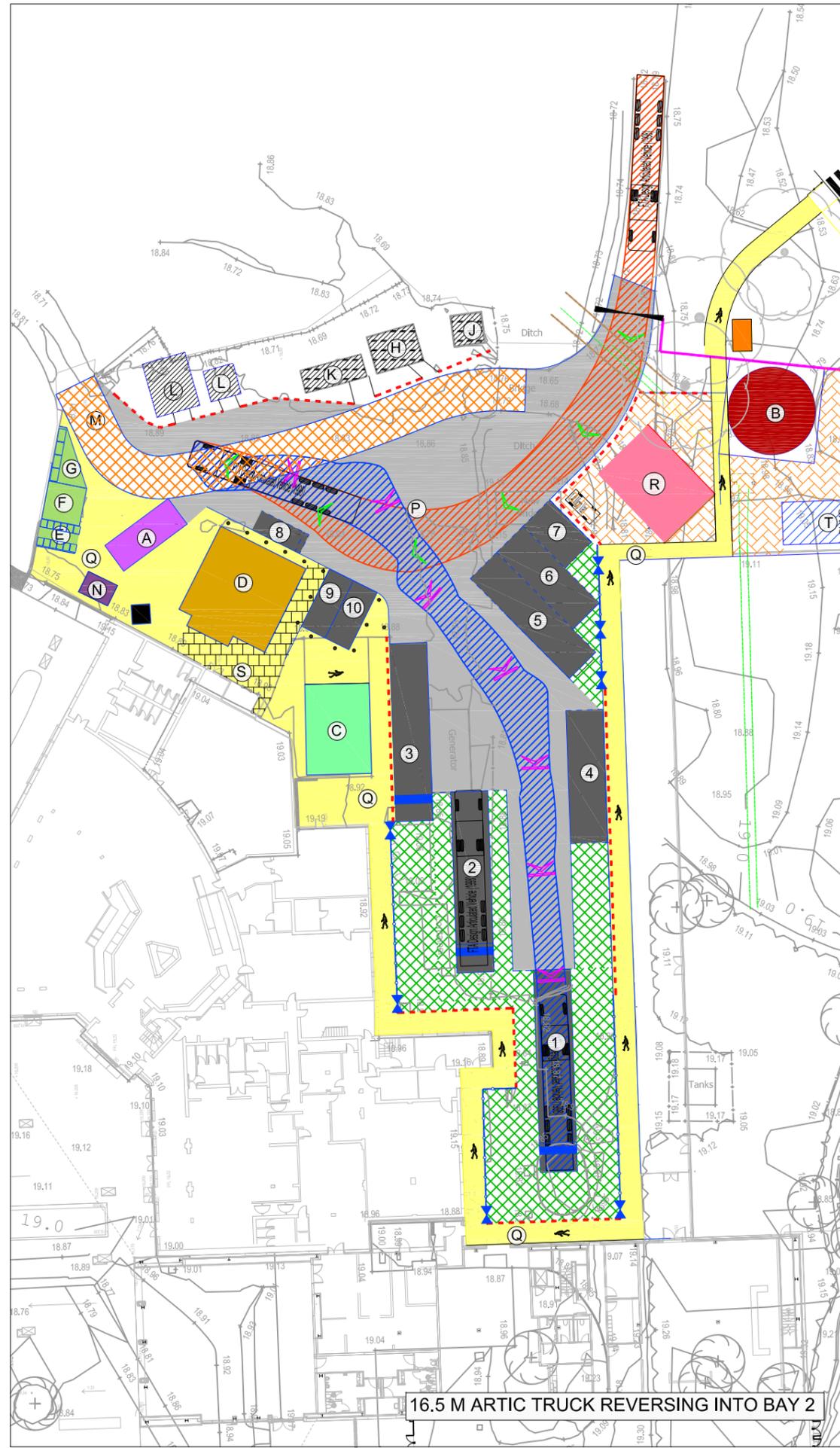
the Traffic, Transport & Highway Consultancy

