

Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

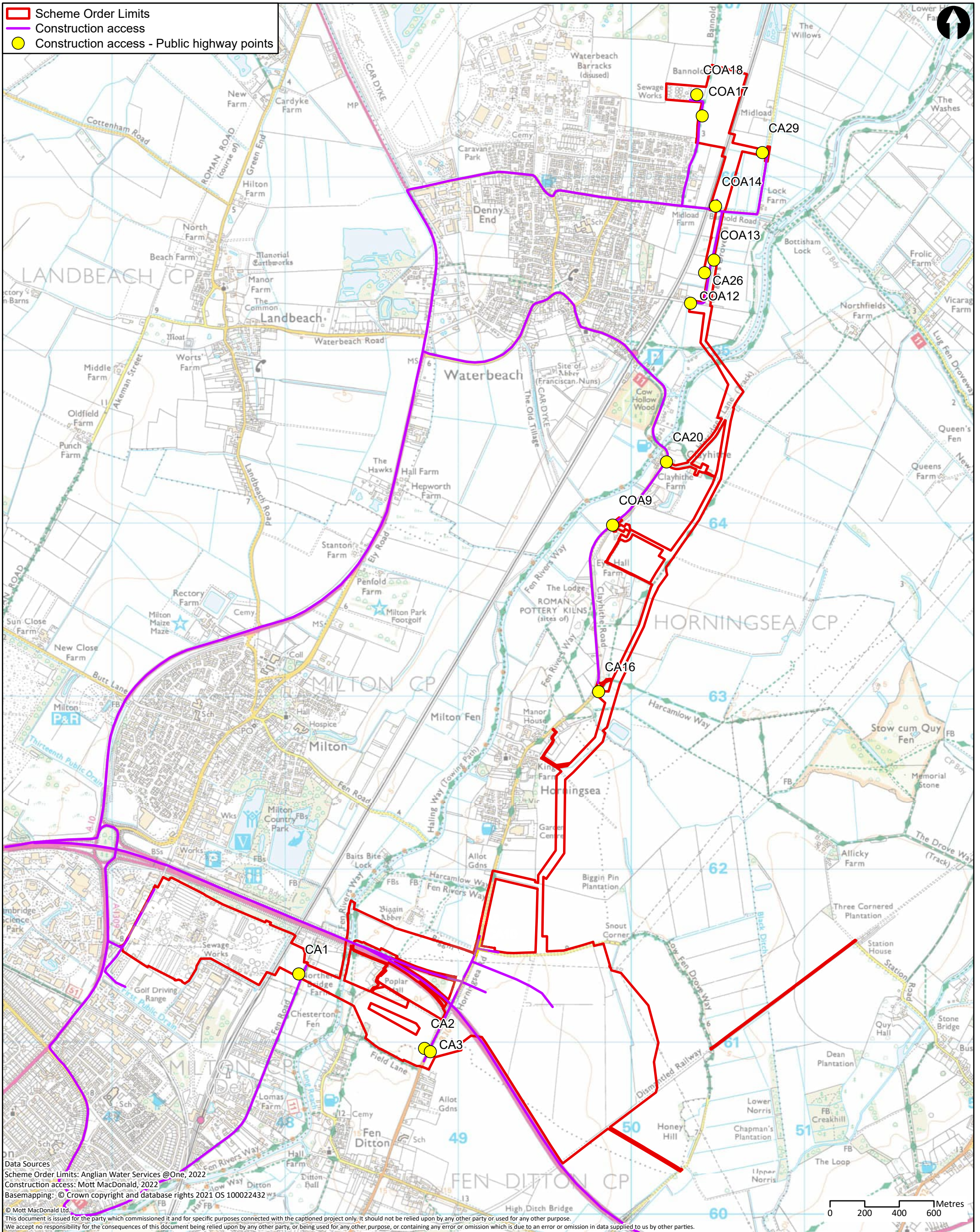
Appendix 19.3: Transport Assessment Part 2

Application Document Reference: 5.4.19.3
PINS Project Reference: WW010003
APFP Regulation No. 5(2)a

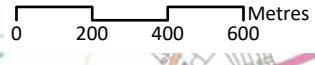
Revision No. 03
September 2023



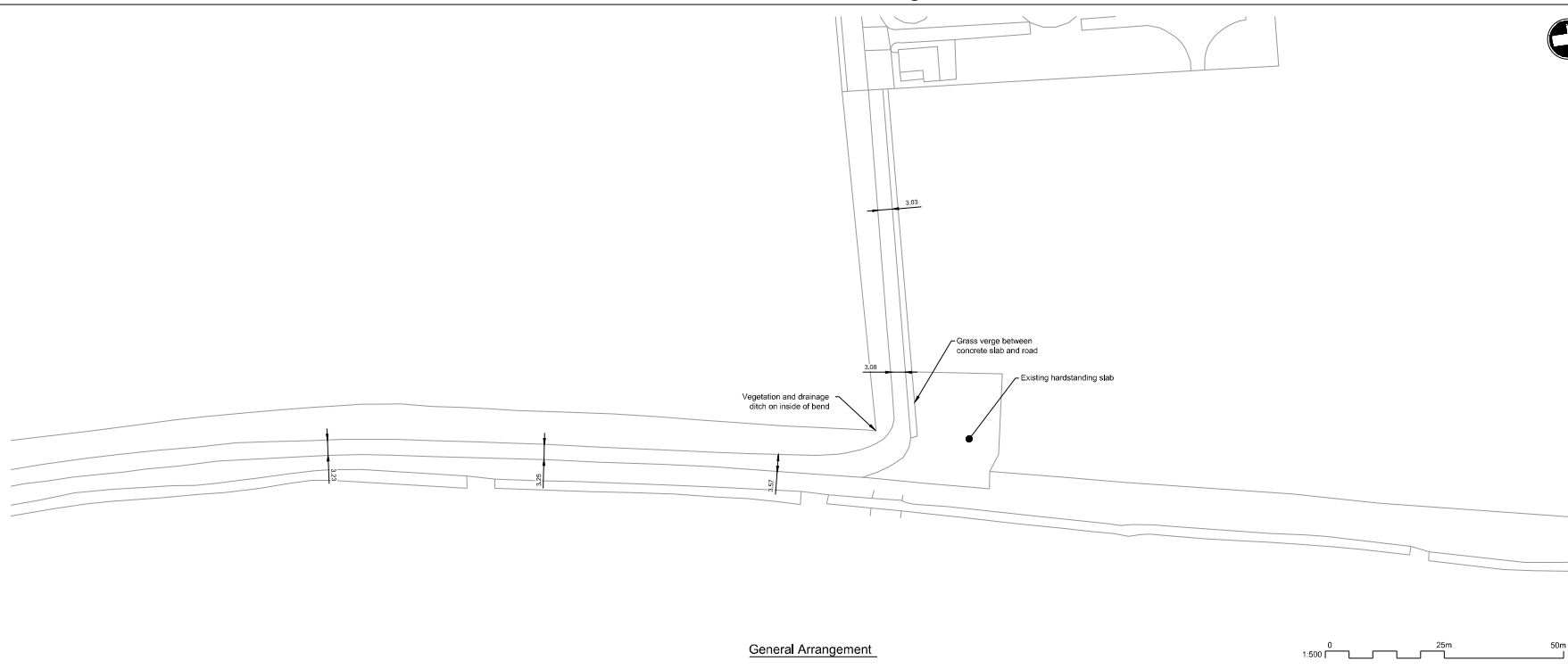
Appendix G: Swept Path Analysis



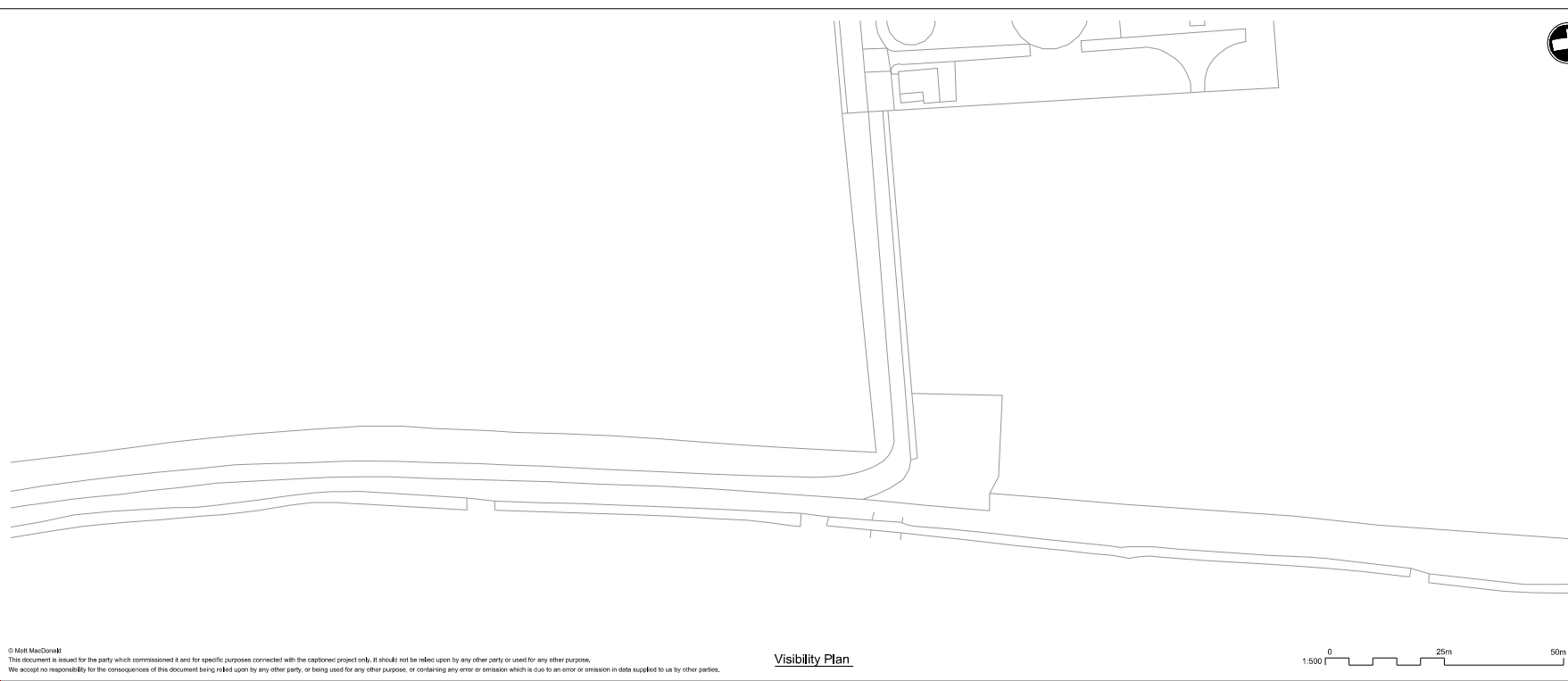
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| | Client | | Title Cambridge Waste Water Treatment Plant Relocation Project Transport Assessment Construction route and access points | | | Drawn KL | | | | | | | | | | | | |
|--|---|-------|---|-------------|--------|--|----|----------|----|-------------|----|----|--|--|--|-----------------|---------------|-----------|
| | 22 Station Road Cambridge CB1 2JD United Kingdom T +44 (0)20 8774 2000 F +44 (0)20 8681 5706 W mottmac.com | | Drawing Number WW01003-CAMEST-MOT-05-XX-DR-X-0693 | | | Checked WT Approved CS Scale at A3 1:20,000 | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Drawn</th> <th>Description</th> <th>Ch'k'd</th> <th>App'd</th> </tr> </thead> <tbody> <tr> <td>P1</td> <td>31/10/22</td> <td>KL</td> <td>First Draft</td> <td>WT</td> <td>CS</td> </tr> </tbody> </table> | Rev | Date | Drawn | Description | Ch'k'd | App'd | P1 | 31/10/22 | KL | First Draft | WT | CS | | | | Security STD | Status PRE | Rev P1 |
| Rev | Date | Drawn | Description | Ch'k'd | App'd | | | | | | | | | | | | | |
| P1 | 31/10/22 | KL | First Draft | WT | CS | | | | | | | | | | | | | |



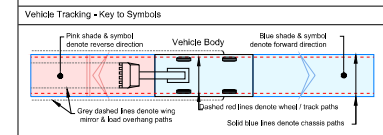
General Arrangement



Visibility Plan



- Notes
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 - DRAWINGS TO BE READ IN CONJUNCTION** with the Technical Memo.



Vehicle Tracking - Vehicle Details

| | |
|-----------------------------|---------|
| | |
| Low Loader | |
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,390m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 6,700m |
| | |
| Large Mobile Crane | |
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 3,460m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

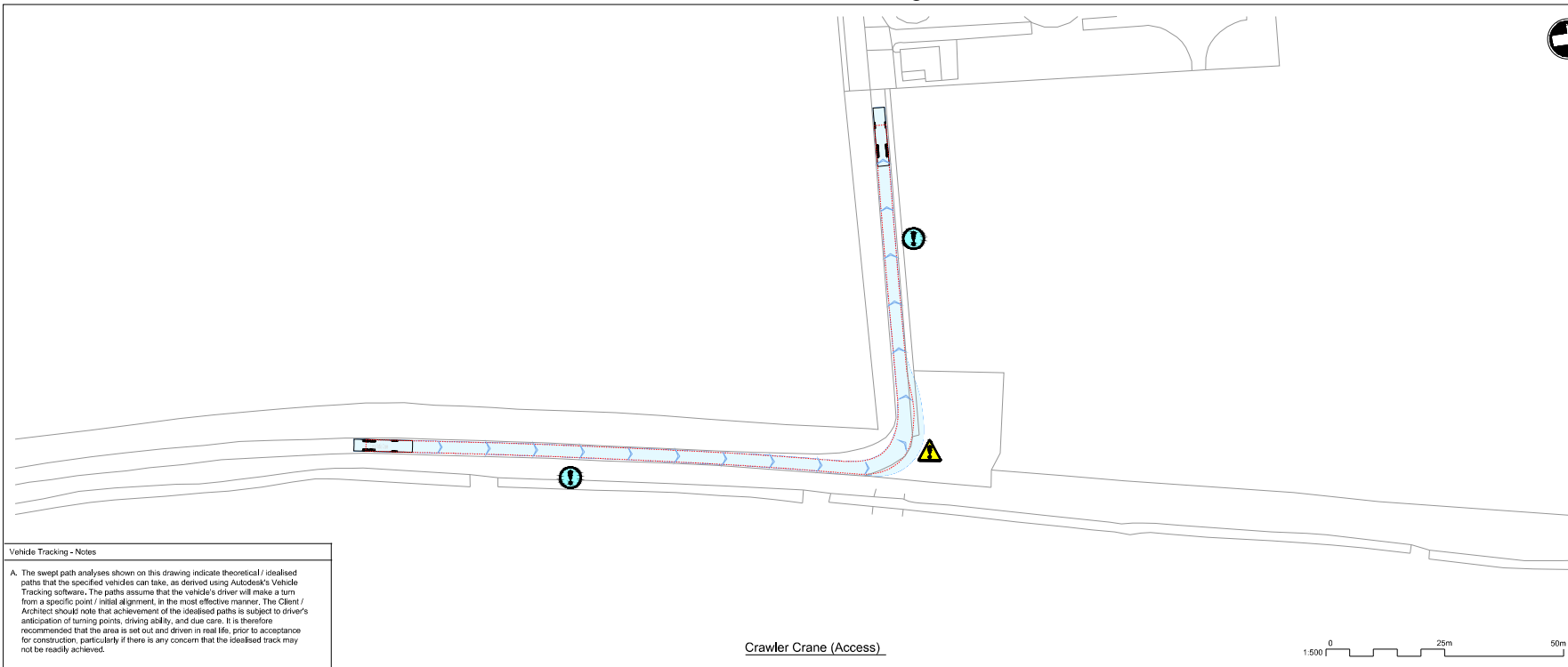
| | | | | | |
|-----|----------|-------|--------------------------------|-------|---------|
| P1 | 10/23/25 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Drawn | Checked |



The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA17 – COA18
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |

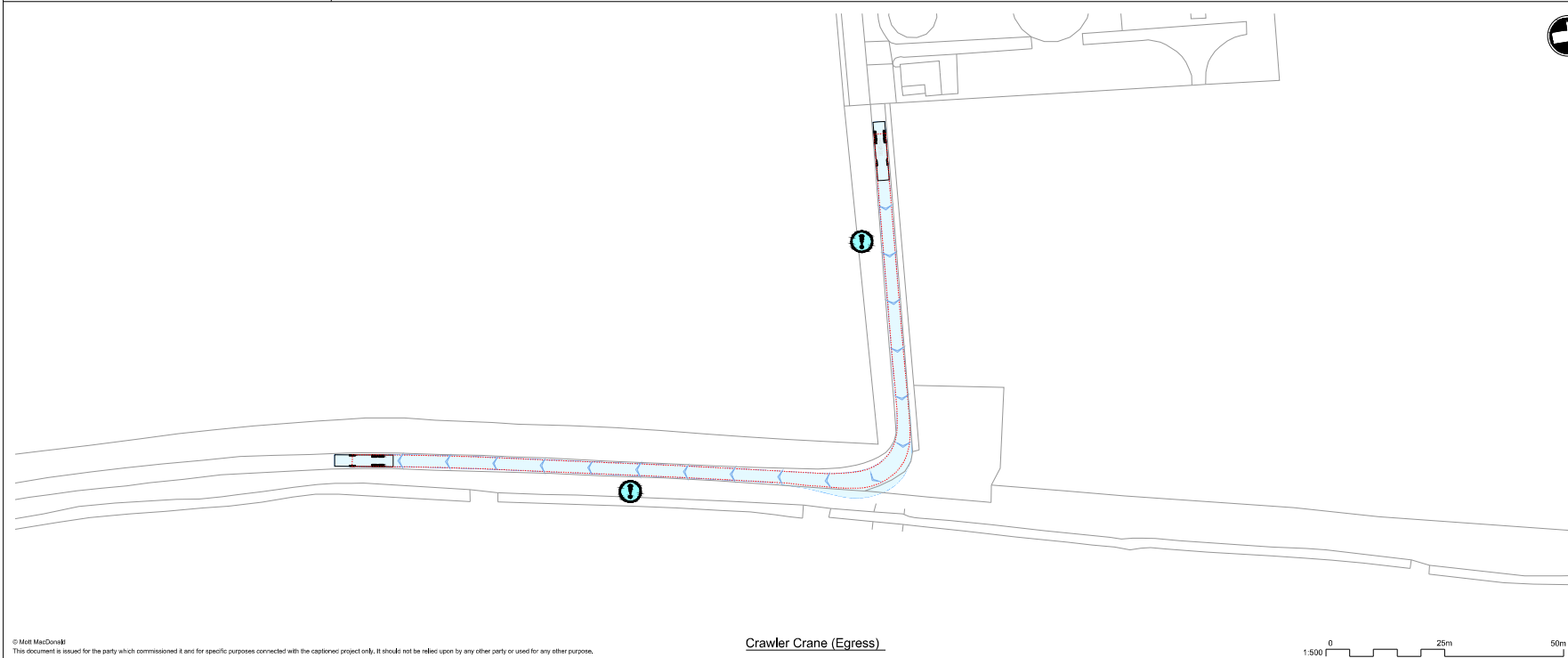
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 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



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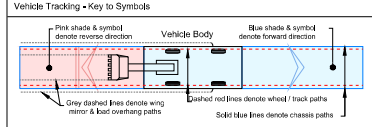
Crawler Crane (Access)



Crawler Crane (Egress)



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Vehicle Tracking - Vehicle Details

| | |
|-----------------------------|---------|
| Low Loader | |
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 17,700m |

| | |
|-----------------------------|---------|
| Large Mobile Crane | |
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 3,460m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|---------|
| P1 | ADG | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked |

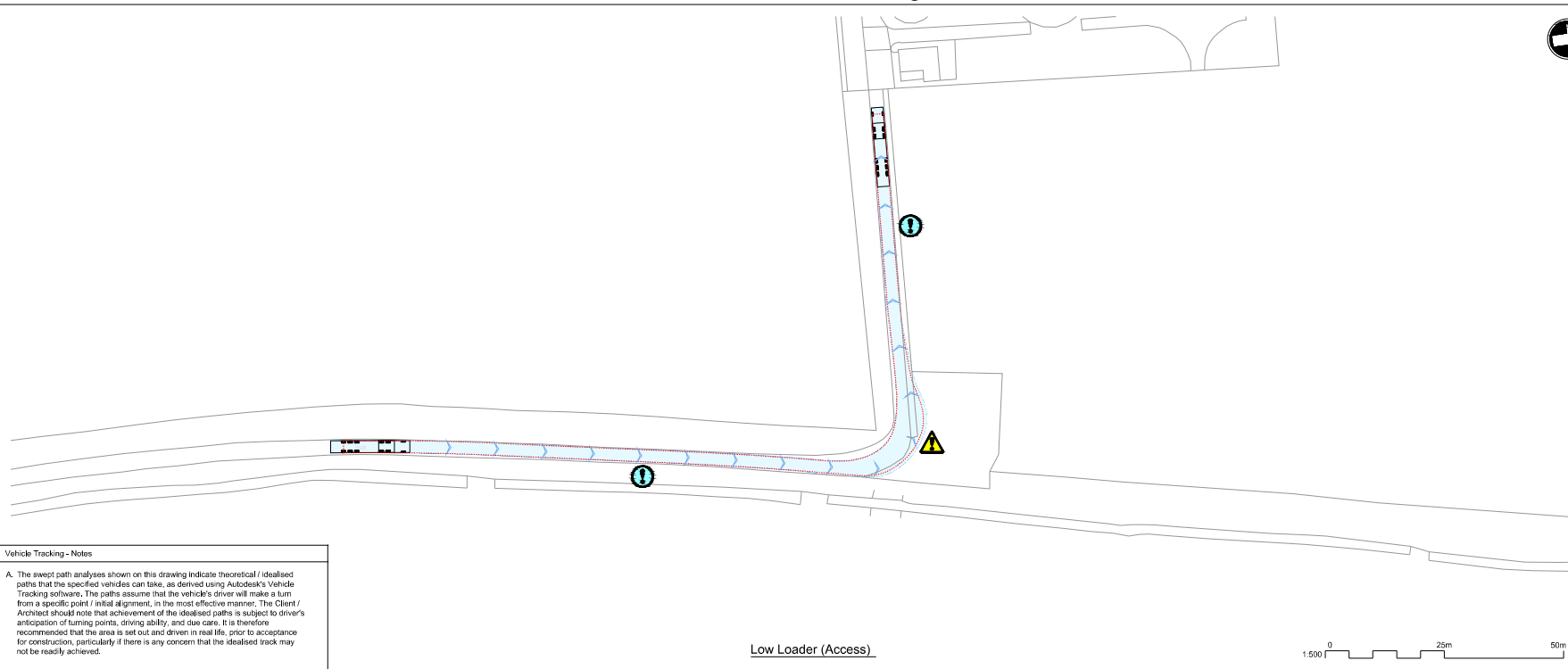


The Cambridge Waste Water Treatment Works Relocation
 COA17 – COA18
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADG | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved | | | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