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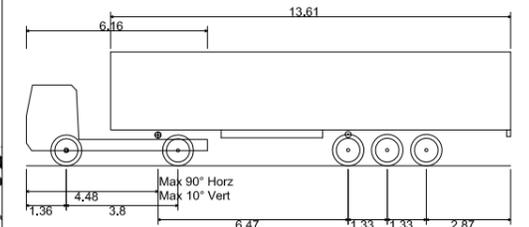
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CLIENT		
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16.5 M ARTIC TRUCK REVERSING INTO BAY 1



16.5 M ARTIC TRUCK REVERSING INTO BAY 2



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Track Width	2.470m
Lock to Lock Time	3.00sec
Kerb to Kerb Turning Radius	6.550m



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CLIENT		
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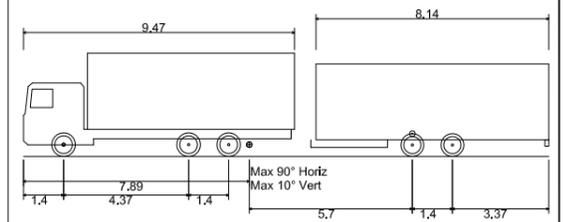
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DRAWBER VEHICLE REVERSING INTO BAY 1



DRAWBER VEHICLE REVERSING INTO BAY 2



Close Couple Drawbar Vehicle

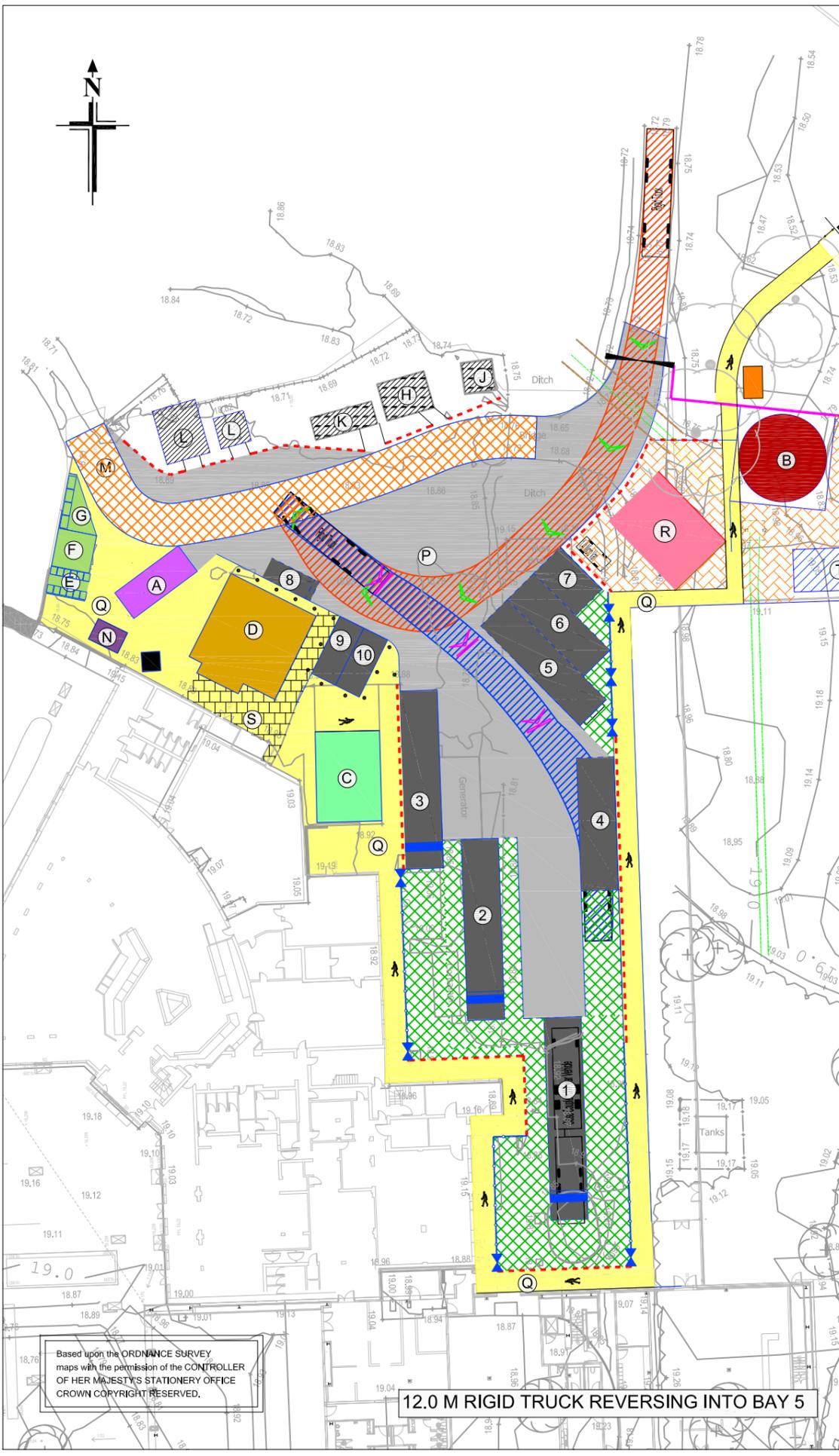
Overall Length	18.360m
Overall Width	2.500m
Overall Body Height	3.607m
Min Body Ground Clearance	0.312m
Track Width	2.355m
Lock to Lock Time	6.00sec
Kerb to Kerb Turning Radius	9.650m



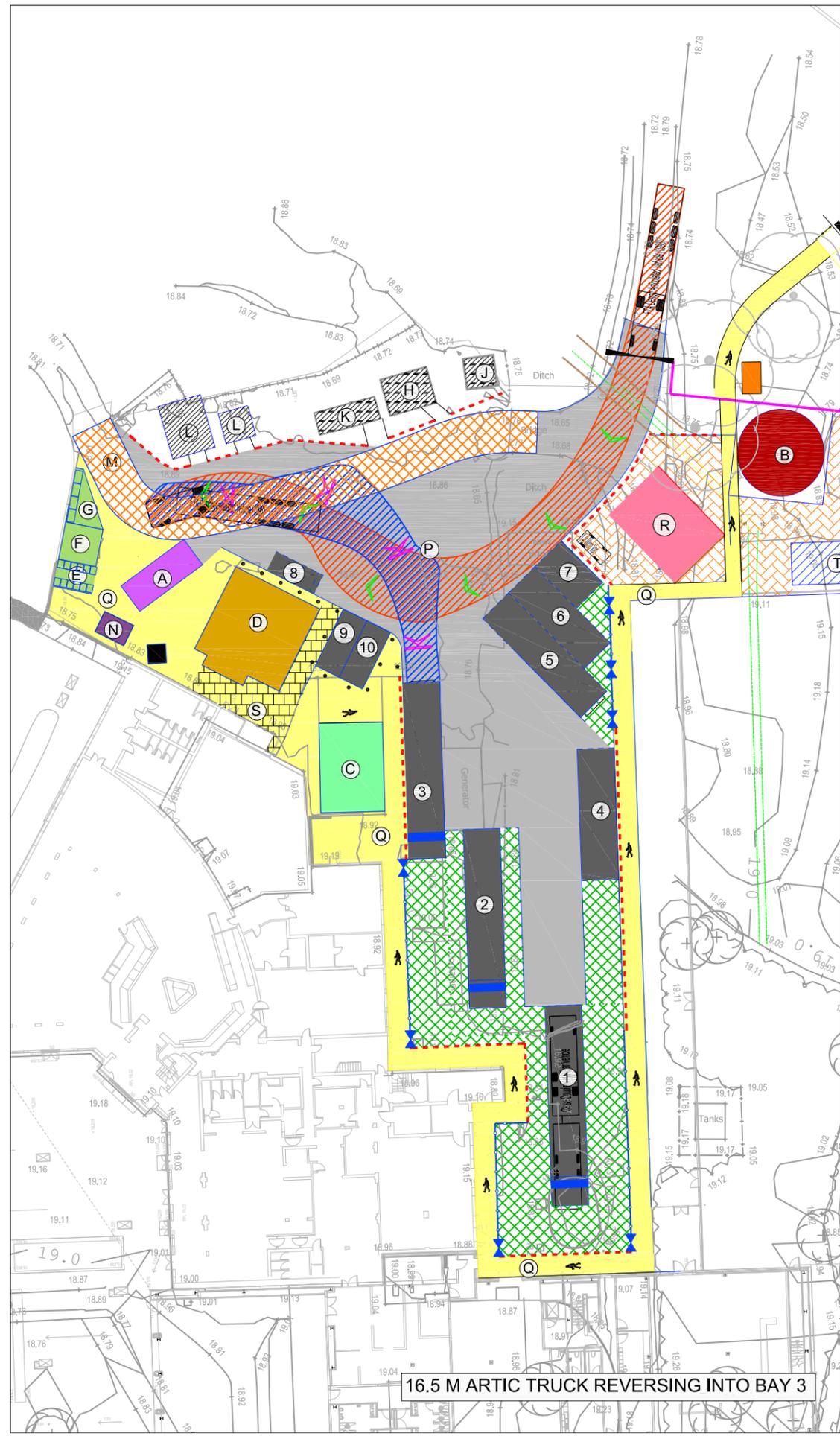
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PROJECT		
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DRAWING TITLE		
SWEPT PATH ANALYSIS WILSON WOOD YARD SHEET 2		
CLIENT		
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SCALE	PAPER SIZE	DATE
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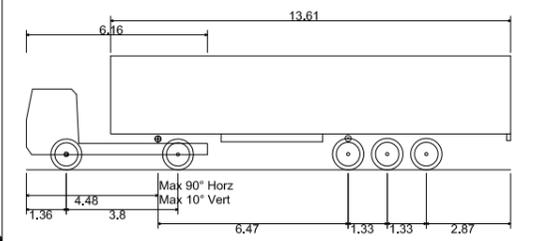
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12.0 M RIGID TRUCK REVERSING INTO BAY 5