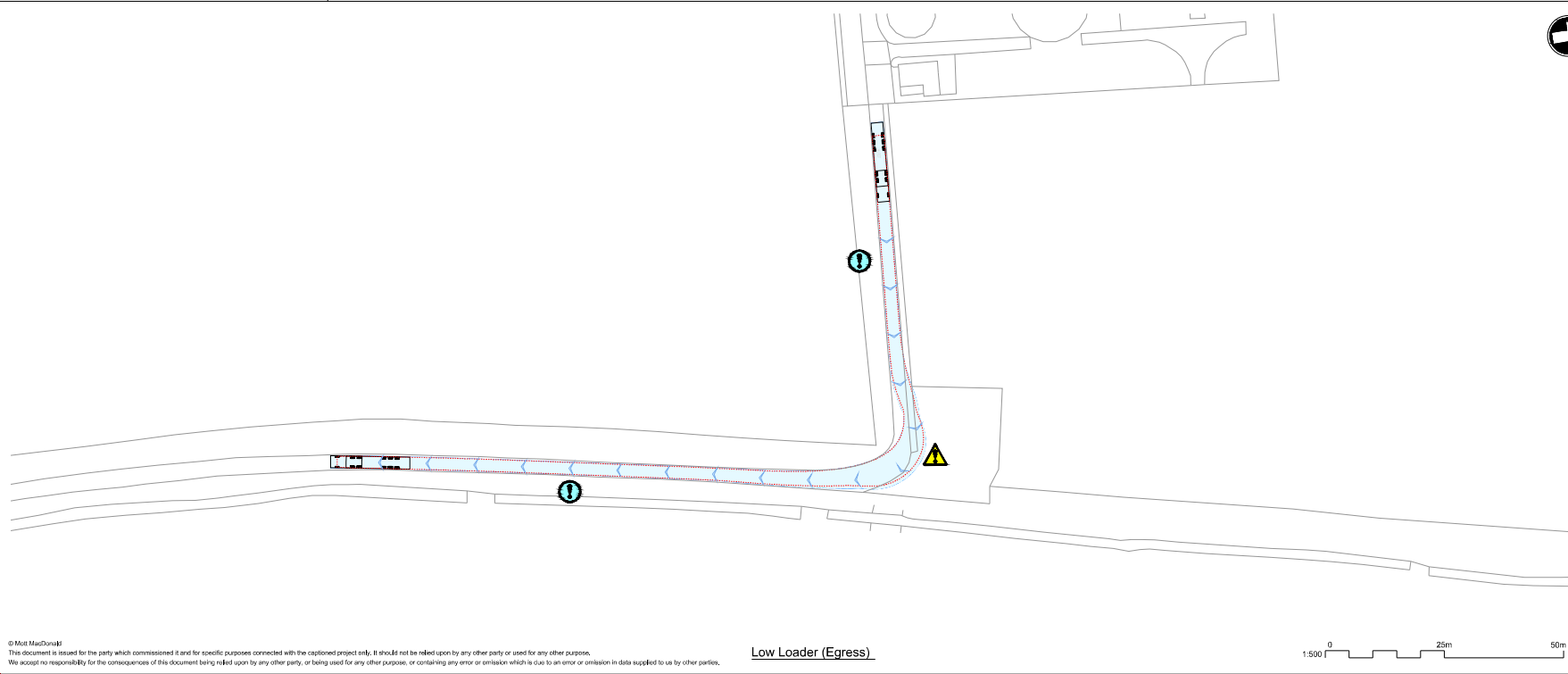
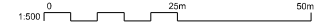
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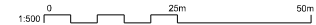
Vehicle Tracking - Notes

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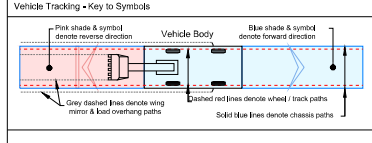
Low Loader (Access)



Low Loader (Egress)



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 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



Vehicle Ta

| | |
|-----------------------------|---------|
| Low Loader | |
| Overall Length | 16.633m |
| Overall Width | 2.500m |
| Overall Body Height | 3.300m |
| Max Track Width | 2.500m |
| Kerb to Kerb Turning Radius | 10.700m |

| | |
|-----------------------------|---------|
| Large Mobile Crane | |
| Overall Length | 12.100m |
| Overall Width | 2.430m |
| Overall Body Height | 3.460m |
| Track Width | 2.430m |
| Kerb to Kerb Turning Radius | 10.000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------|-------|--------------------------------|-----|-----|
| Rev | Date | Drawn | Description | CHK | APP |
| P1 | | ADC | Draft for Discussion / Review. | | |

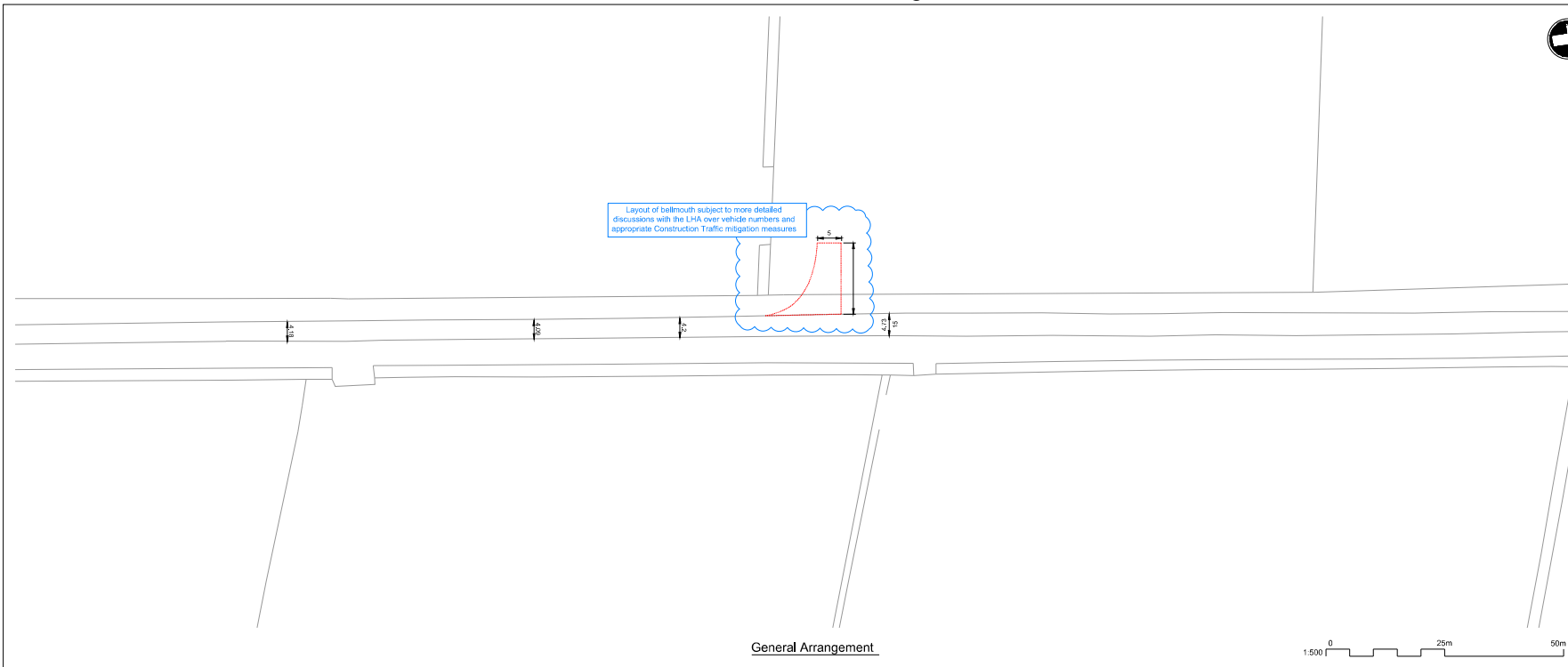


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA17 – COA18
Highways GA, Visibility Splay and
Vehicle Tracking

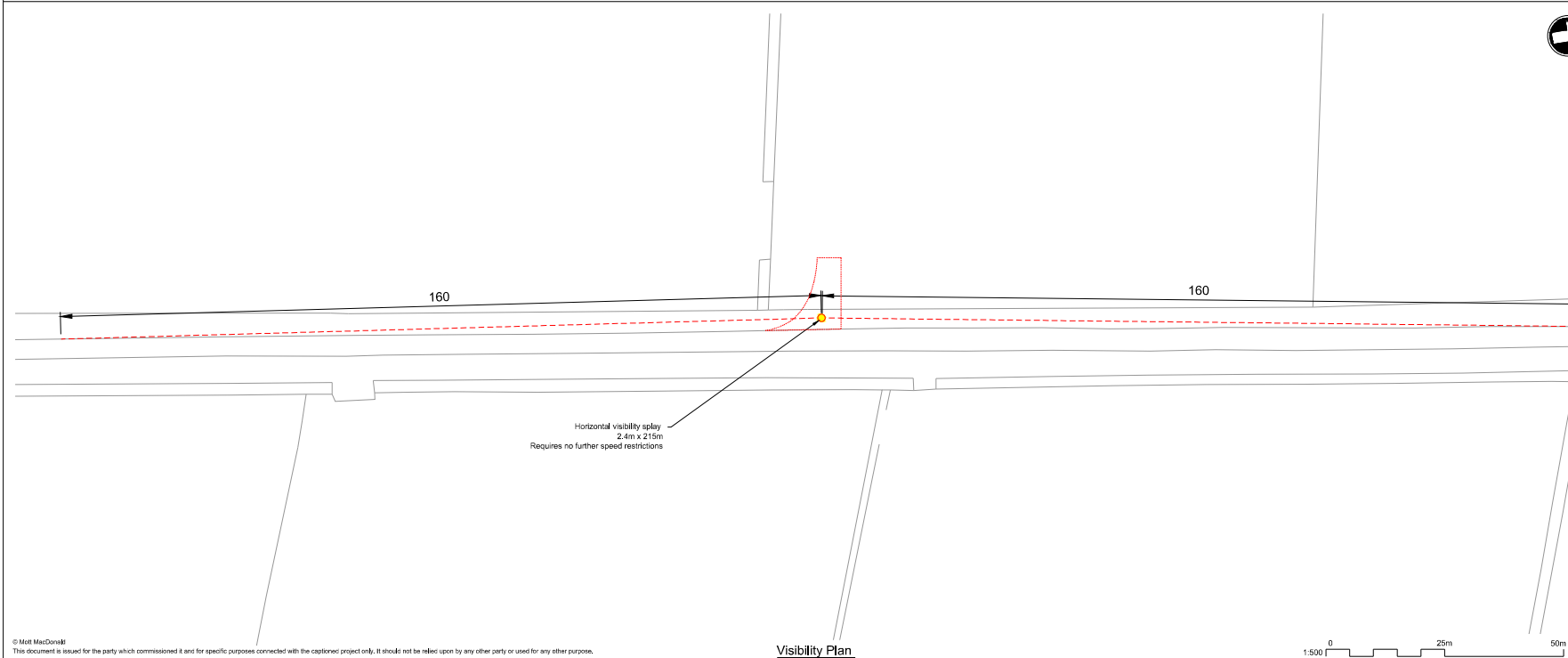
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|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
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| Dwg check | | | Approved | | |

Scale: 1:500 Status: PRE Rev: P1 Section: STD

Drawings: 102375-MMD-01-XX-DR-C-DRAFT



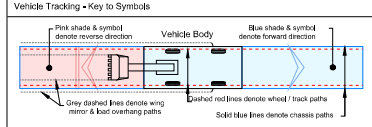
General Arrangement



Visibility Plan



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Vehicle Tracking - Vehicle Details

Low Loader

| | |
|-----------------------------|---------|
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 10,700m |

Large Mobile Crane

| | |
|-----------------------------|---------|
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 2,450m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

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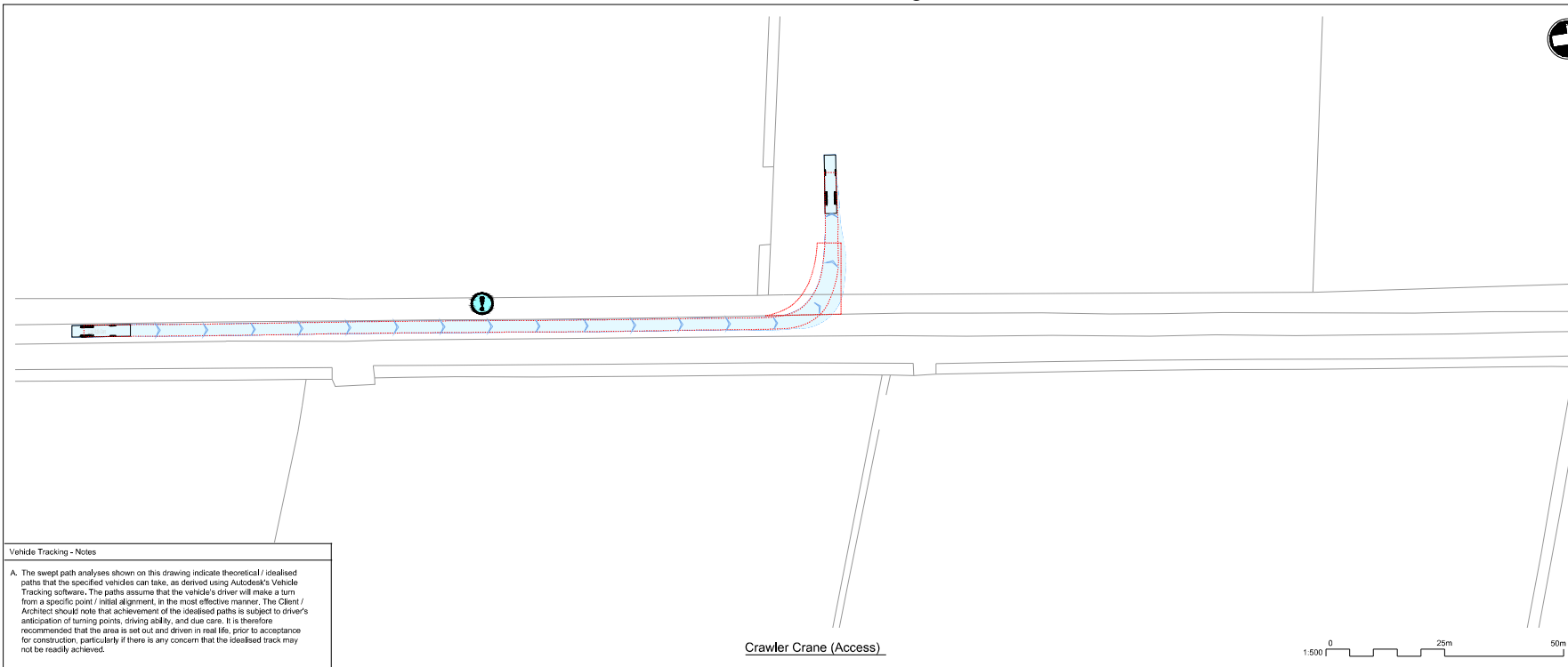


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA29
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT

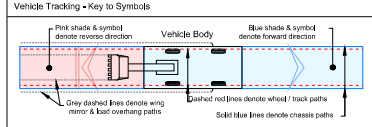


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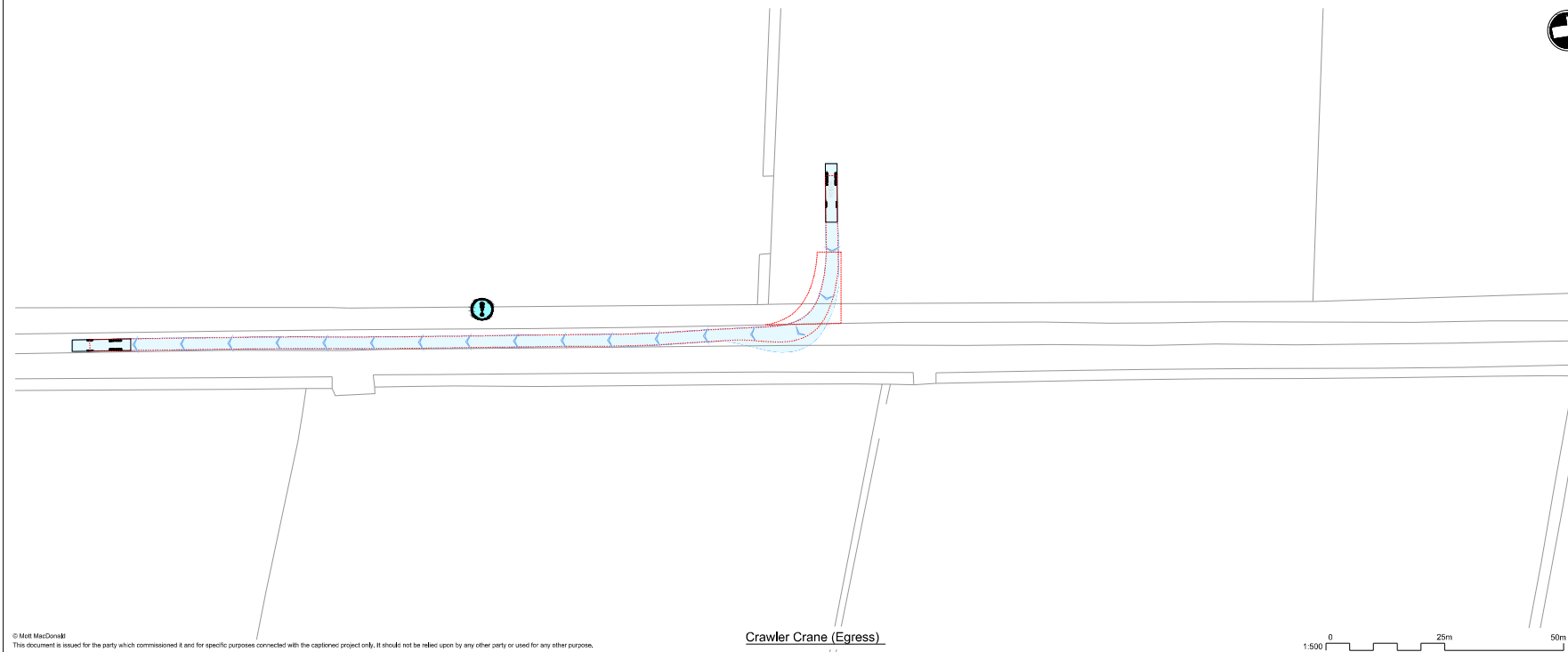
Crawler Crane (Access)

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Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 10,700m |
| | Large Mobile Crane | |
| | Overall Length | 32,200m |
| | Overall Width | 2,450m |
| | Overall Body Height | 3,400m |
| | Track Width | 2,450m |
| | Kerb to Kerb Turning Radius | 10,000m |



Crawler Crane (Egress)

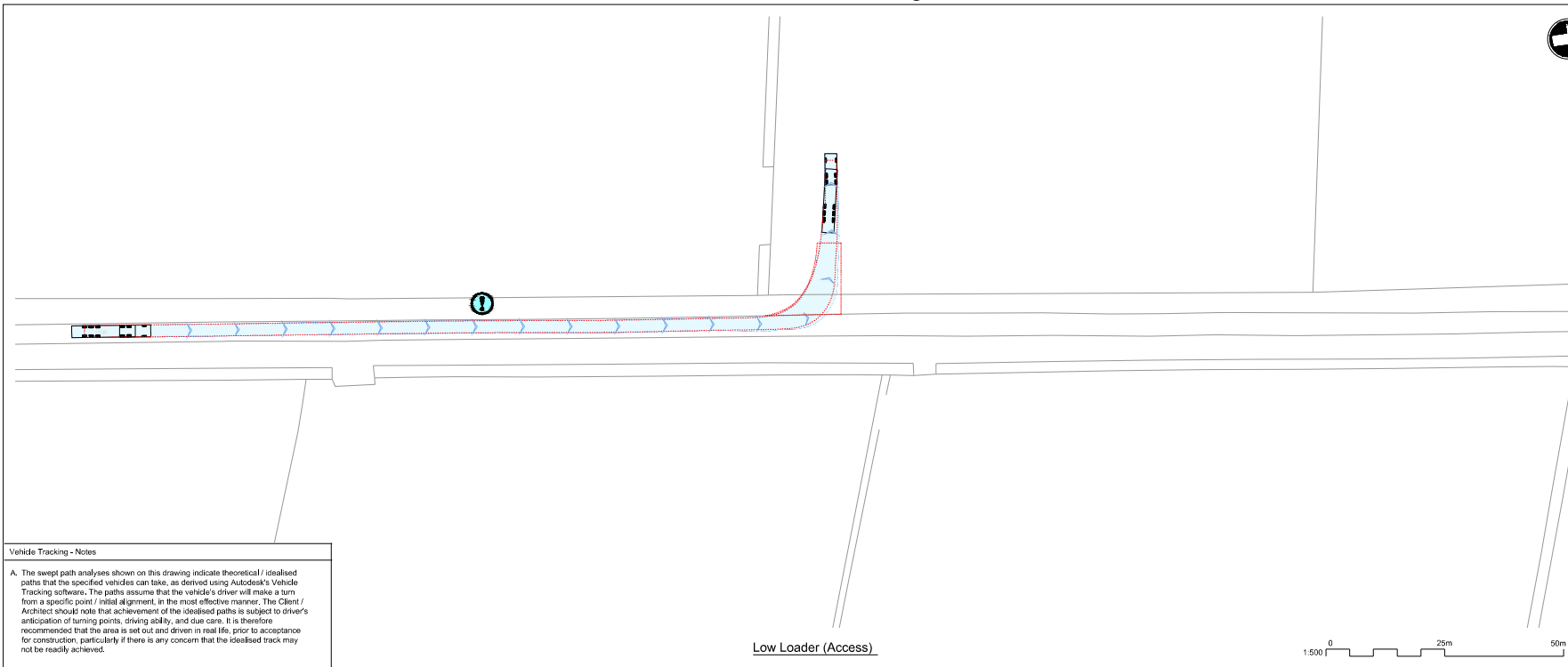
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
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| Rev | Date | Drawn | Description | Checked | Approved |



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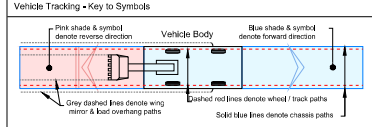


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Low Loader (Access)

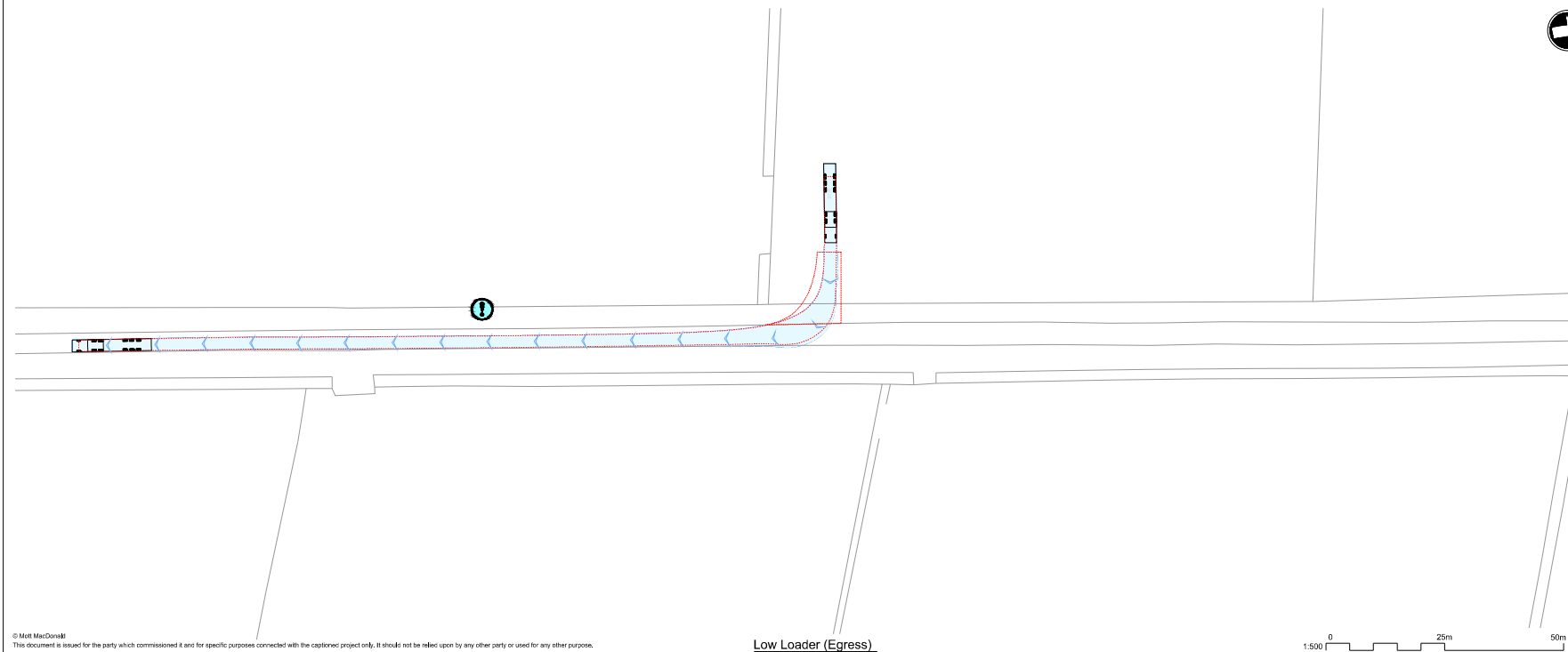
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Vehicle Data

| | | |
|-----------------------------|-------------------|--|
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| Overall Width | 2,500m | |
| Overall Body Height | 3,300m | |
| Max Track Width | 2,500m | |
| Kerb to Kerb Turning Radius | 16,700m | |

| | | |
|-----------------------------|---------------------------|--|
| | Large Mobile Crane | |
| Overall Length | 12,200m | |
| Overall Width | 2,450m | |
| Overall Body Height | 3,460m | |
| Track Width | 2,450m | |
| Kerb to Kerb Turning Radius | 10,000m | |



Low Loader (Egress)

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
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| P1 | ADG | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

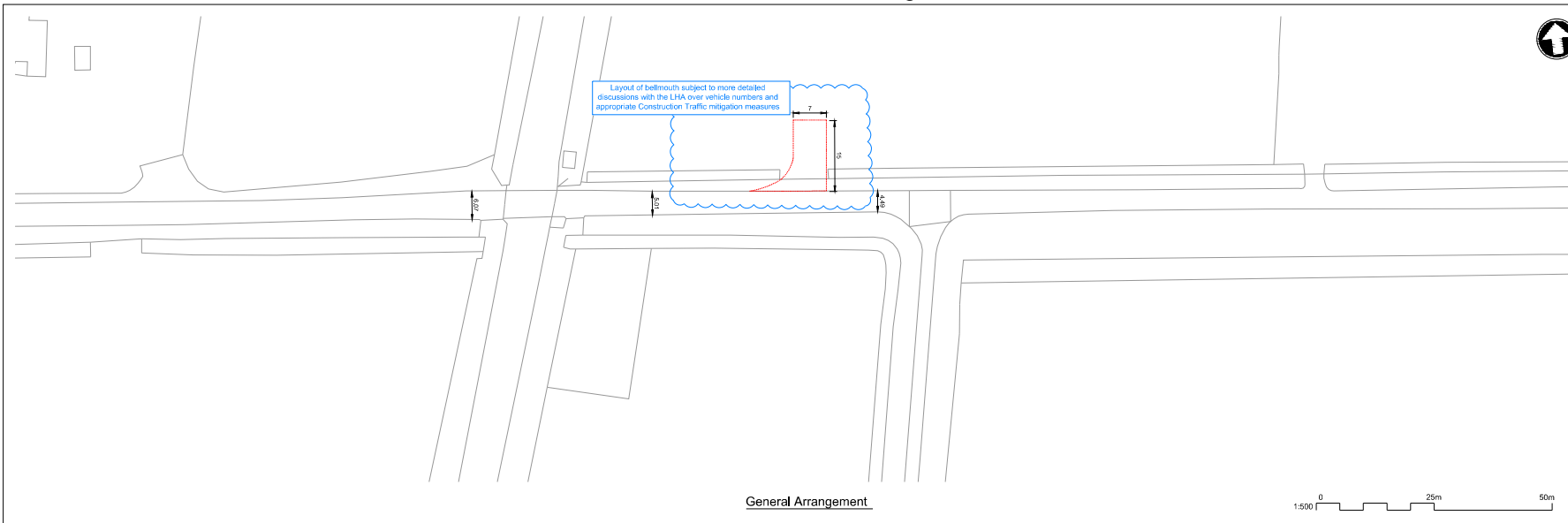


Title
Cambridge Waste Water Treatment Works Relocation
CA29
Highways GA, Visibility Splay and
Vehicle Tracking

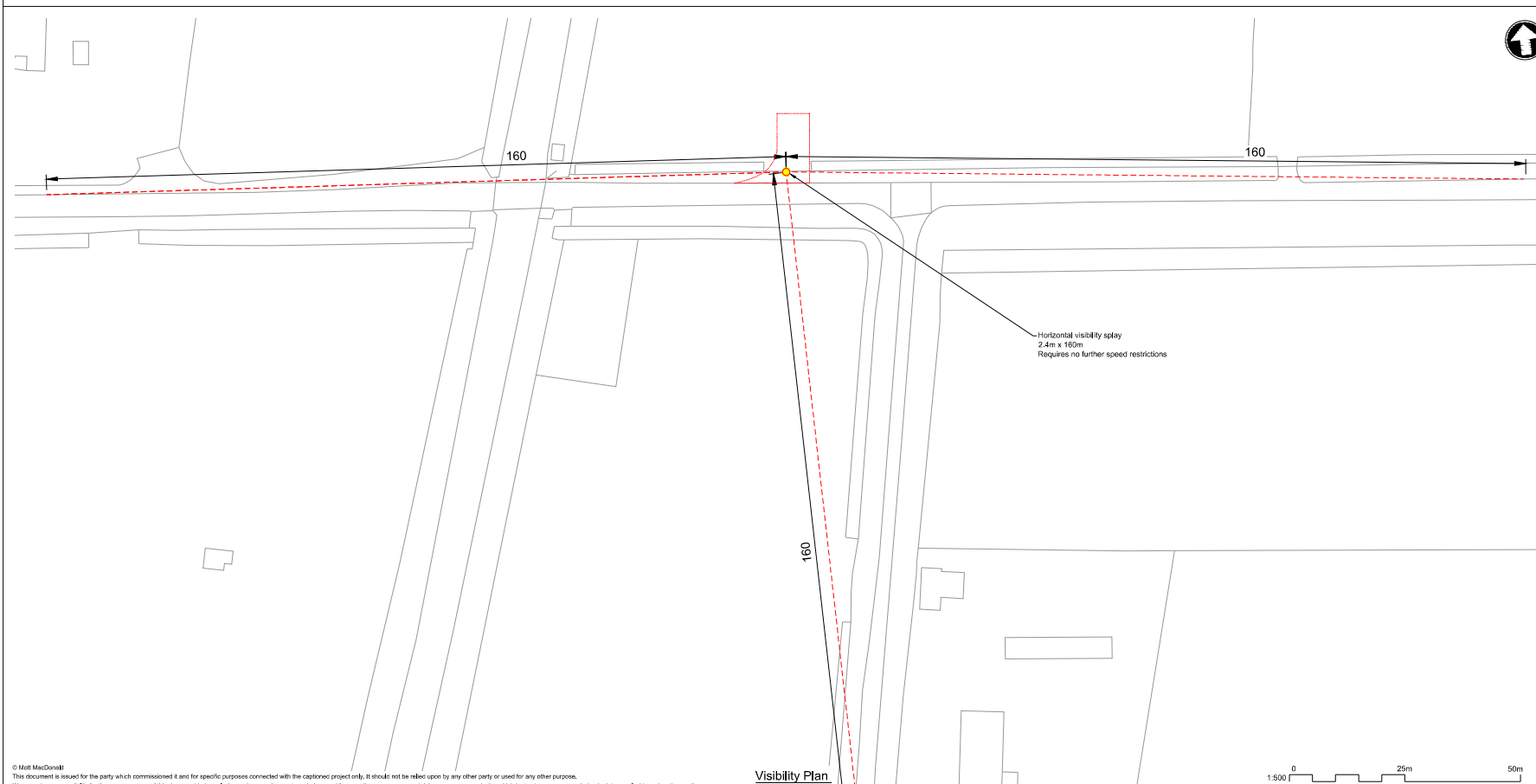
| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Caselles | ADG | Eng check | E.Case | EC |
| Drawn | A.D.Caselles | ADG | Coordination | A.M.Rawlings | AMR |
| Dwg check | | | Approved | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT



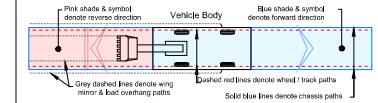
General Arrangement



Visibility Plan

- Notes
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 10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site, any or proposed land take is to be determined during future stages of the design development of this option.
 13. DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.


Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

| | |
|---|---------|
|  | |
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| WKB to WKB Turning Radius | 10,700m |
|  | |
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 2,460m |
| Track Width | 2,450m |
| WKB to WKB Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
 H1 Explanation of risk,

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

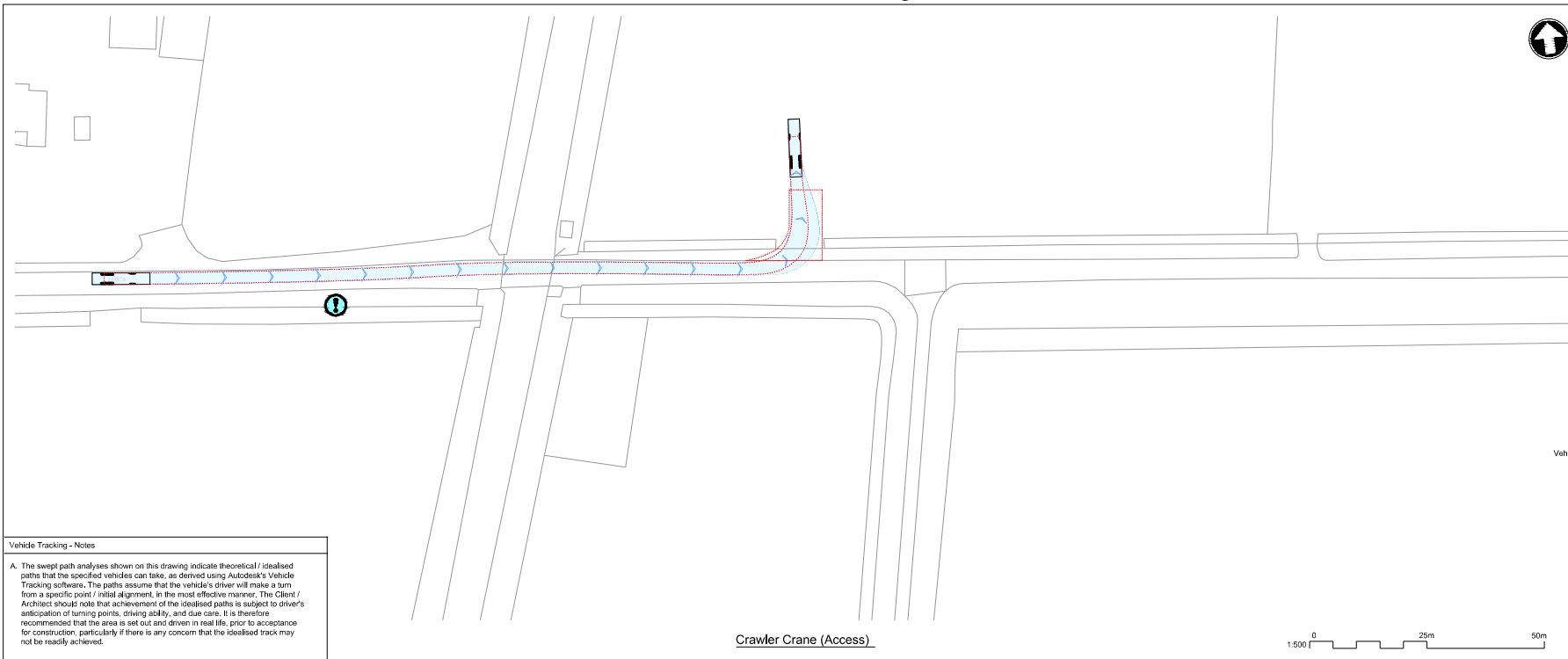


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA14
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Castles | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved | | | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

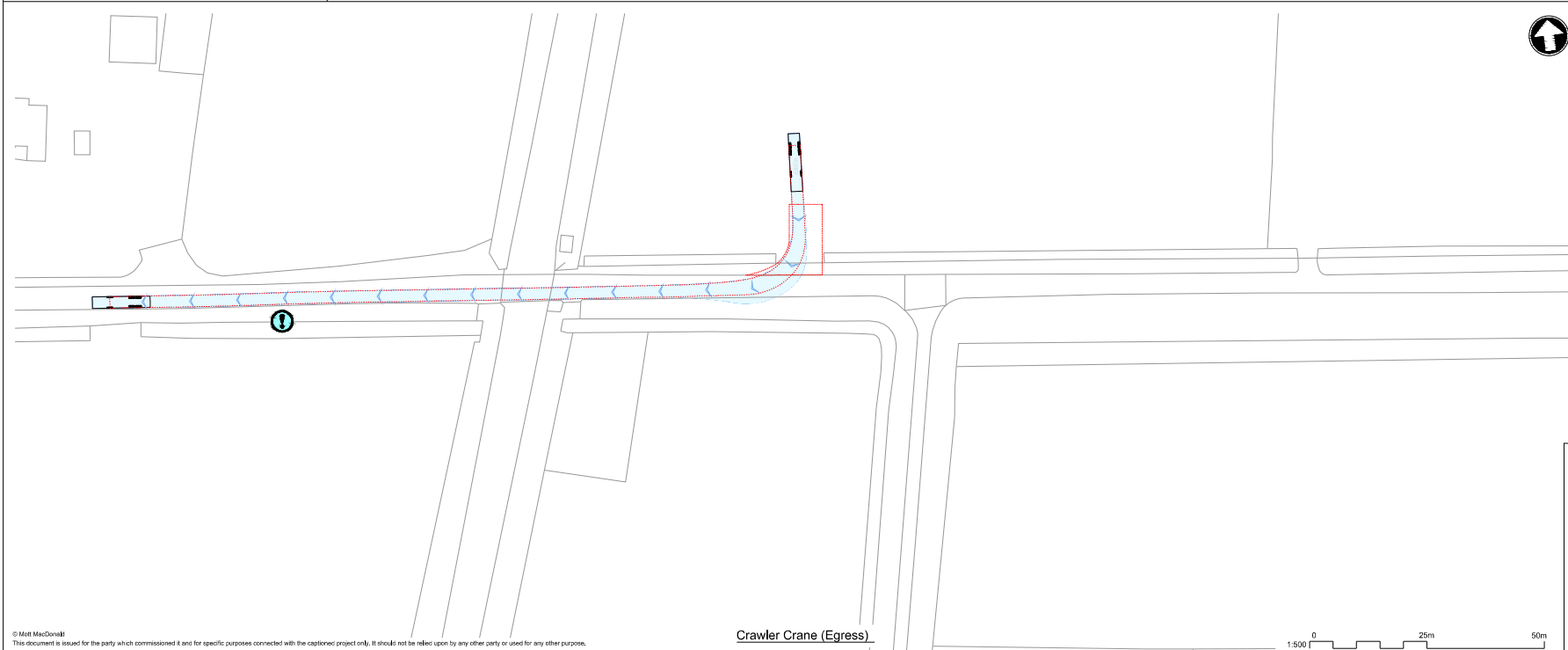
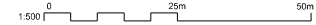
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



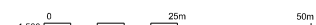
Vehicle Tracking - Notes

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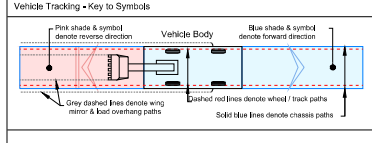
Crawler Crane (Access)



Crawler Crane (Egress)



- Notes**
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 - The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a business activity, and any proposed land take is subject to determination during future stages of the design development of this option.
 - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**



Vehicle Tracking - Vehicle Details

| | | |
|-----------------------------|-------------------|--|
| | Low Loader | |
| Overall Length | 16,633m | |
| Overall Width | 2,500m | |
| Overall Body Height | 3,300m | |
| Max Track Width | 2,500m | |
| Kerb to Kerb Turning Radius | 10,700m | |

| | | |
|-----------------------------|---------------------------|--|
| | Large Mobile Crane | |
| Overall Length | 12,200m | |
| Overall Width | 2,450m | |
| Overall Body Height | 2,450m | |
| Track Width | 2,450m | |
| Kerb to Kerb Turning Radius | 10,000m | |

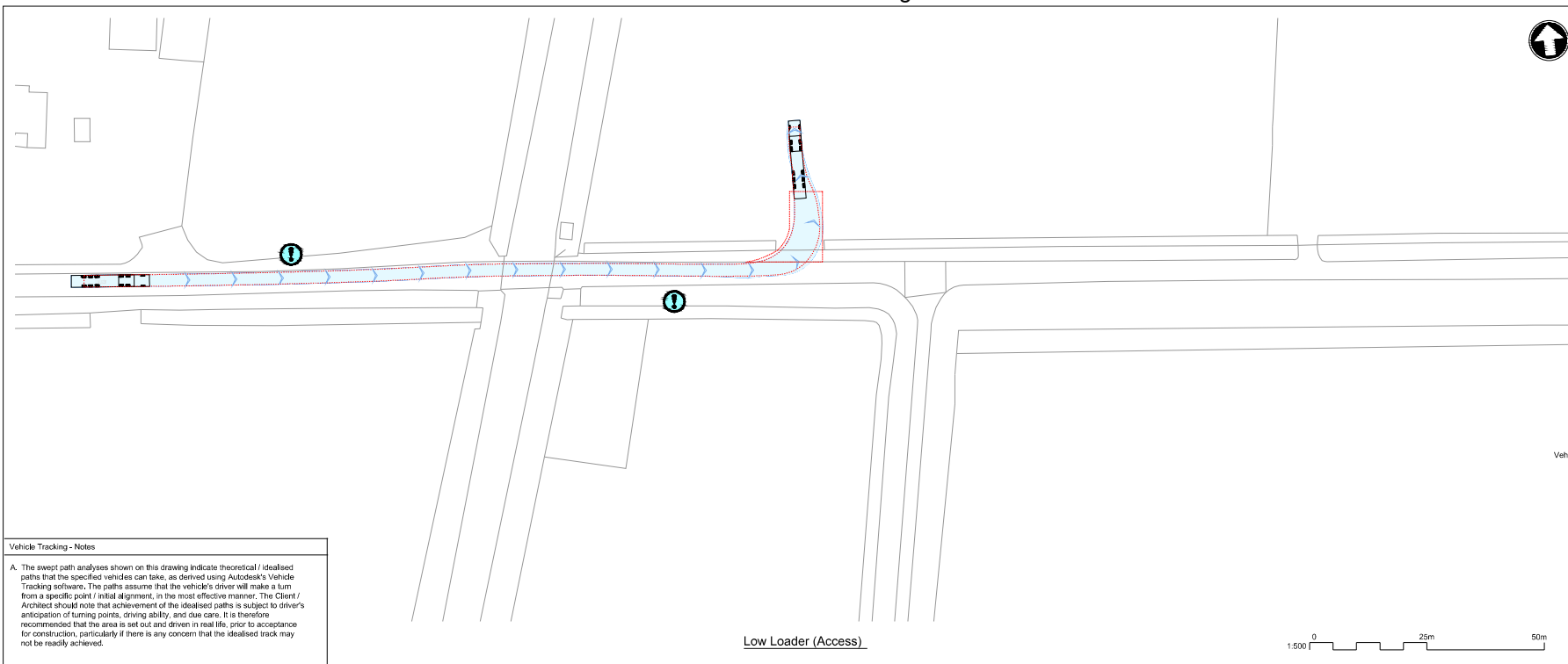
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|---------|----------|
| P1 | 10/23/25 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked | Approved |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA14
Highways GA, Visibility Splay and
Vehicle Tracking