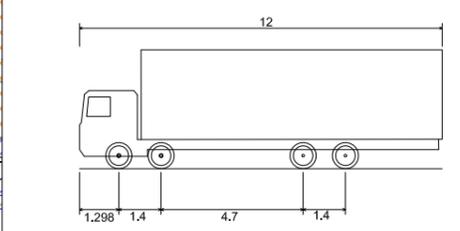


16.5 M ARTIC TRUCK REVERSING INTO BAY 3



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearanc	0.515m
Track Width	2.470m
Lock to Lock Time	3.00sec
Kerb to Kerb Turning Radius	6.550m



Rigid Truck

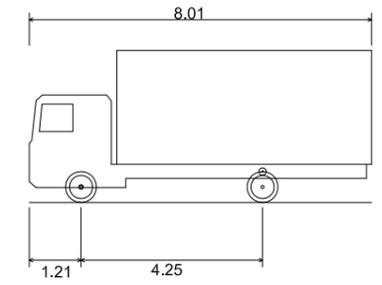
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to Lock Time	6.00sec
Kerb to Kerb Turning Radius	11.900m



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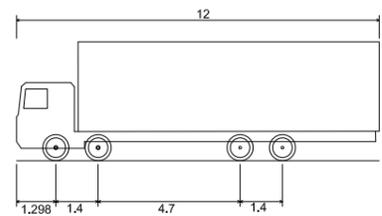
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7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearanc	0.351m
Track Width	2.064m
Lock to Lock Time	4.00sec
Kerb to Kerb Turning Radius	7.400m