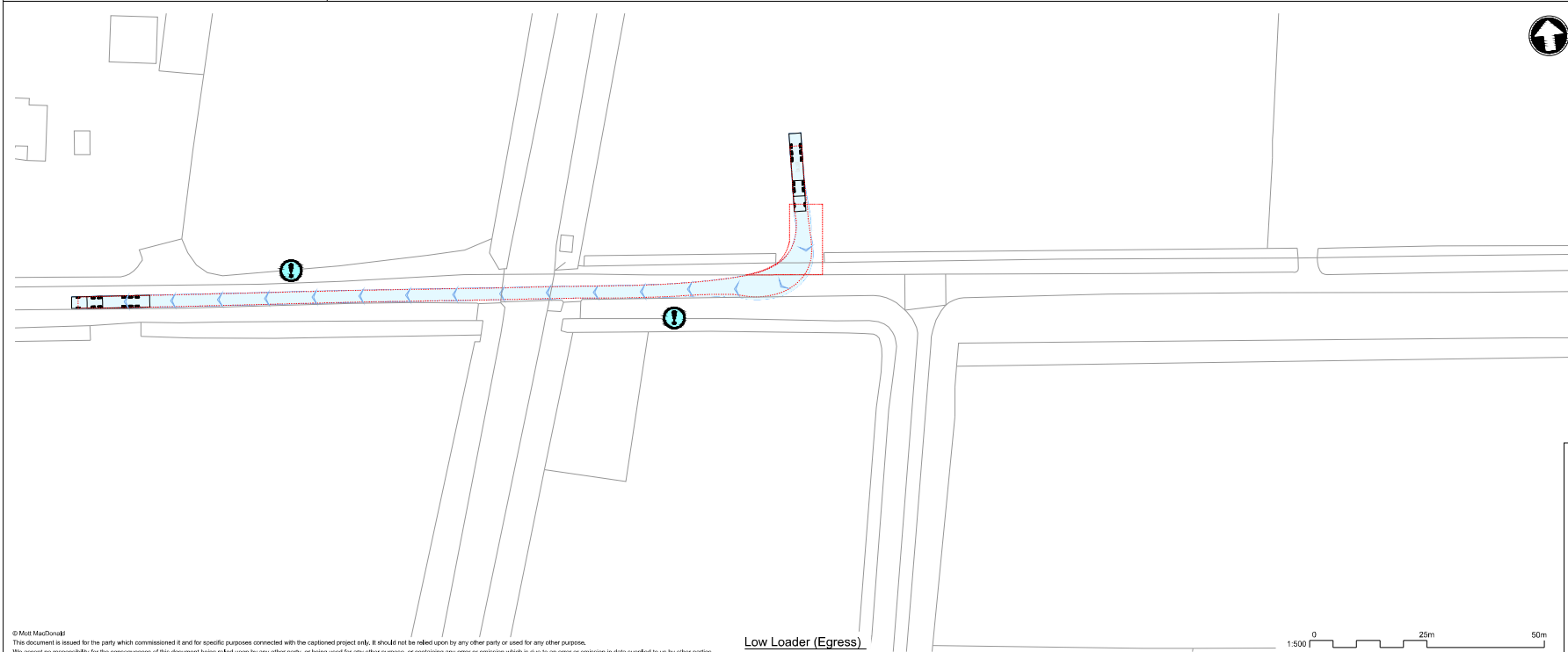
| | | | | | |
|-----------|-------------|--------|-----------------------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Castles | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |
| Scale | 1:500 | Status | PRE | Rev | P1 |
| Drawing | | | 102375-MMD-01-XX-DR-C-DRAFT | S&TD | |



Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

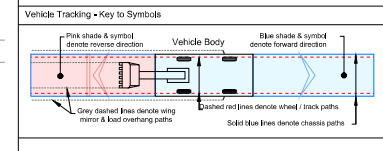
Low Loader (Access)



Low Loader (Egress)



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 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a sensitive area, the proposed access road is subject to assessment during future stages of the design development of this option.
 13. DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.



Vehicle

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 67,70m |

| | | |
|--|-----------------------------|---------|
| | Large Mobile Crane | |
| | Overall Length | 12,300m |
| | Overall Width | 2,430m |
| | Overall Body Height | 2,430m |
| | Track Width | 2,430m |
| | Kerb to Kerb Turning Radius | 10,000m |

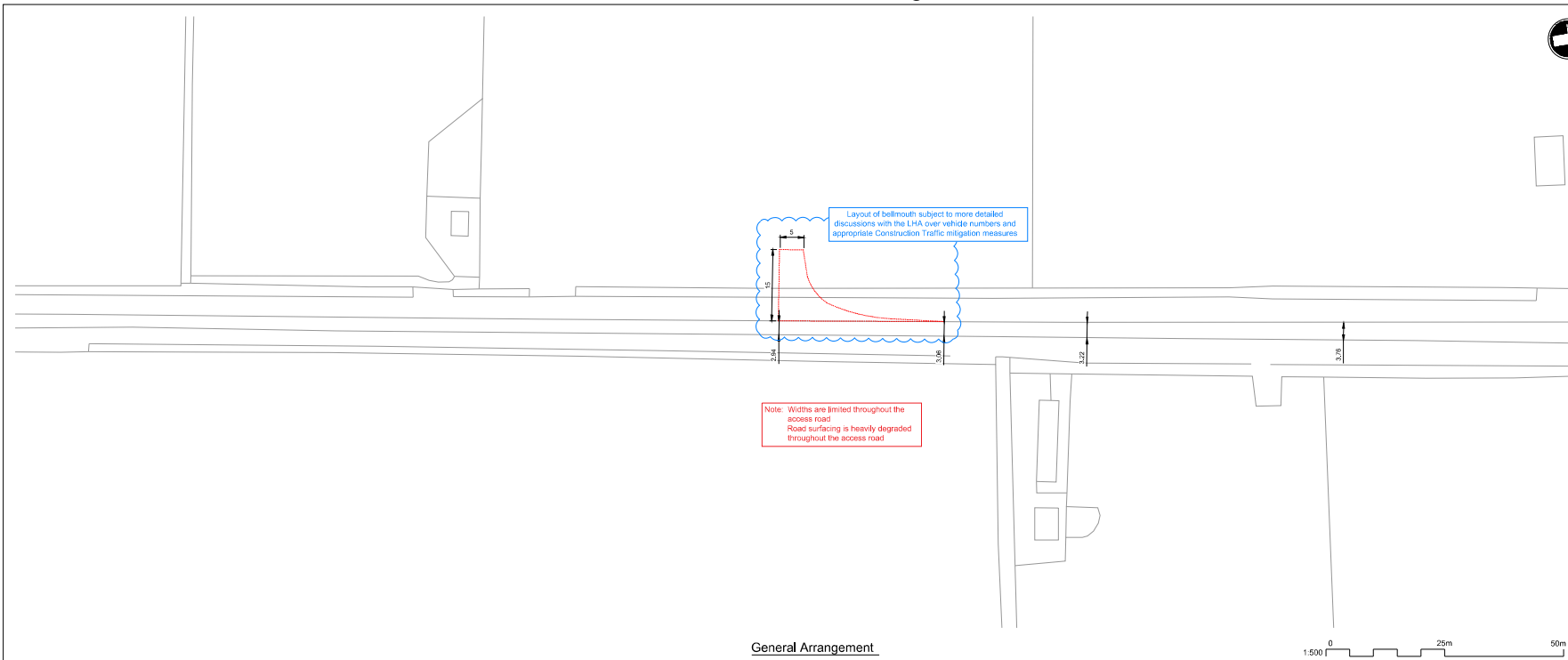
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

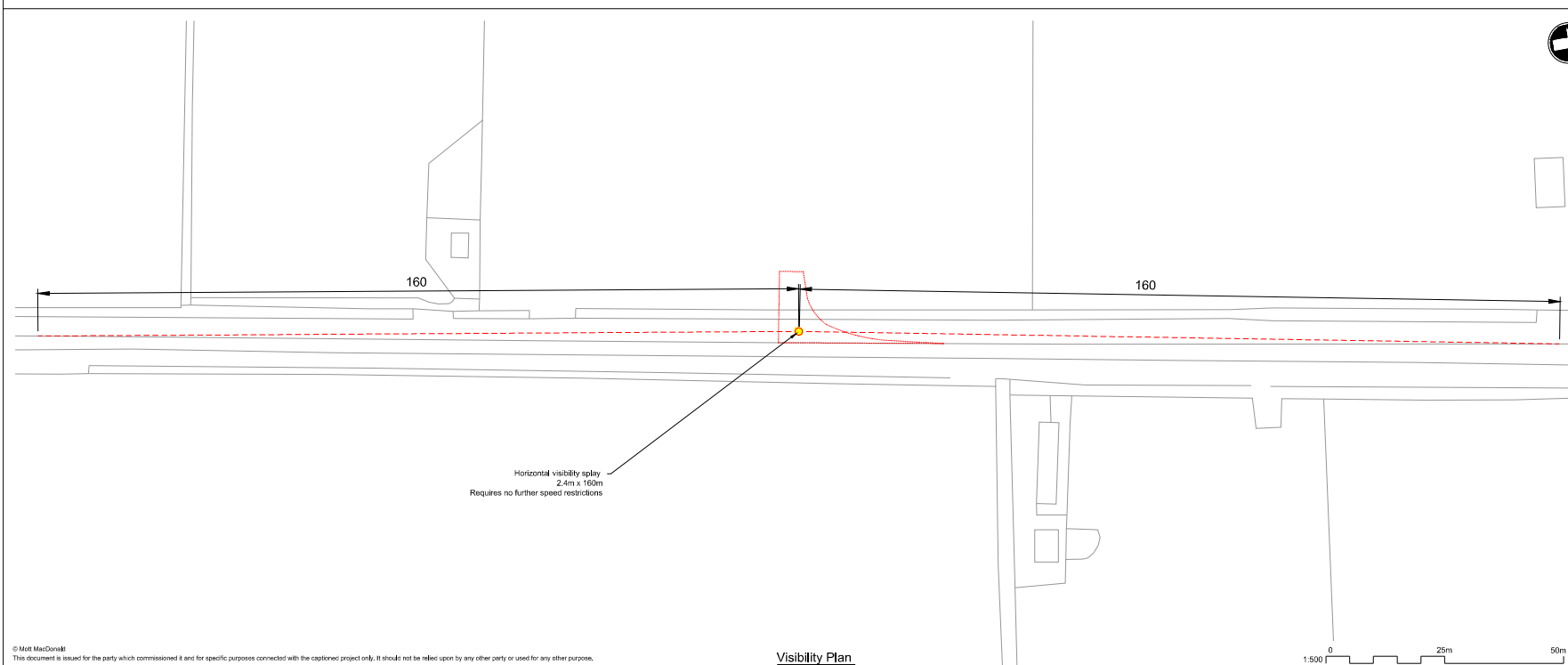


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA14
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | | |
|-----------|-------------|--------|--------------|-----------------------------|-----|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Castles | EC | |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR | |
| Dwg check | Approved | | | | | |
| Scale | 1:500 | Status | PRE | Rev | P1 | |
| Drawing | | | | 102375-MMD-01-XX-DR-C-DRAFT | Sec | STD |

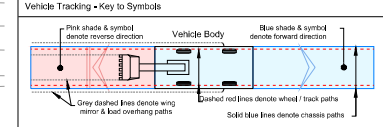


General Arrangement



Visibility Plan

- Notes
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Vehicle Tracking - Vehicle Details

| | |
|-----------------------------|---------|
| Low Loader | |
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 6,700m |

| | |
|-----------------------------|---------|
| Large Mobile Crane | |
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 2,450m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

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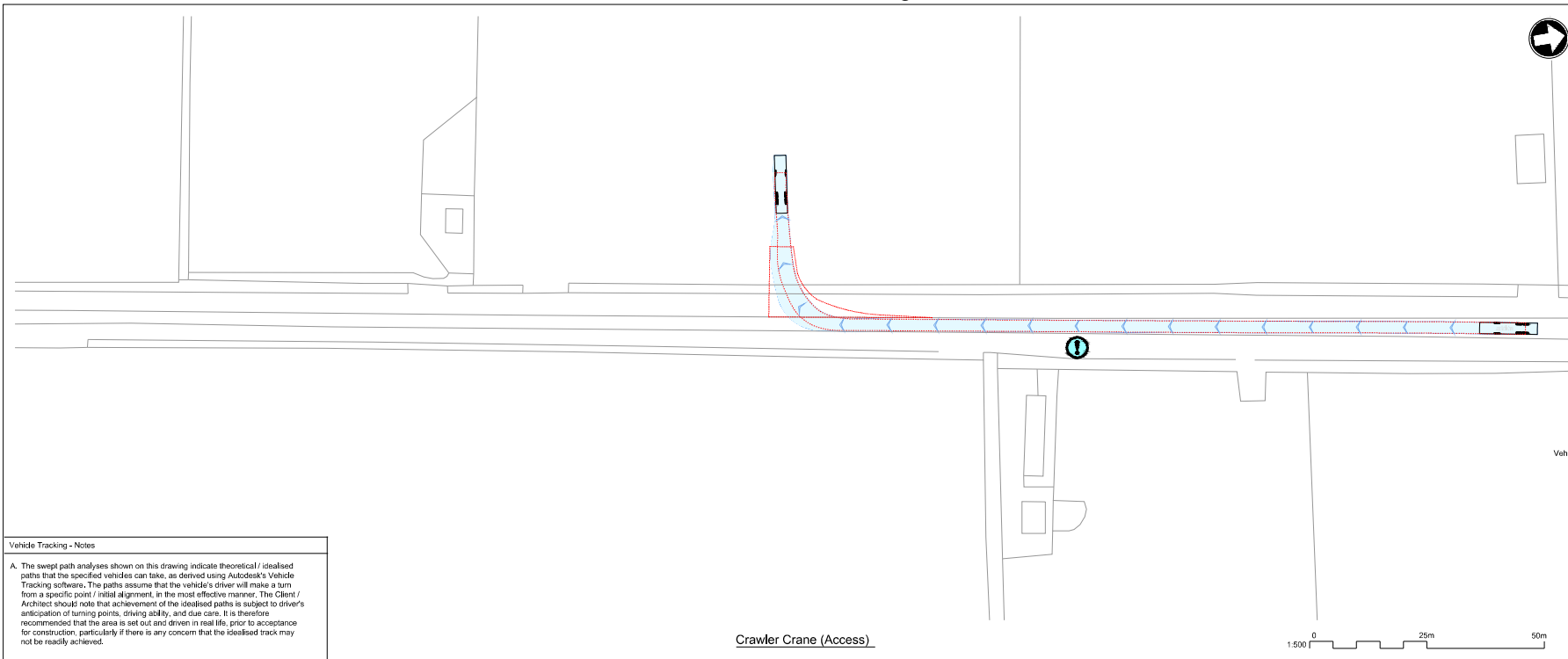
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|-----|------|--------------------------------|-------------|---------|
| P1 | ABC | Draft for Discussion / Review. | AWR | AWR |
| Rev | Date | Drawn | Description | Checked |



The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA26
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Casillas | ABC | Eng check | E.Case | EC |
| Drawn | A.D.Casillas | ABC | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |

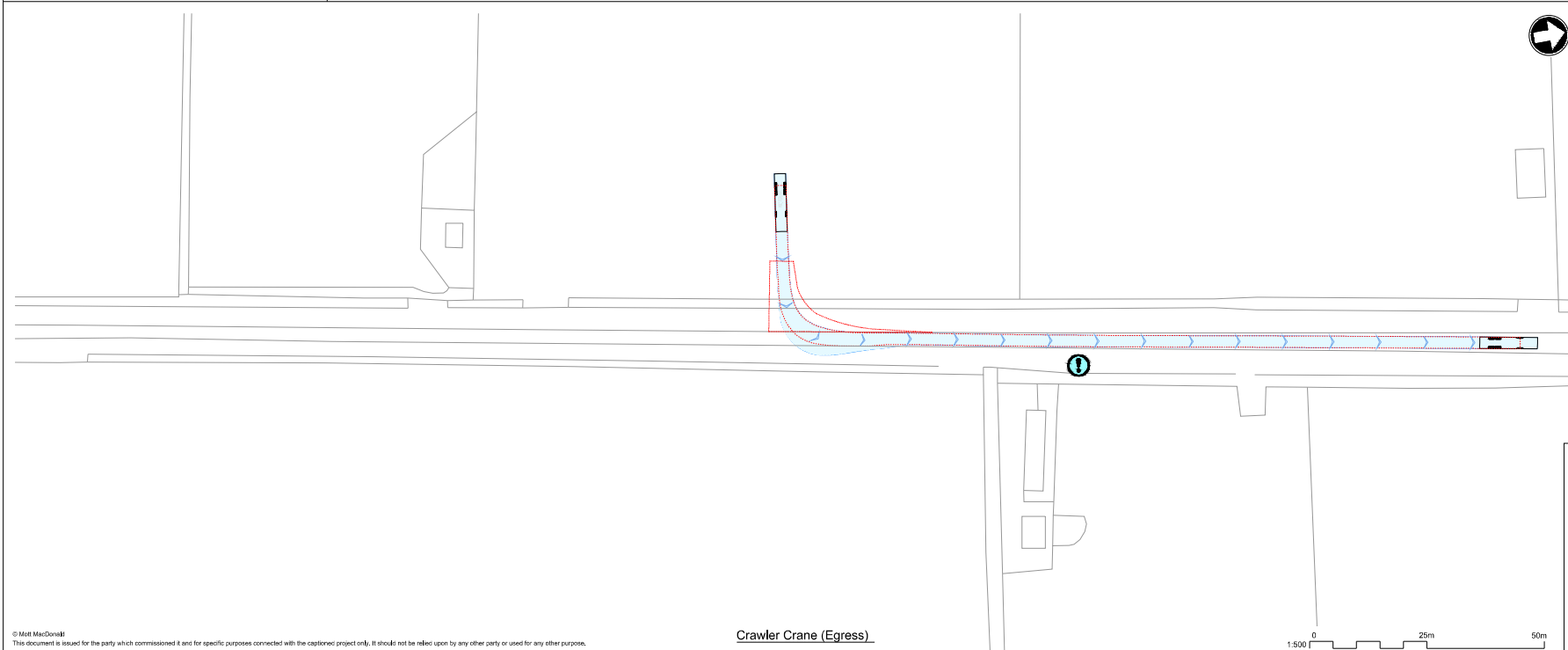
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

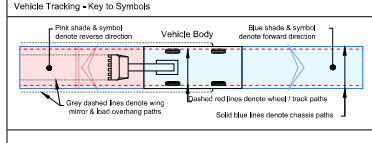
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Crawler Crane (Access)



Crawler Crane (Egress)

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Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 16,700m |

| | | |
|--|-----------------------------|---------|
| | Large Mobile Crane | |
| | Overall Length | 12,200m |
| | Overall Width | 2,450m |
| | Overall Body Height | 3,460m |
| | Track Width | 2,450m |
| | Kerb to Kerb Turning Radius | 10,000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|---------|----------|
| P1 | 10/23/25 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked | Approved |

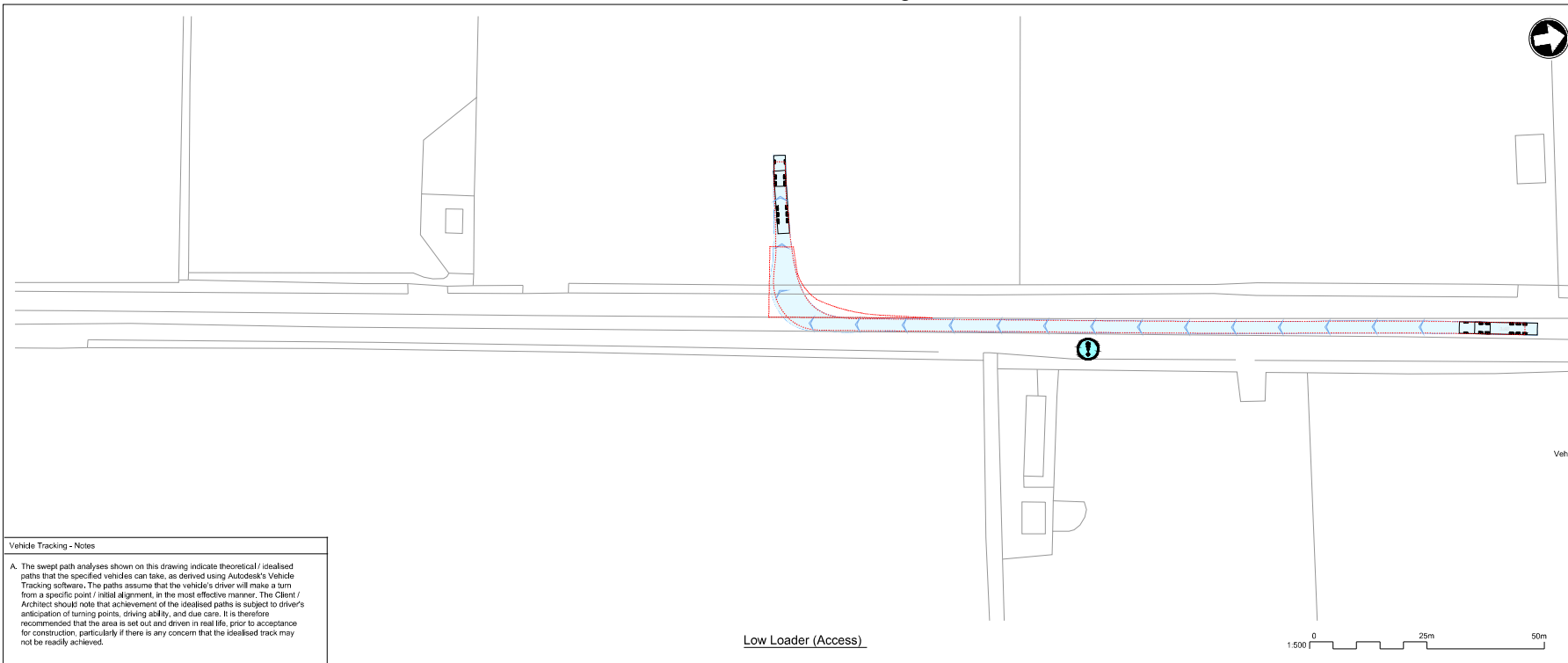


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA26
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Casillas | ADC | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT

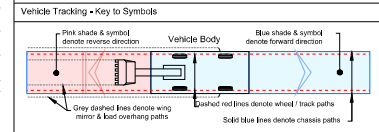


Vehicle Tracking - Notes

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Low Loader (Access)

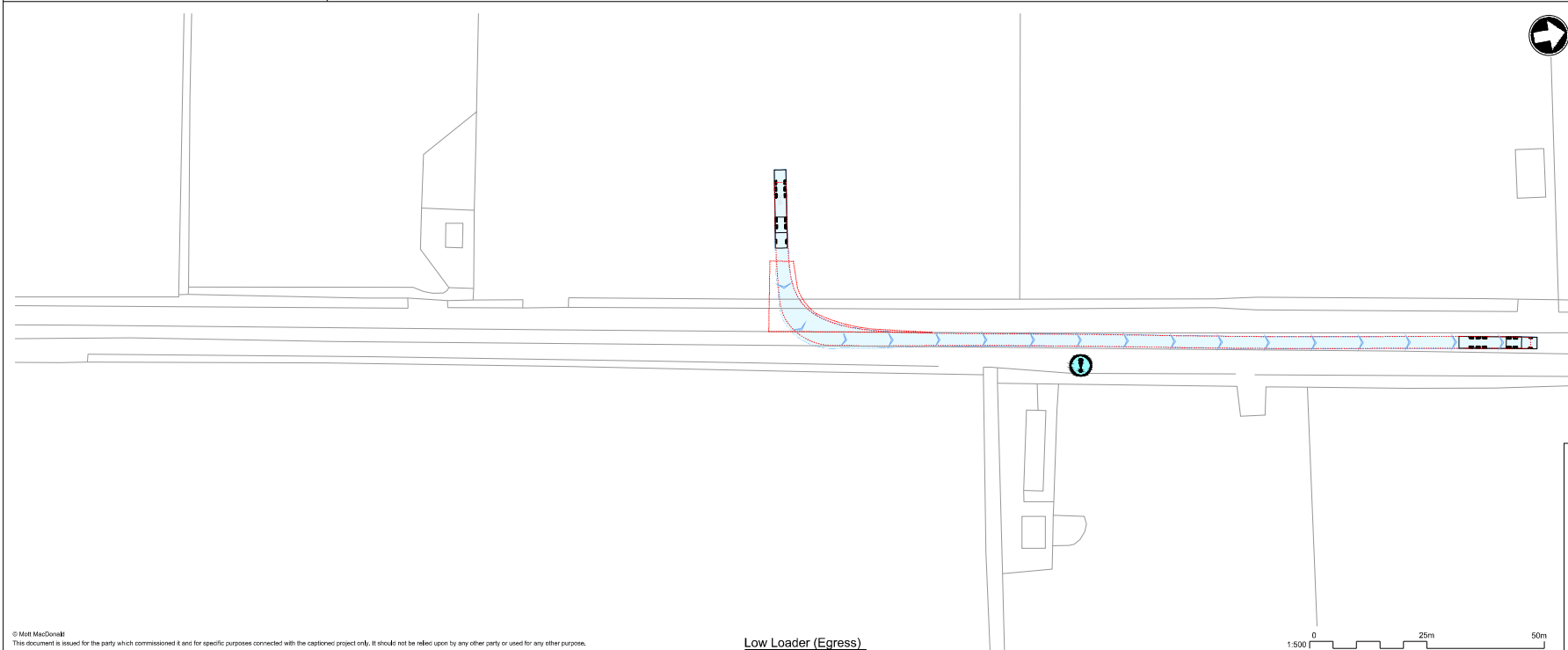
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 - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**



Vehicle Data

| | | |
|-----------------------------|-------------------|--|
| | Low Loader | |
| Overall Length | 16,633m | |
| Overall Width | 2,500m | |
| Overall Body Height | 3,300m | |
| Max Track Width | 2,500m | |
| Kerb to Kerb Turning Radius | 16,700m | |

| | | |
|-----------------------------|---------------------------|--|
| | Large Mobile Crane | |
| Overall Length | 12,200m | |
| Overall Width | 2,450m | |
| Overall Body Height | 3,360m | |
| Track Width | 2,450m | |
| Kerb to Kerb Turning Radius | 10,000m | |



Low Loader (Egress)

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADG | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

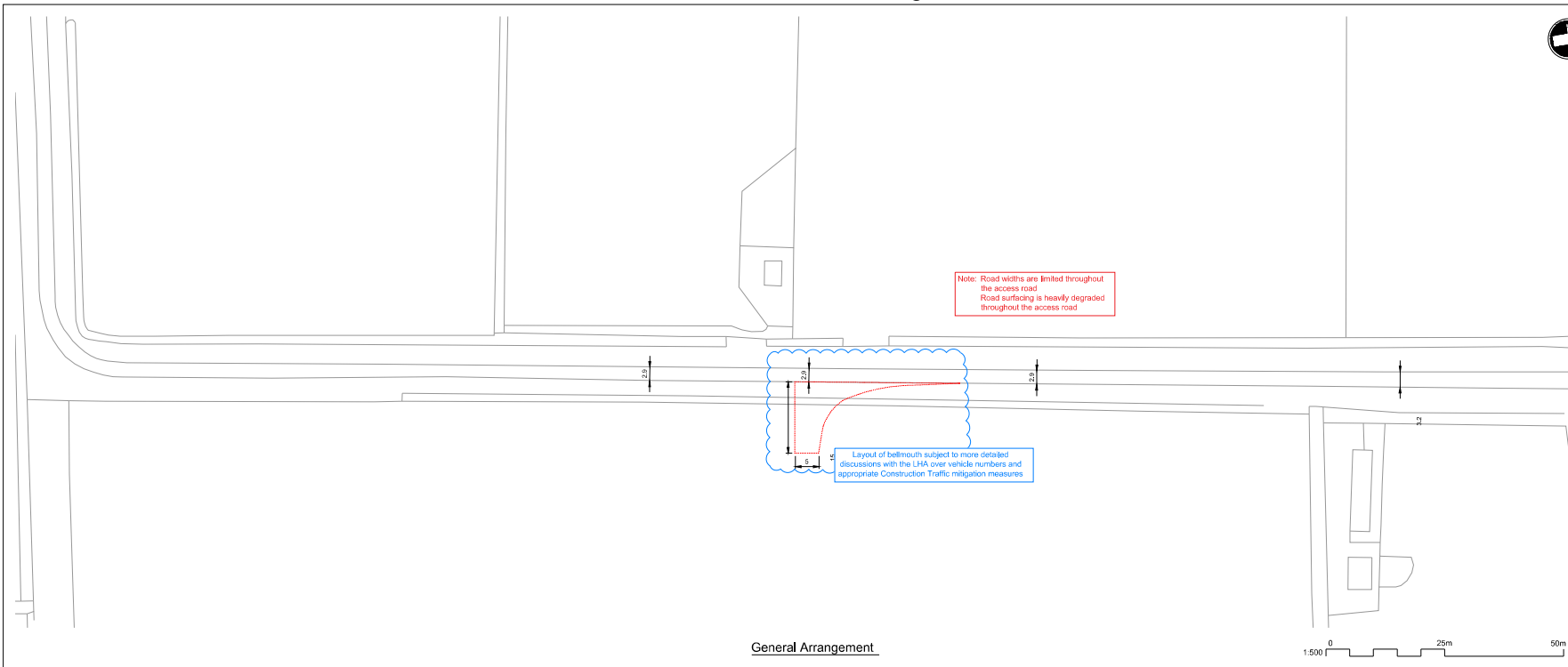


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA26
Highways GA, Visibility Splay and
Vehicle Tracking

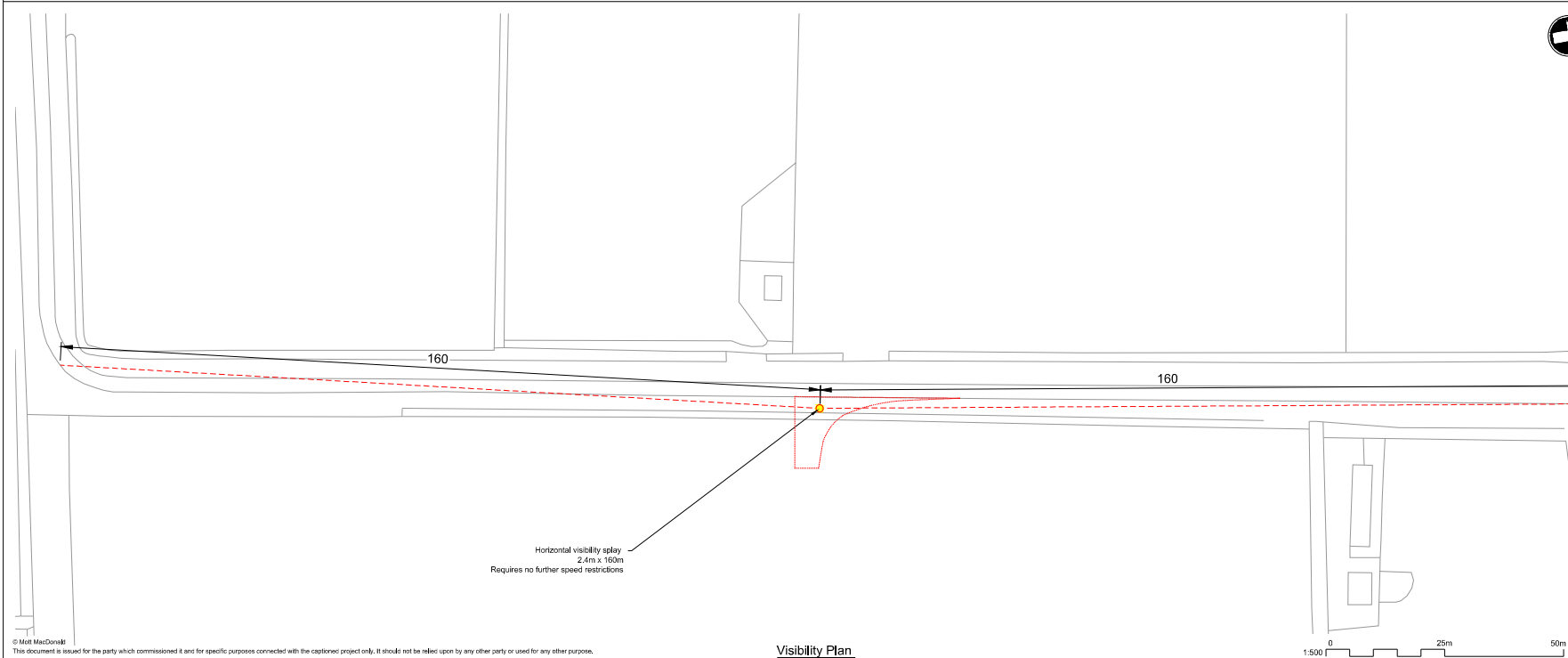
| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Casillas | ADG | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved | | | | |

Scale: 1:500 Status: PRE Rev: P1 Section: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT



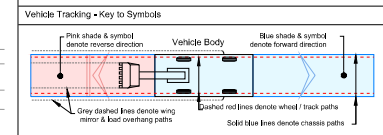
General Arrangement



Visibility Plan



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 15. DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.



Vehicle Tracking - Vehicle Details

| | |
|--|--|
| | <p>Low Loader</p> <p>Overall Length 16,630m Overall Width 2,500m Overall Body Height 3,300m Max Track Width 2,500m Kerb to Kerb Turning Radius 6,700m</p> |
| | <p>Large Mobile Crane</p> <p>Overall Length 12,200m Overall Width 2,450m Overall Body Height 2,450m Track Width 2,450m Kerb to Kerb Turning Radius 10,000m</p> |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

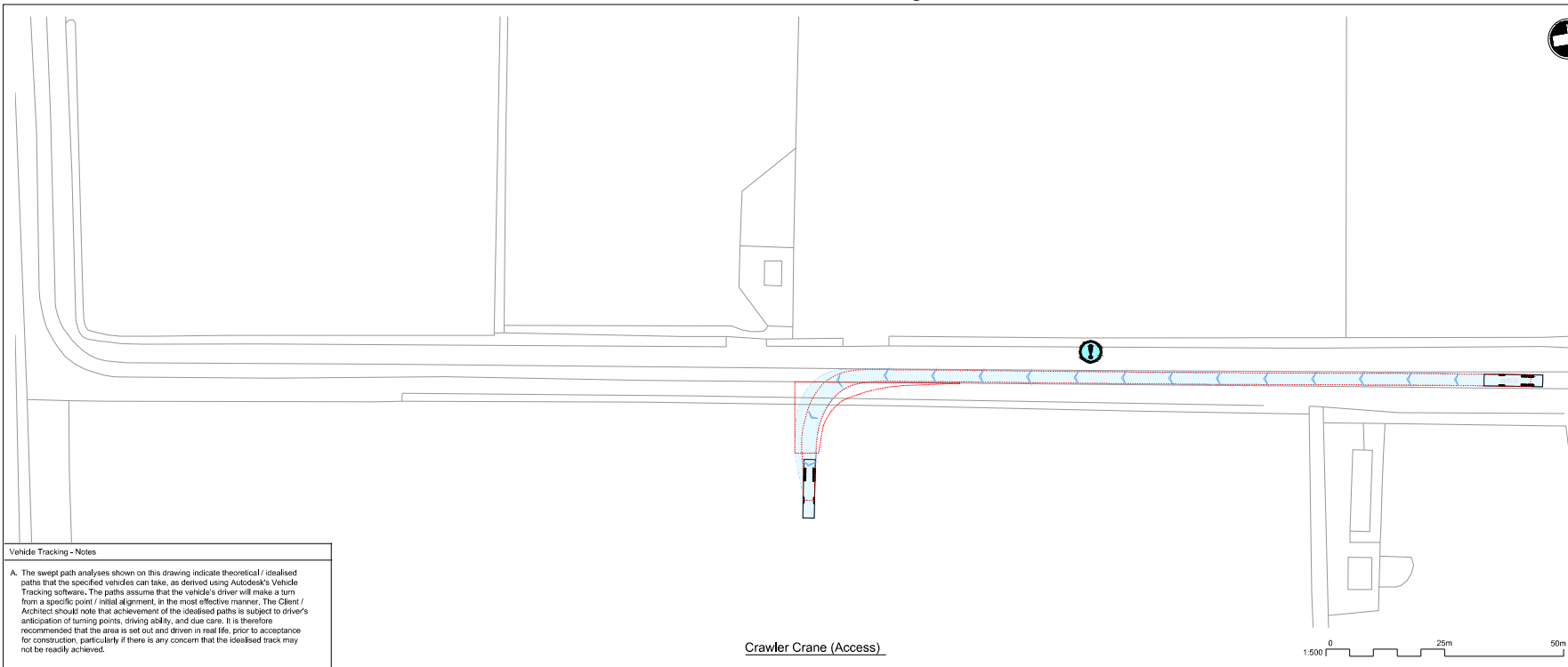
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|-----|----------|-------|--------------------------------|-----|---------|
| P1 | 10/23/25 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | By | Checked |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA13
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

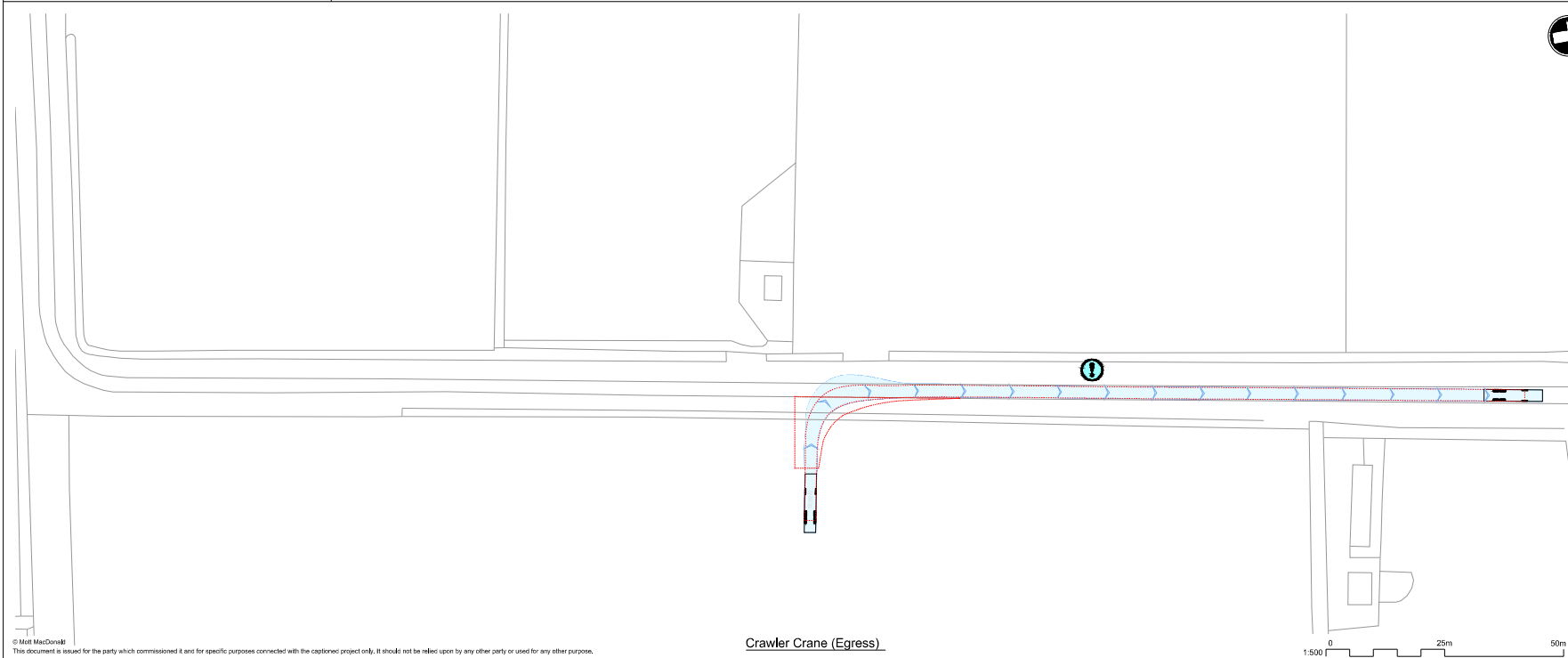
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 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

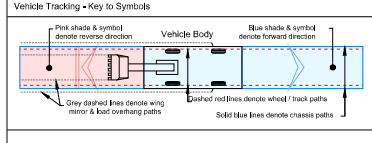
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Crawler Crane (Access)



Crawler Crane (Egress)

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 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 16,700m |

| | | |
|--|-----------------------------|---------|
| | Large Mobile Crane | |
| | Overall Length | 32,200m |
| | Overall Width | 2,450m |
| | Overall Body Height | 2,450m |
| | Track Width | 2,450m |
| | Kerb to Kerb Turning Radius | 16,000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | CHK | APP |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | ARK |
| | | | | | CHW |

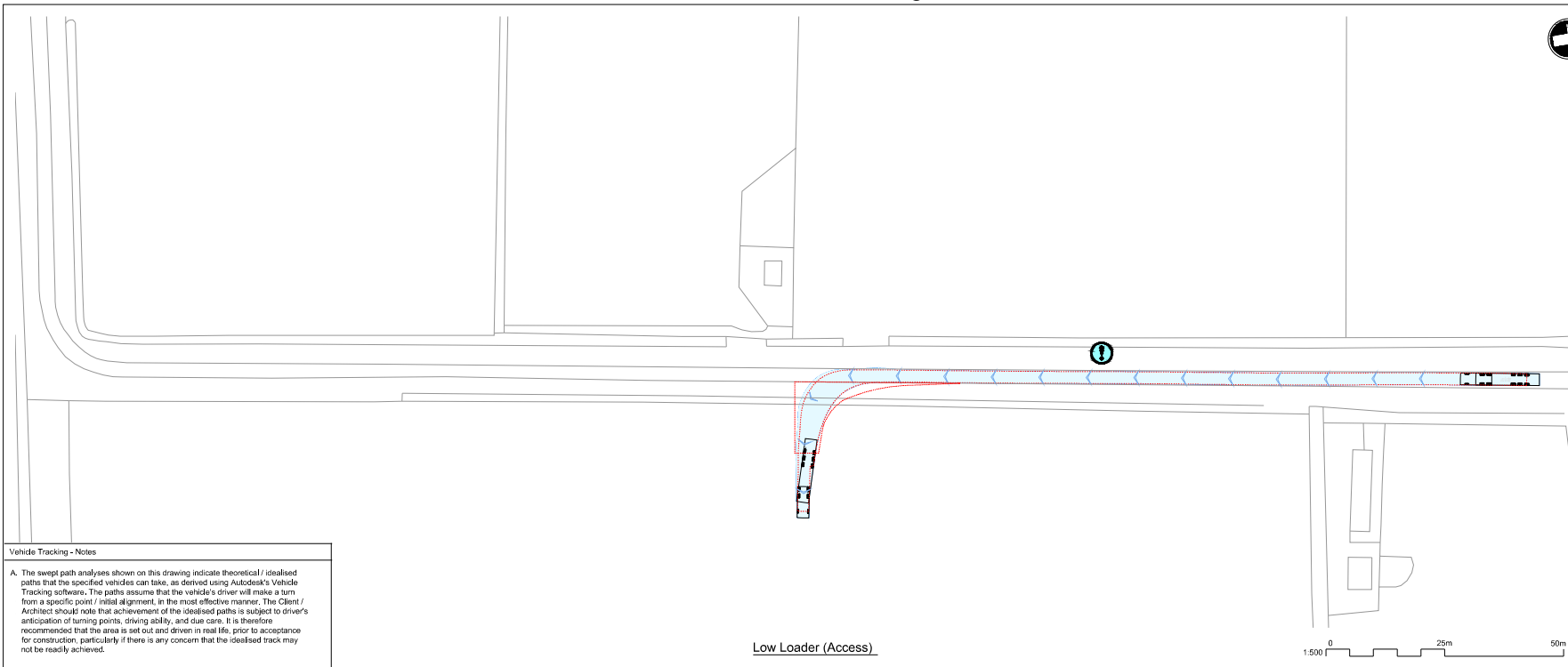


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA13
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Caselles | ADC | Eng check | E.Caselles | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | | | Approved | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