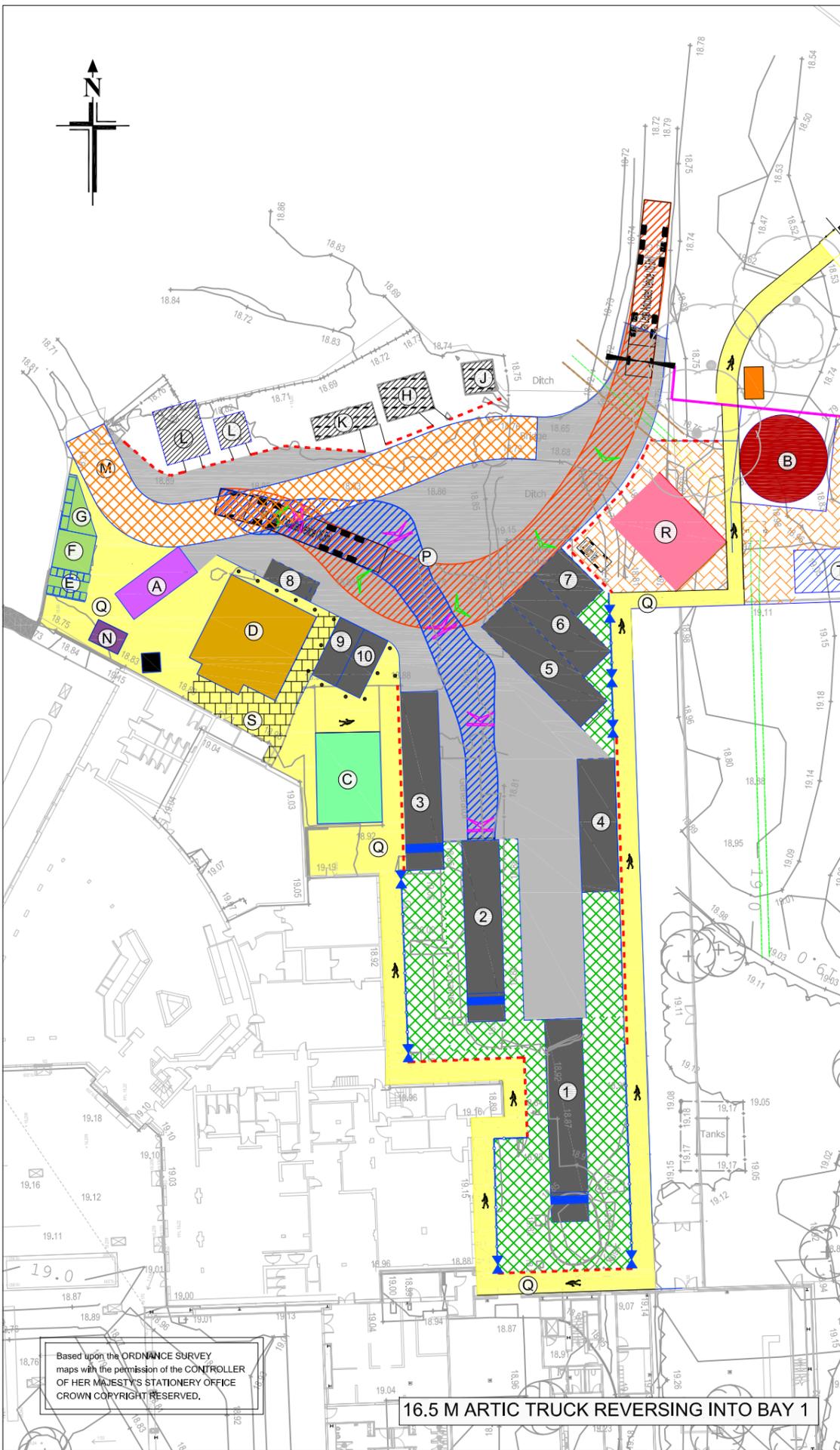
Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to Lock Time	6.00sec
Kerb to Kerb Turning Radius	11.900m