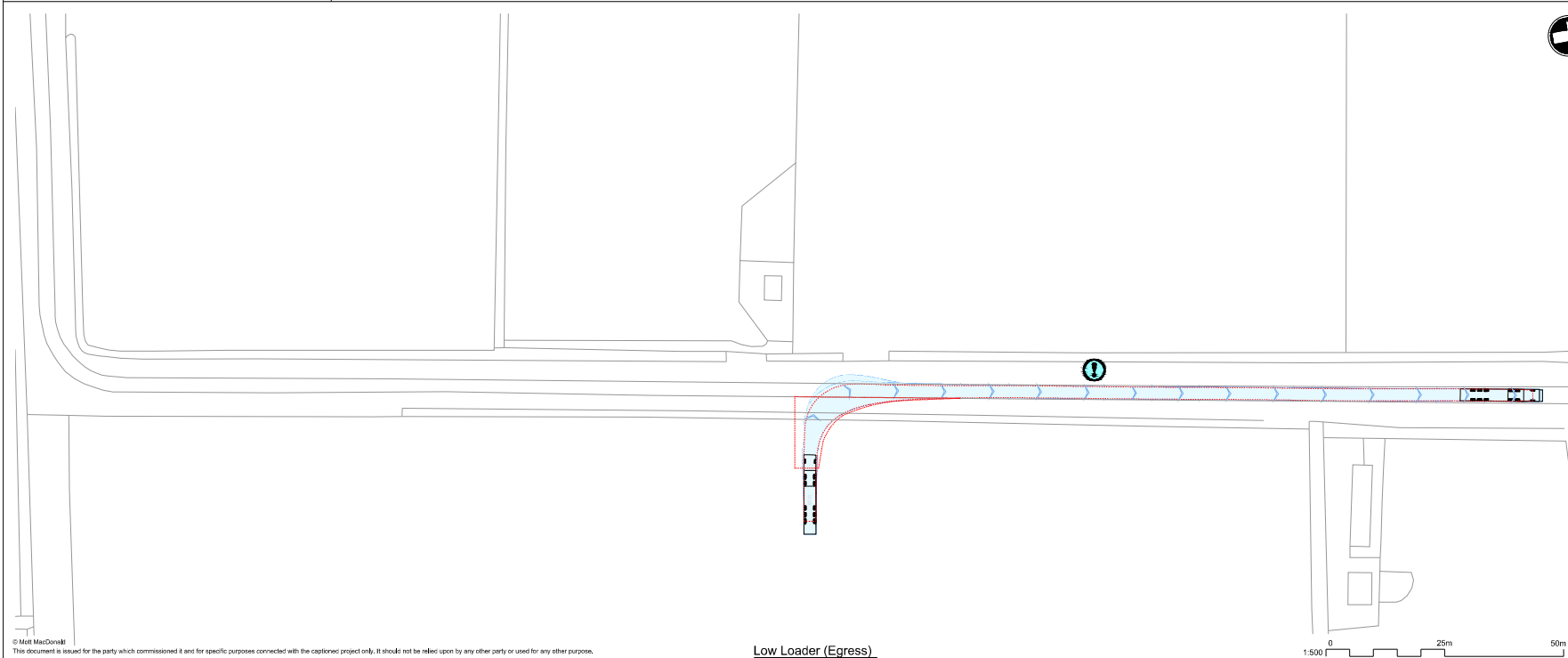
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Vehicle Tracking - Notes

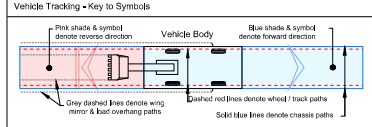
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Low Loader (Access)



Low Loader (Egress)

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 - Drawings to be read in conjunction with the Technical Memo.**



| | | |
|-----------------------------|---------------------------|--|
| | Low Loader | |
| Overall Length | 16,633m | |
| Overall Width | 2,500m | |
| Overall Body Height | 3,300m | |
| Max Track Width | 2,500m | |
| Kerb to Kerb Turning Radius | 10,700m | |
| | Large Mobile Crane | |
| Overall Length | 12,200m | |
| Overall Width | 2,450m | |
| Overall Body Height | 2,450m | |
| Track Width | 2,450m | |
| Kerb to Kerb Turning Radius | 10,000m | |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|---------|
| P1 | ADG | Draft for Discussion / Review. | ARK | ARK |
| Rev | Date | Drawn | Description | Checked |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA13
Highways GA, Visibility Splay and
Vehicle Tracking

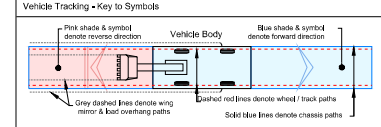
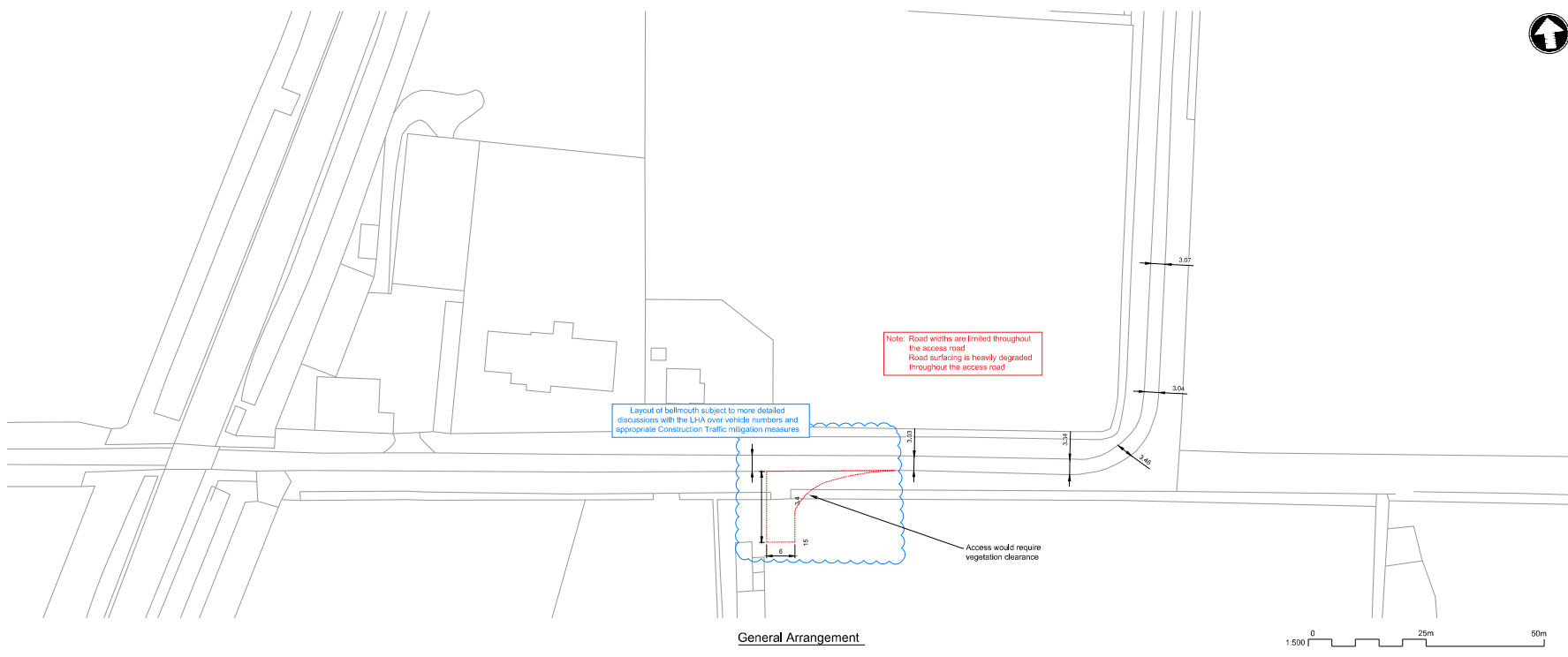
| | | | | | |
|-----------|--------------|-----|--------------|--------------|-----|
| Designed | A.D.Caselles | ADG | Eng check | E.Case | EC |
| Drawn | A.D.Caselles | ADG | Coordination | A.M.Rawlings | AMR |
| Dwg check | | | Approved | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT



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 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



Vehicle Tracking - Vehicle Details

| Vehicle Type | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader | 16,633m | 2,500m | 2,300m | 2,500m | 6,700m |
| Large Mobile Crane | 12,200m | 2,450m | 2,450m | 2,450m | 10,000m |

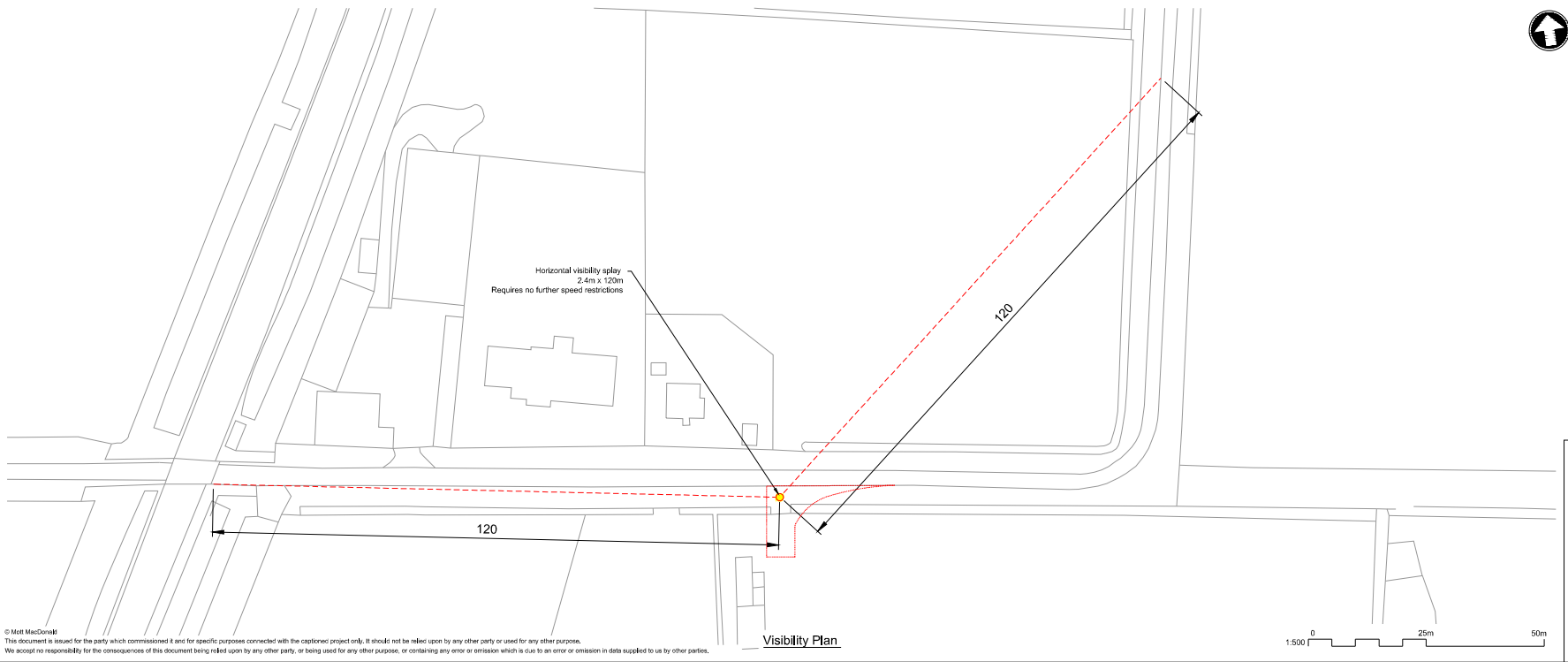
Vehicle Tracking - Risks & Compliance

| Risk Level | Explanation of risk |
|------------|---------------------|
| High Risks | H1 |

Vehicle Tracking - Notes

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| Rev | Date | Drawn | Description | Drawn | Checked |
|-----|------|-------|-------------------------------|-------|---------|
| P1 | | ADC | Draft for Discussion / Review | AWR | AWR |

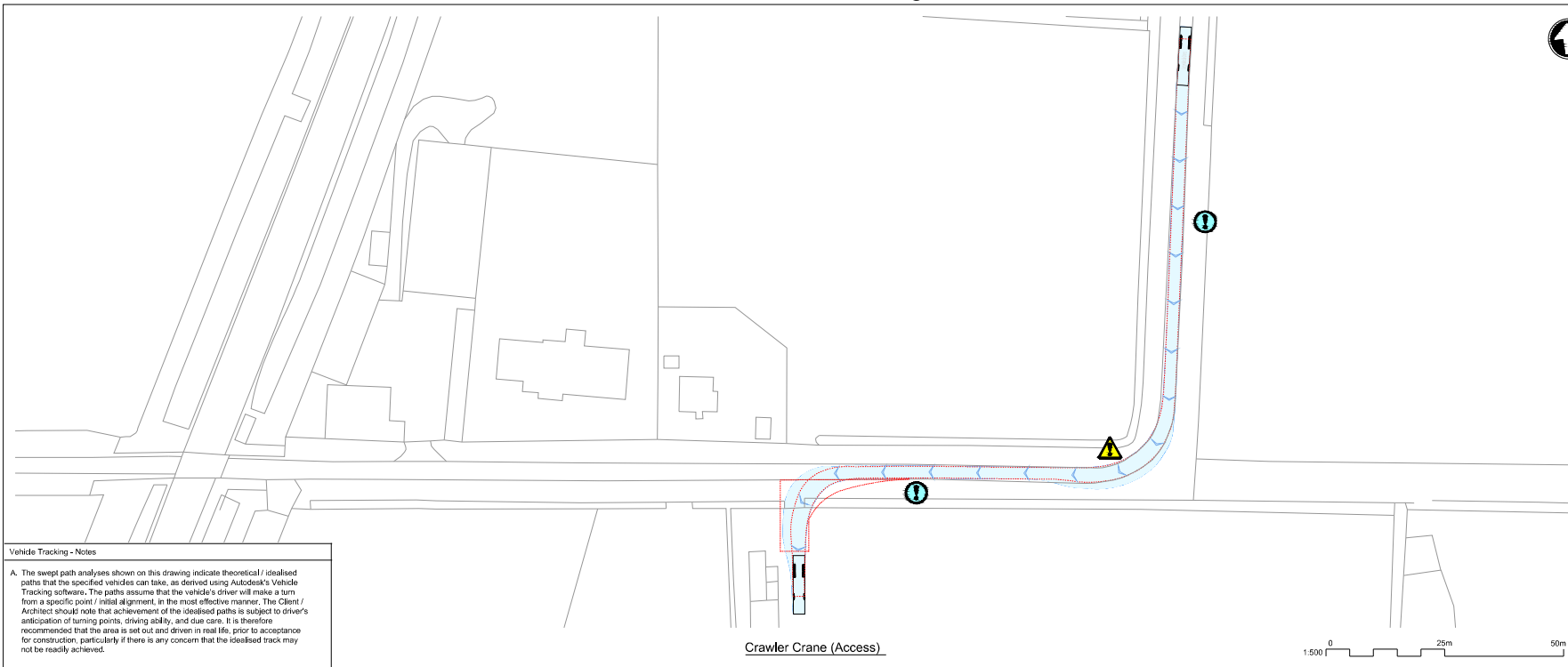


The Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and Vehicle Tracking

| Designated | A.D.Castles | ADC | Eng check | E.Case | EC |
|------------|-------------|-----|--------------|--------------|-----|
| Drawn | A.D.Castles | ADC | - | E.Case | EC |
| Dwg check | - | - | Coordination | A.M.Rawlings | AMR |
| Approved | | | | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
Drawing: 102375-MMD-01-XX-DR-C-DRAFT

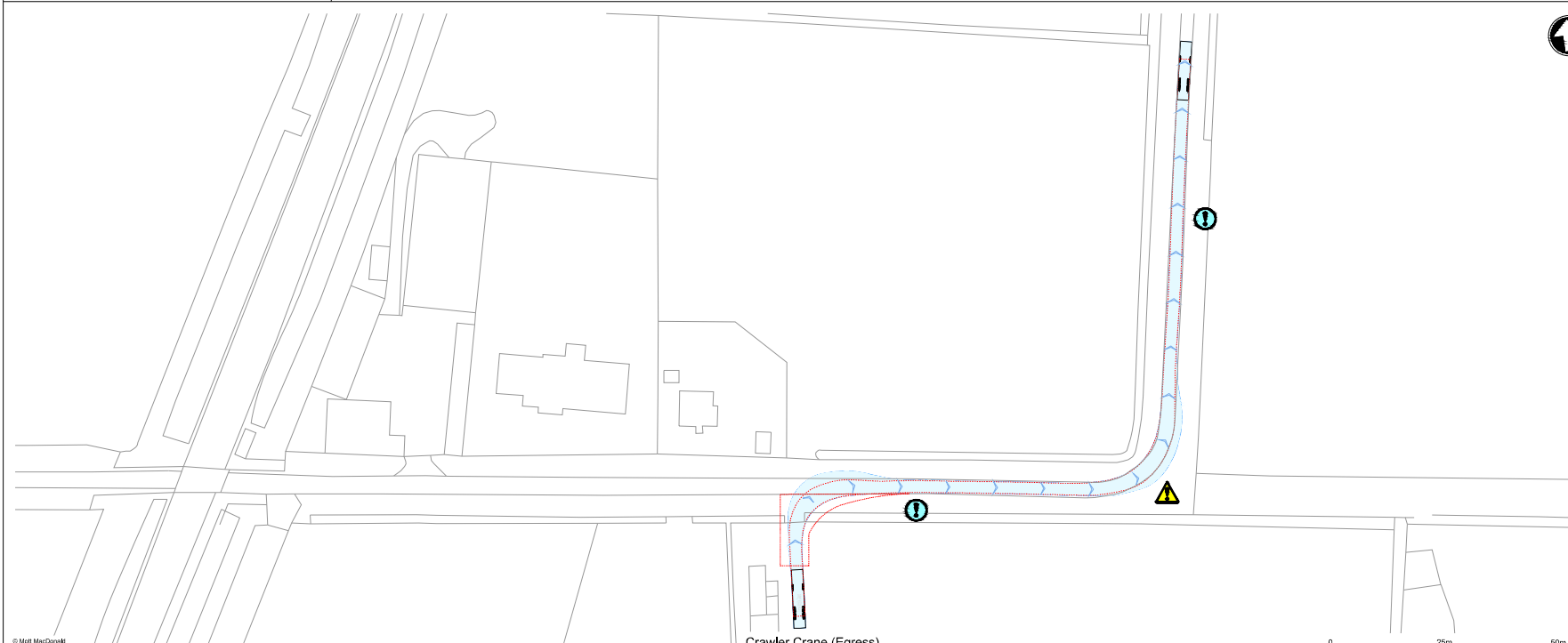
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AutR102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 6) dwg May 13, 2022 - 8:47AM CAS89725



Vehicle Tracking - Notes

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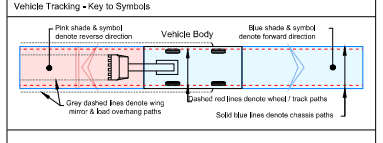
Crawler Crane (Access)



Crawler Crane (Egress)



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Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 16,700m |

| | | |
|--|-----------------------------|---------|
| | Large Mobile Crane | |
| | Overall Length | 12,200m |
| | Overall Width | 2,400m |
| | Overall Body Height | 3,400m |
| | Track Width | 2,400m |
| | Kerb to Kerb Turning Radius | 10,000m |



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADG | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

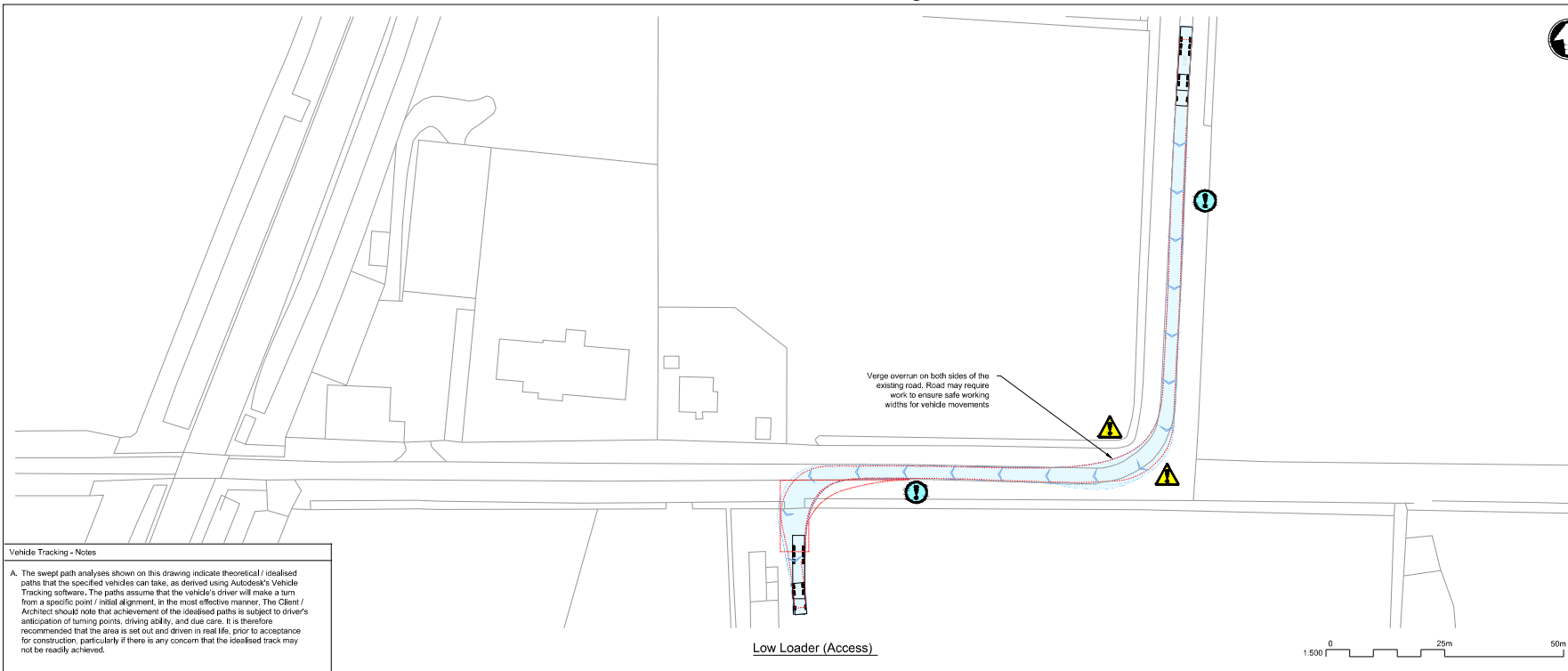


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADG | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

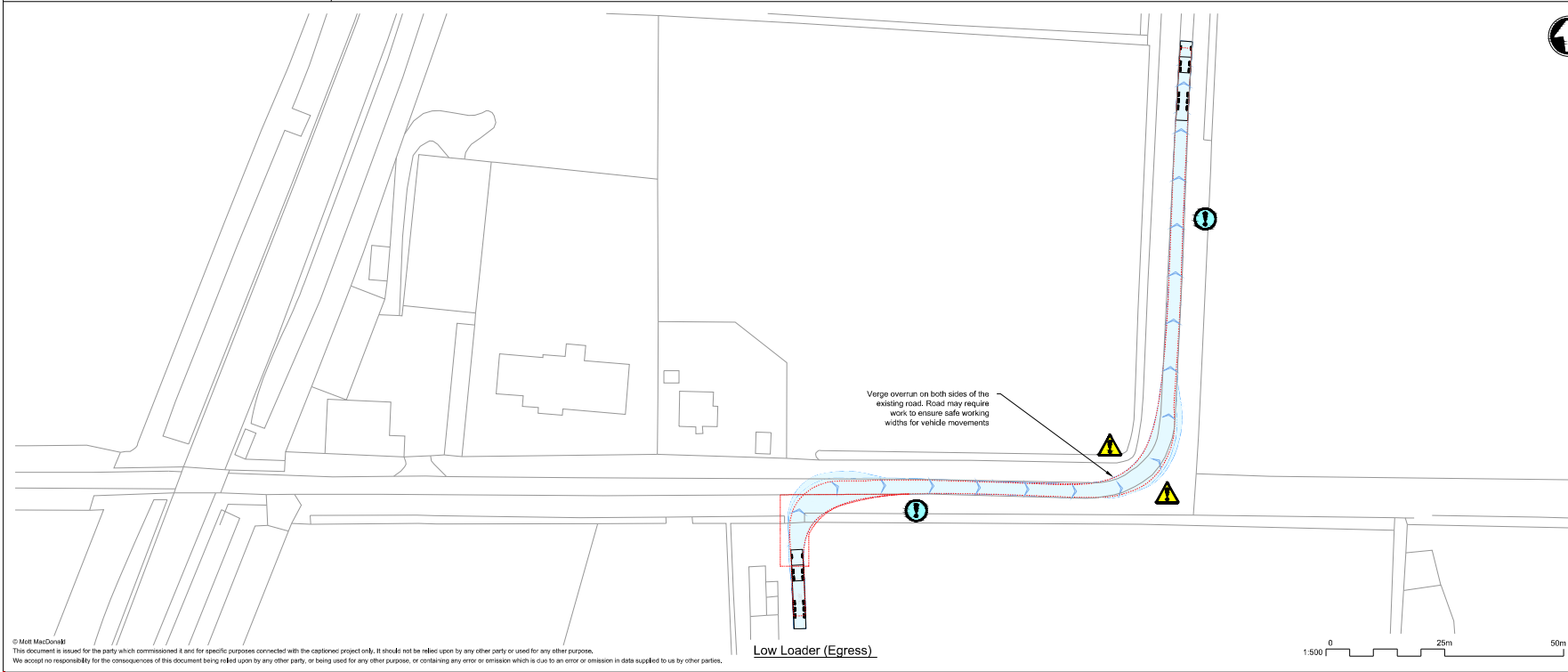
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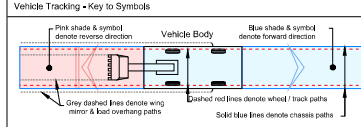


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 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | AWK | AWR |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and
Vehicle Tracking

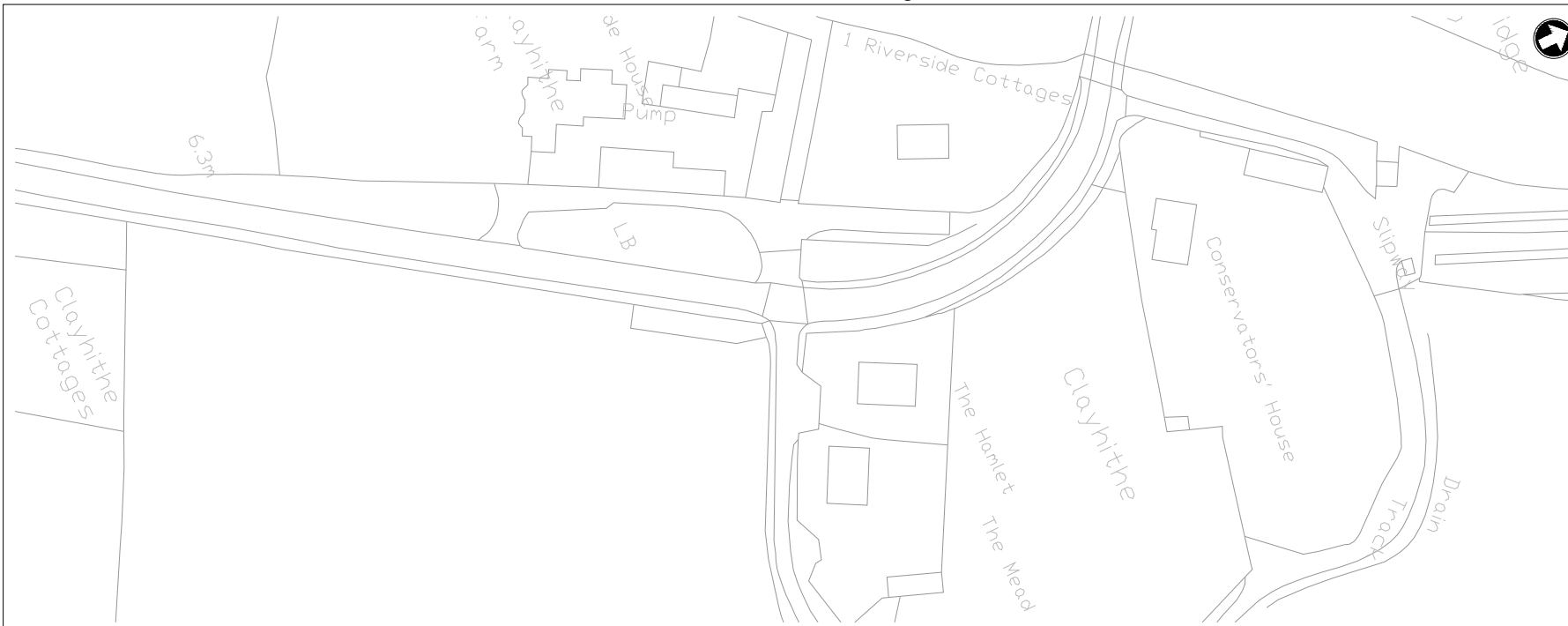
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|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | | | Approved | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

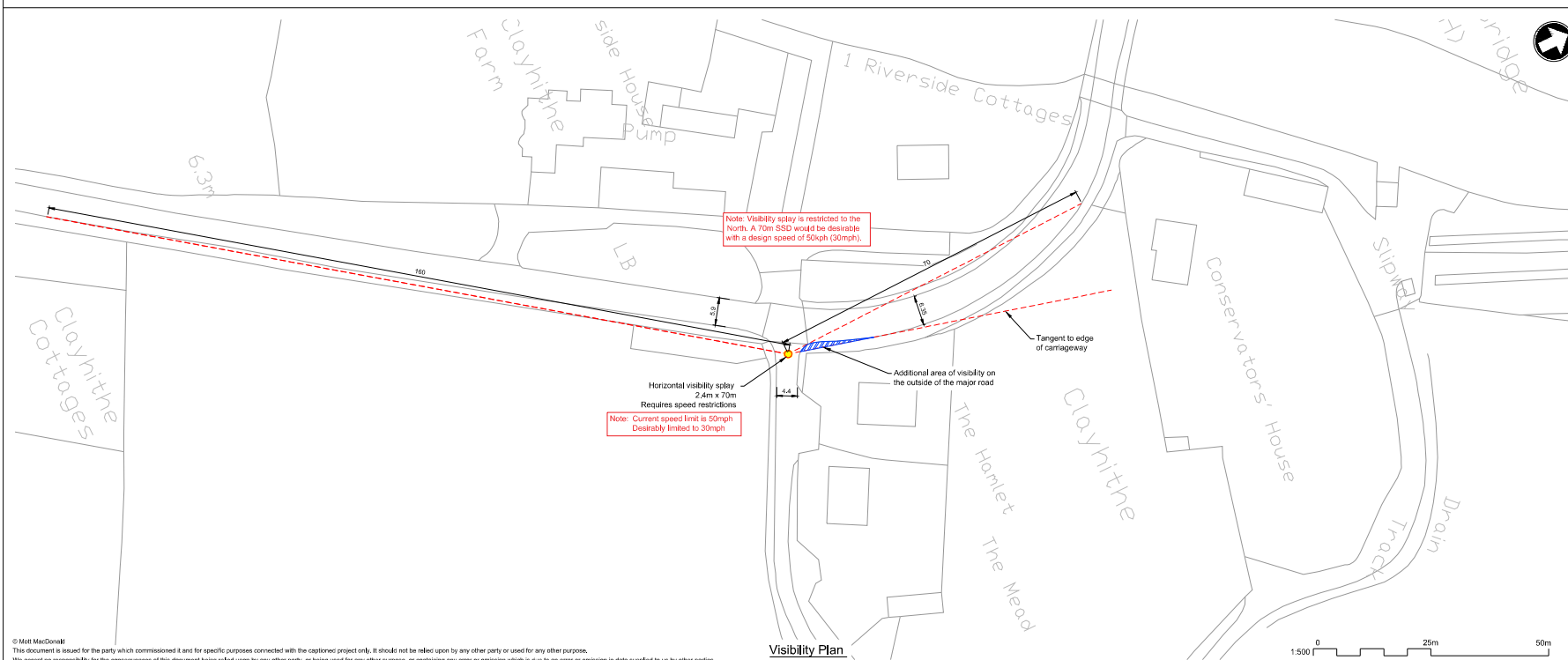
Drawing: 102375-MMD-01-XX-DR-C-DRAFT

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General Arrangement

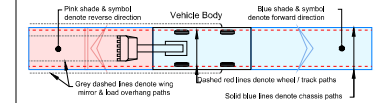


Visibility Plan



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 - DRAWINGS TO BE READ IN OCCURRENCE WITH THE Technical Memo.**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Low Loader

| | |
|-----------------------------|---------|
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 10,000m |

Large Mobile Crane

| | |
|-----------------------------|---------|
| Overall Length | 12,200m |
| Overall Width | 2,800m |
| Overall Body Height | 2,400m |
| Track Width | 2,400m |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

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| | | | | | |
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| P1 | ABC | ABC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | | CWWTW |

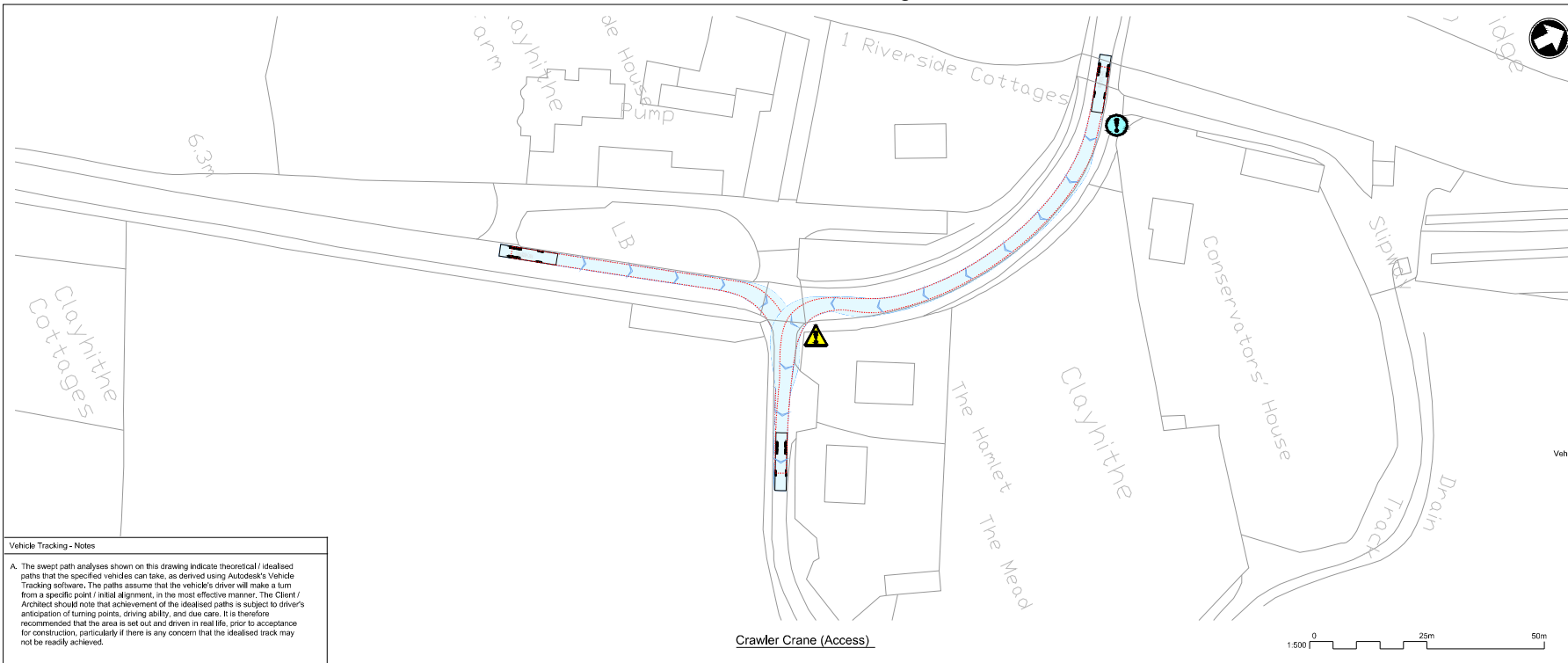


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA20
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ABC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ABC | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

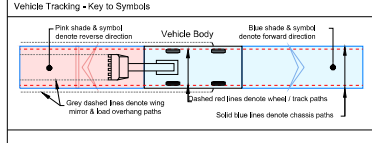
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

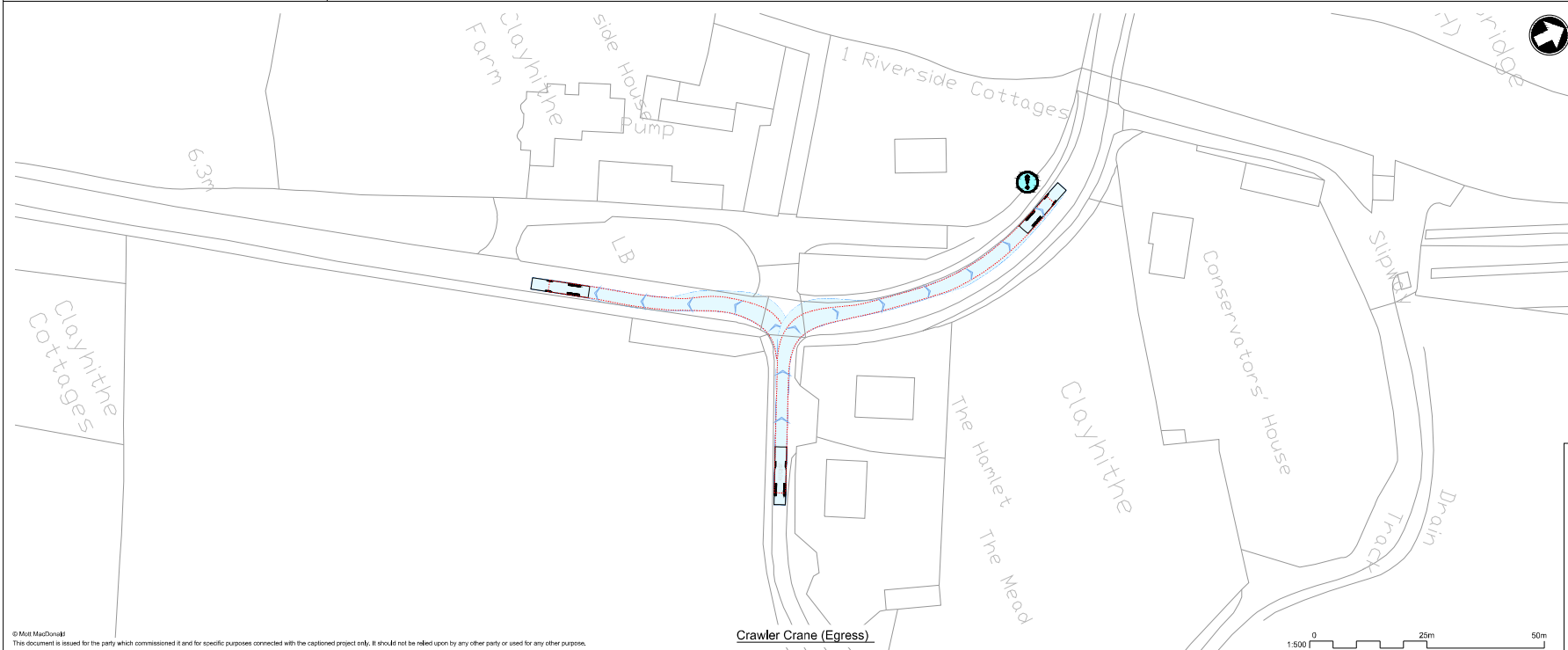
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

- Notes**
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 2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
 3. Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald at the address shown in the title block.
 4. This drawing has been prepared for the initial high level optioneering study for the CWWT10 project.
 5. The drawing is based on OS mapping information and LIDAR data.
 6. The information is preliminary and subject to further detailed design.
 7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
 8. The drawing does not include any information on proposed highway drainage and associated SUBS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
 9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
- Cambridge Waste Water Treatment Works Relocation is a sensitive area. Any proposed design take is subject to approval during future stages of the design development of this option.
- 15. DRAWINGS PREPARED IN COORDINATION with the Technical Memo.**



Vehicle Tracking - Vehicle Details

| Vehicle Type | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader | 16.633m | 2.500m | 3.300m | 2.500m | 16.700m |
| Large Mobile Crane | 12.100m | 2.430m | 2.430m | 2.430m | 10.000m |



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

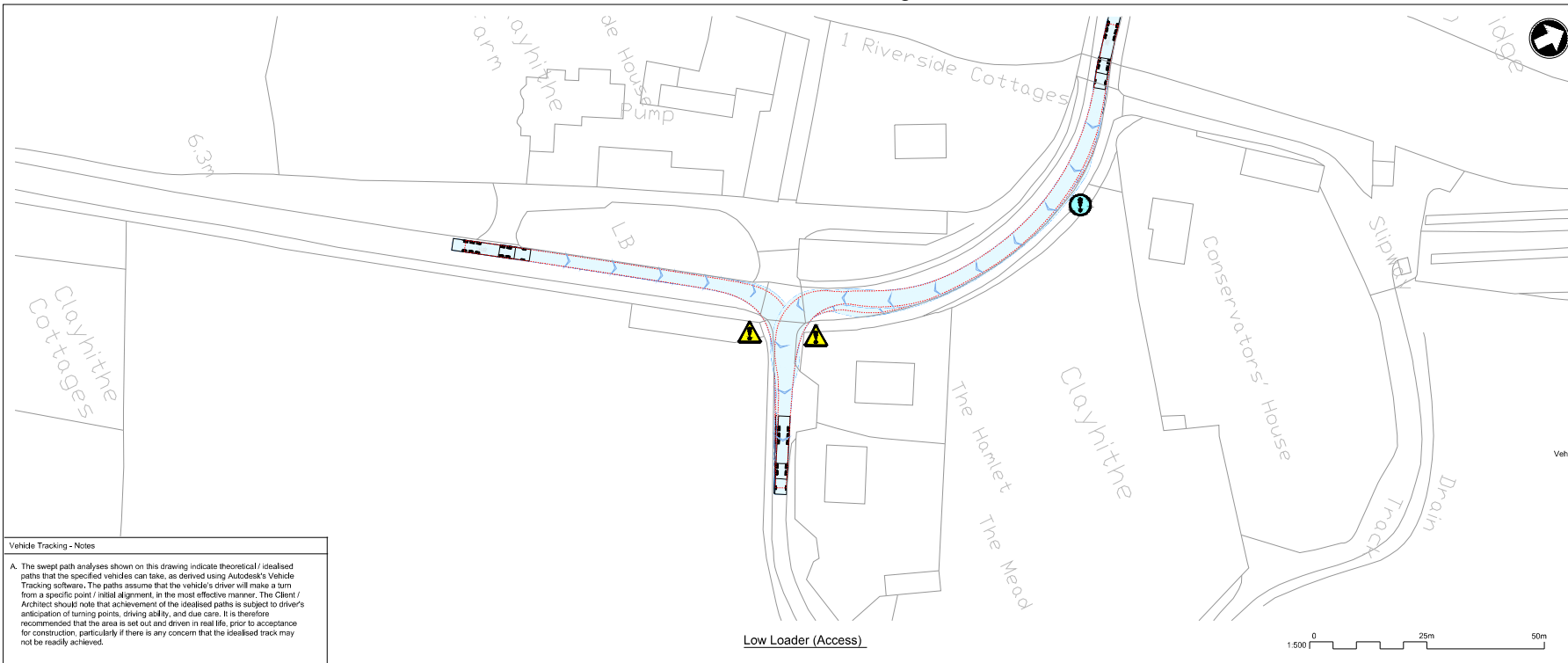
| Rev | Date | Drawn | Description | AWK | ARR |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | ARR |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA20
Highways GA, Visibility Splay and
Vehicle Tracking

| Designed | A.D. Castles | ADC | Eng check | E.Castle | EC |
|-----------|--------------|-----|--------------|---------------|-----|
| Drawn | A.D. Castles | ADC | - | E.Castle | EC |
| Dwg check | - | - | Coordination | A.M. Rawlings | AMR |
| Approved | - | - | Approved | - | - |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
Drawing: 102375-MMD-01-XX-DR-C-DRAFT

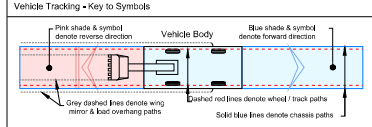


Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Low Loader (Access)