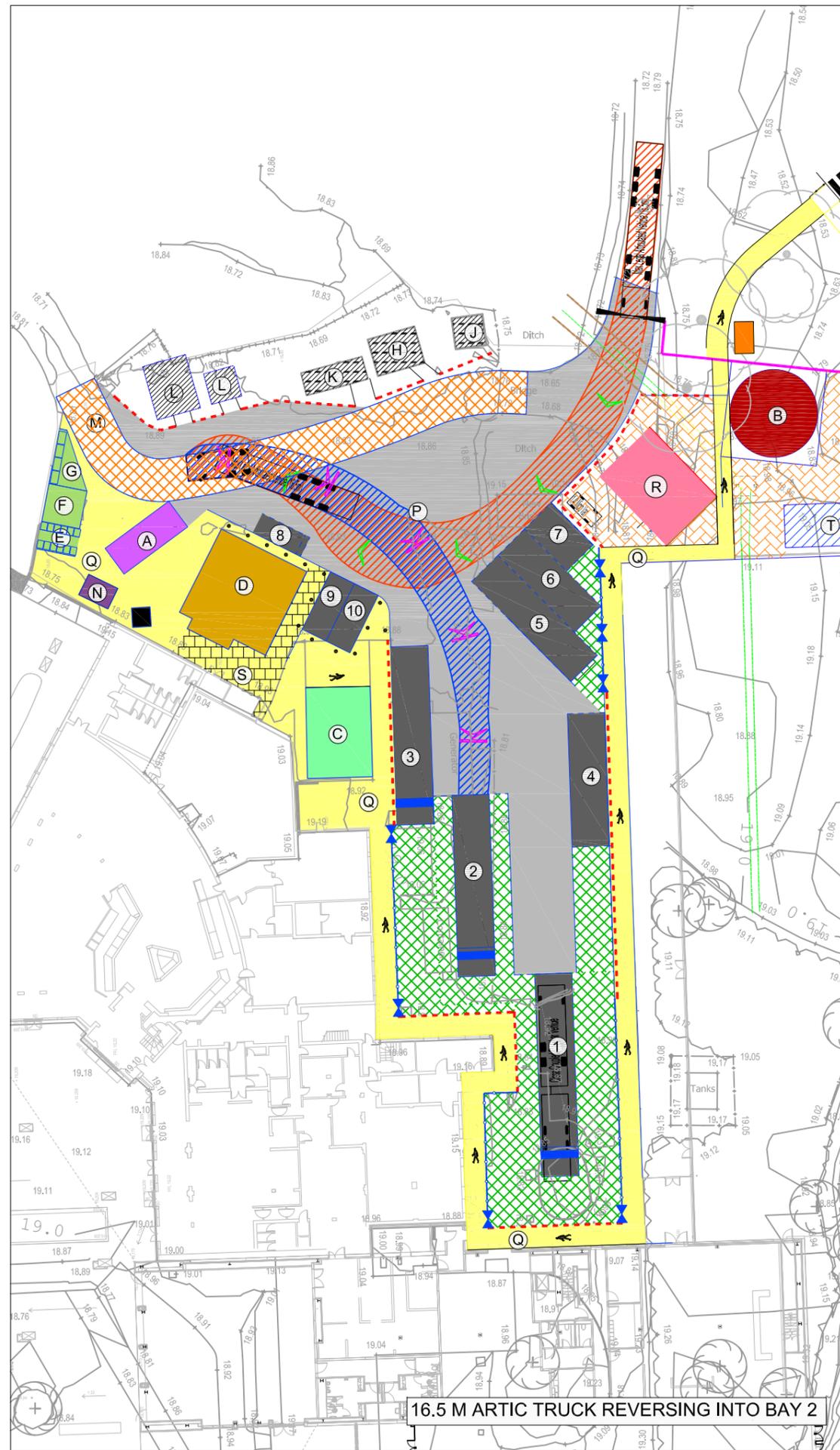


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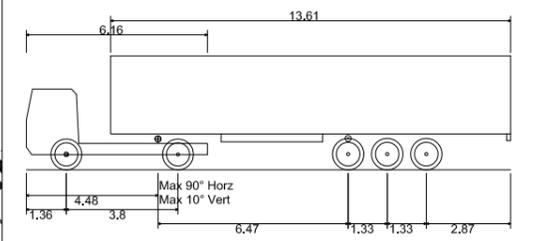
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16.5 M ARTIC TRUCK REVERSING INTO BAY 1



16.5 M ARTIC TRUCK REVERSING INTO BAY 2



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearanc	0.515m
Track Width	2.470m
Lock to Lock Time	3.00sec
Kerb to Kerb Turning Radius	6.550m



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