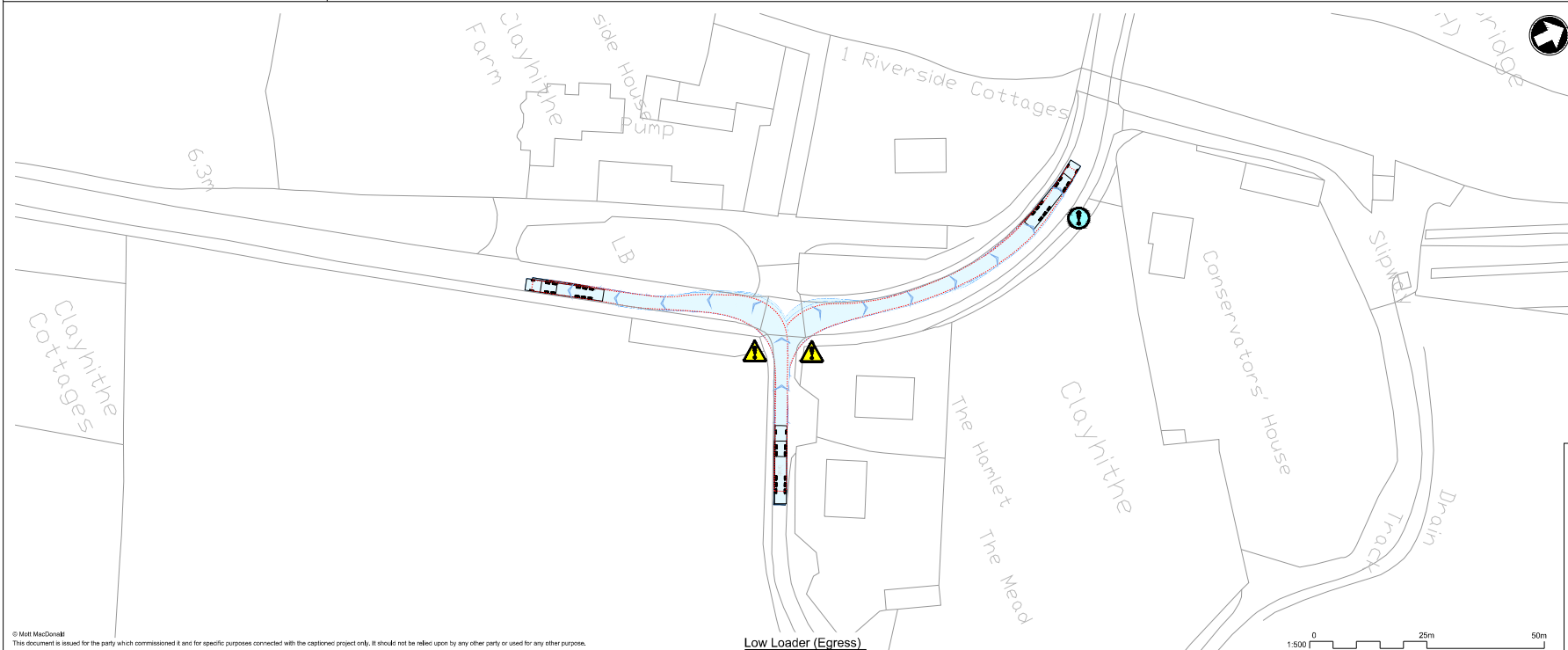
- Notes**
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 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on a 1:1 slope and a 1:1.5 slope take is acceptable determined during future stages of the design development of this option.
 - 15. DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**



Vehicle Tracking - Vehicle Data

| | | |
|-------------------|-----------------------------|---------|
| Low Loader | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 16,700m |

| | | |
|---------------------------|-----------------------------|---------|
| Large Mobile Crane | Overall Length | 12,200m |
| | Overall Width | 2,400m |
| | Overall Body Height | 2,400m |
| | Track Width | 2,400m |
| | Kerb to Kerb Turning Radius | 10,000m |



Low Loader (Egress)

- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|---------|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked |

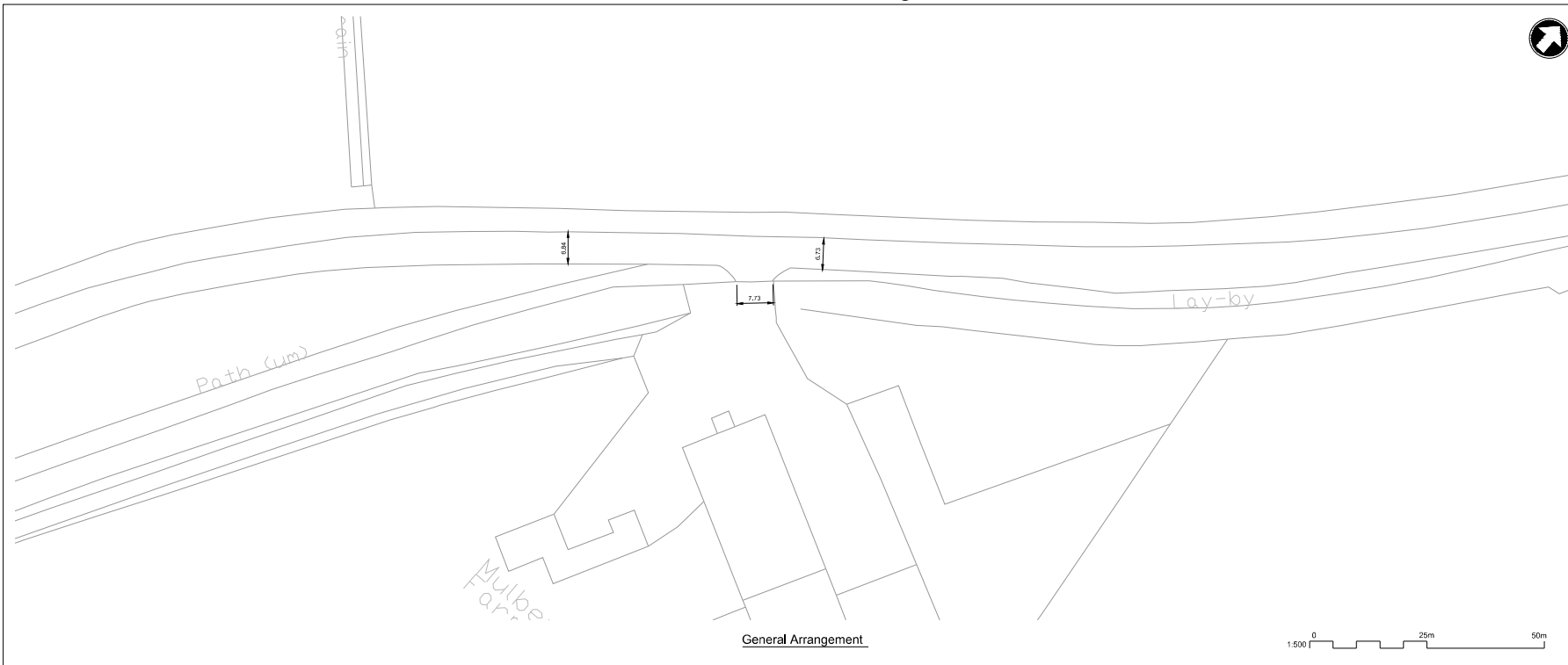


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA20
Highways GA, Visibility Splay and
Vehicle Tracking

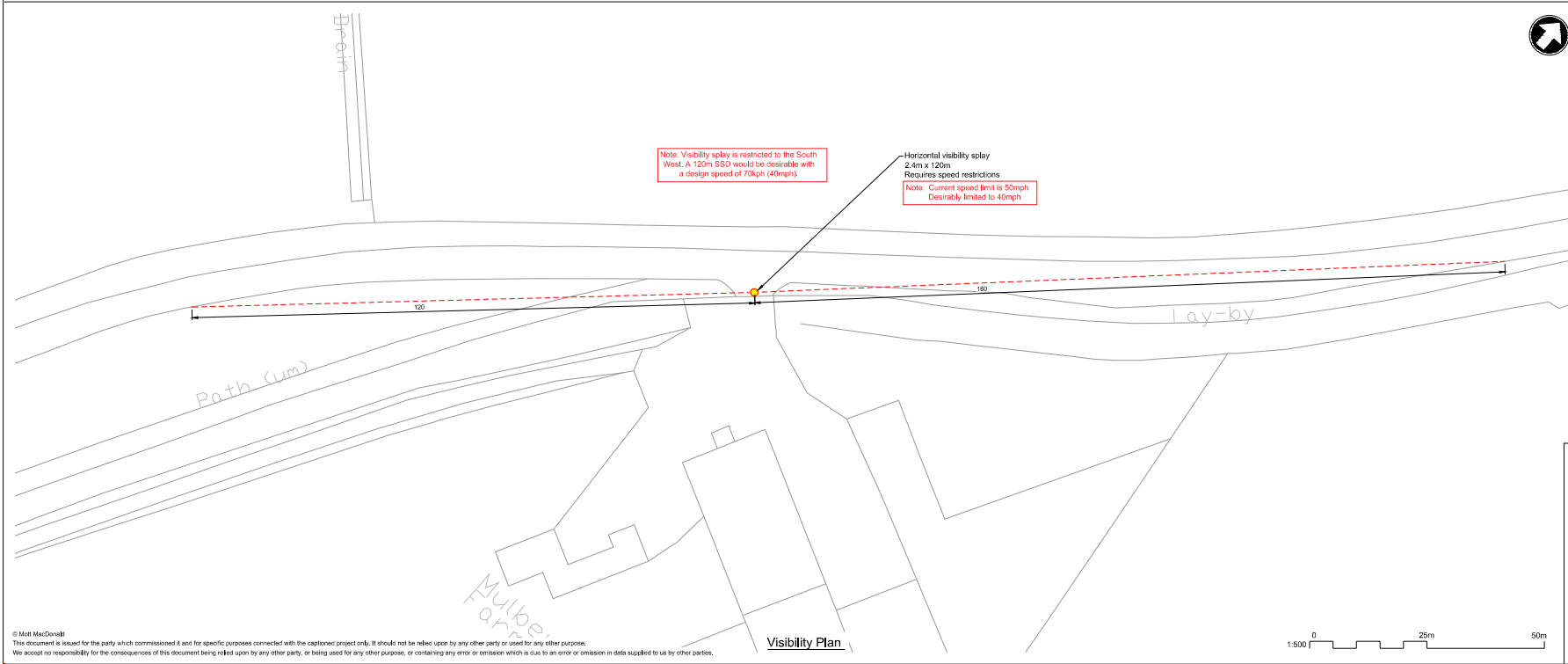
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|-----------|---------------|-----|--------------|---------------|-----|
| Designed | A.D. Casillas | ADC | Eng check | E. Case | EC |
| Drawn | A.D. Casillas | ADC | Coordination | E. Case | EC |
| Dwg check | - | - | Approved | A.M. Rawlings | AMR |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT



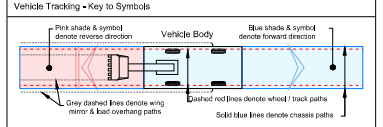
General Arrangement



Visibility Plan



- Notes
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 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a business activity, and any proposed land take is to be determined during future stages of the design development of this option.
 - DRAWINGS TO BE READ IN OCCURRENCE** with the Technical Memo.



Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 10,000m |
| | Large Mobile Crane | |
| | Overall Length | 12,200m |
| | Overall Width | 2,450m |
| | Overall Body Height | 2,450m |
| | Track Width | 2,450m |
| | Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

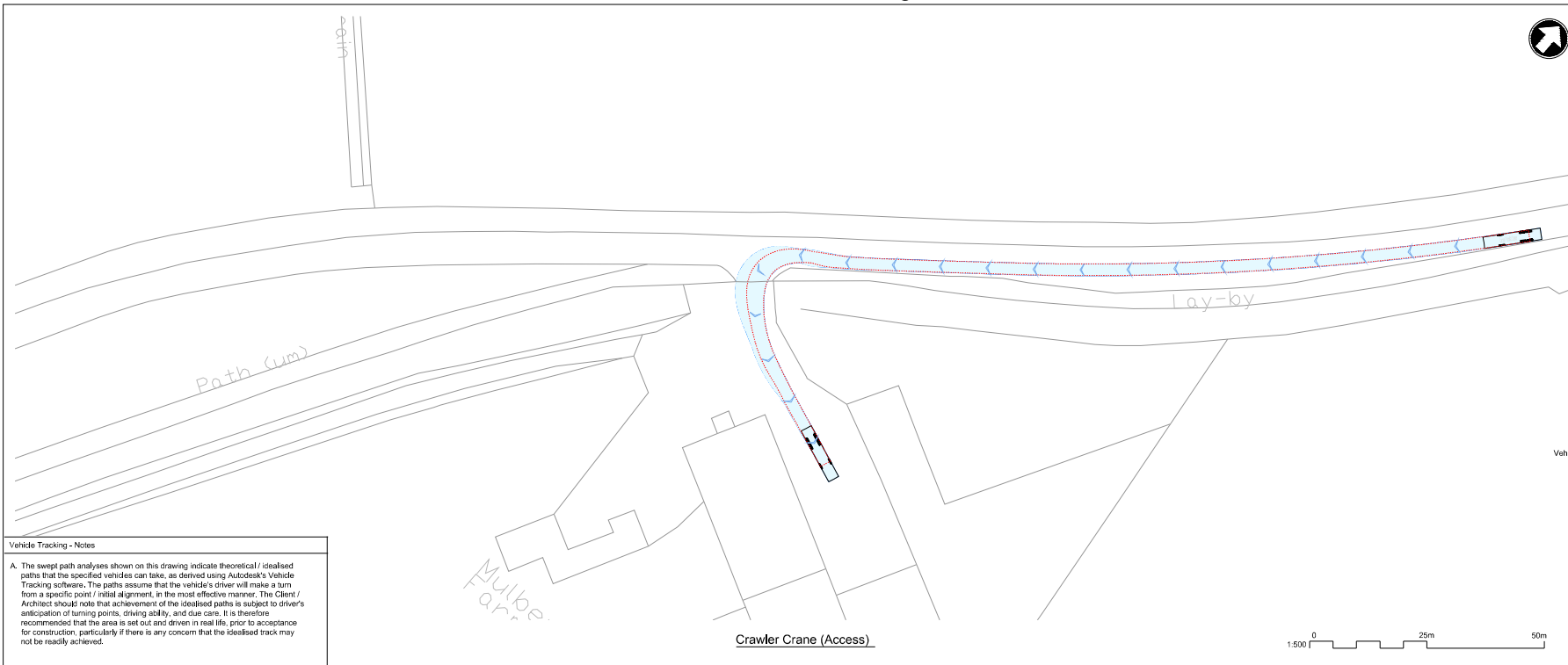
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADP | Draft for Discussion / Review. | AWR | AWR |
| Rev | Date | Drawn | Description | Checked by |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA9
 Highways GA, Visibility Splay and
 Vehicle Tracking

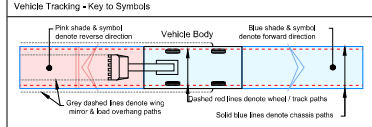
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| Designed | A.D.Castles | ADP | Eng check | E.Castles | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved | | | | |
| Scale | 1:500 | Status | PRE | Rev | P1 |
| Sheet | 102375-MMD-01-XX-DR-C-DRAFT | Section | STD | | |



Vehicle Tracking - Notes

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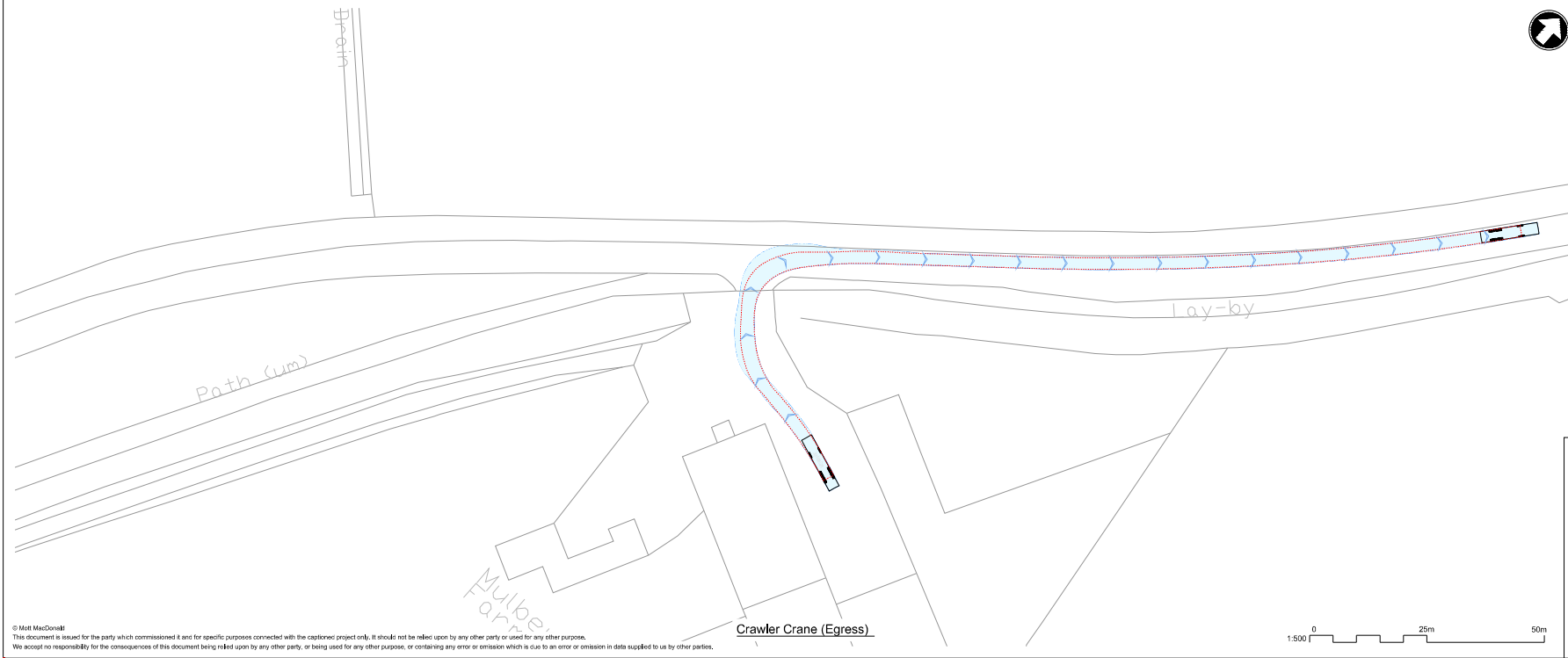
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 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is being undertaken during the design development of this option.
 - NO DRAWINGS TO BE READ IN OCCURRENCE WITH THE TECHNICAL MEMO.**



Vehicle Tracking - Vehicle Details

| | |
|-----------------------------|---------|
| Low Loader | |
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 10,700m |

| | |
|-----------------------------|---------|
| Large Mobile Crane | |
| Overall Length | 32,200m |
| Overall Width | 2,450m |
| Overall Body Height | 2,450m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |



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- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------|-------|--------------------------------|-----|-----|
| Rev | Date | Drawn | Description | AWK | AWK |
| P1 | | ADC | Draft for Discussion / Review. | | |

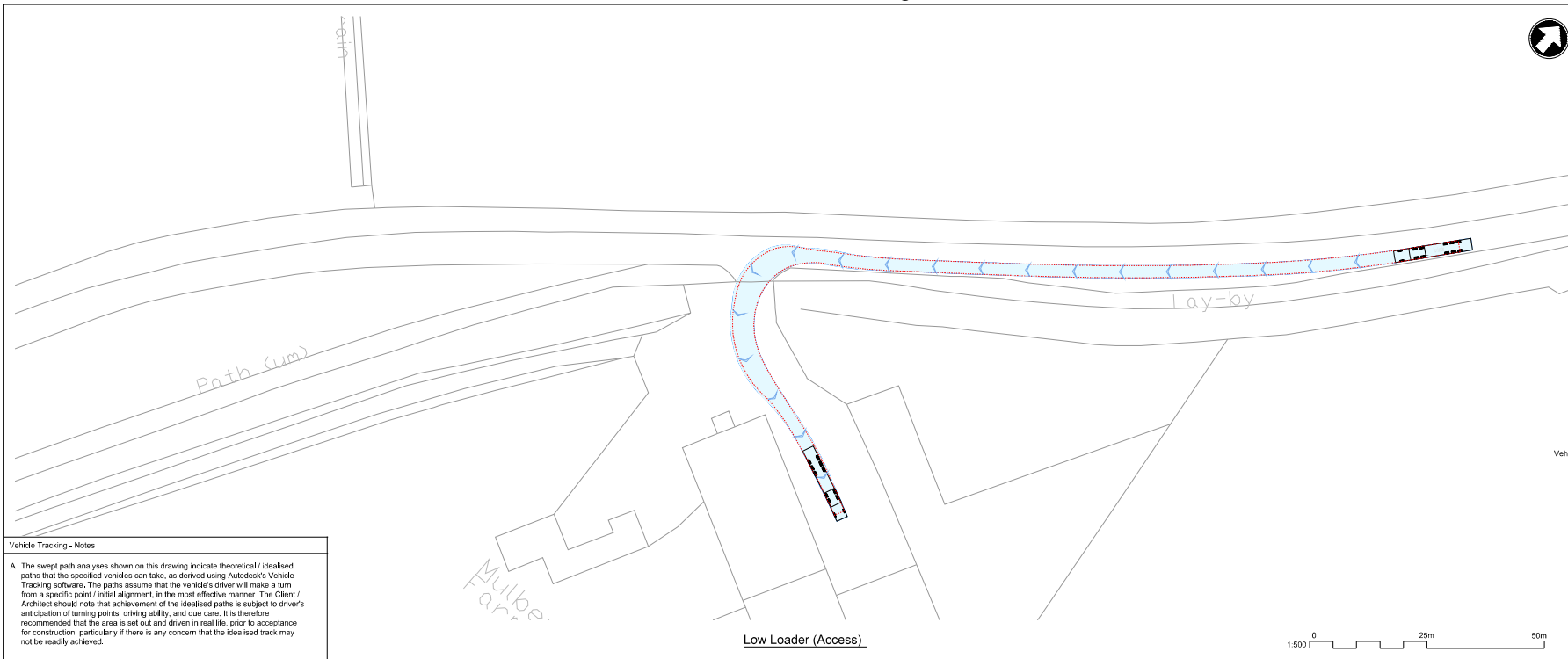


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA9
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

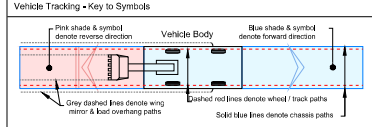
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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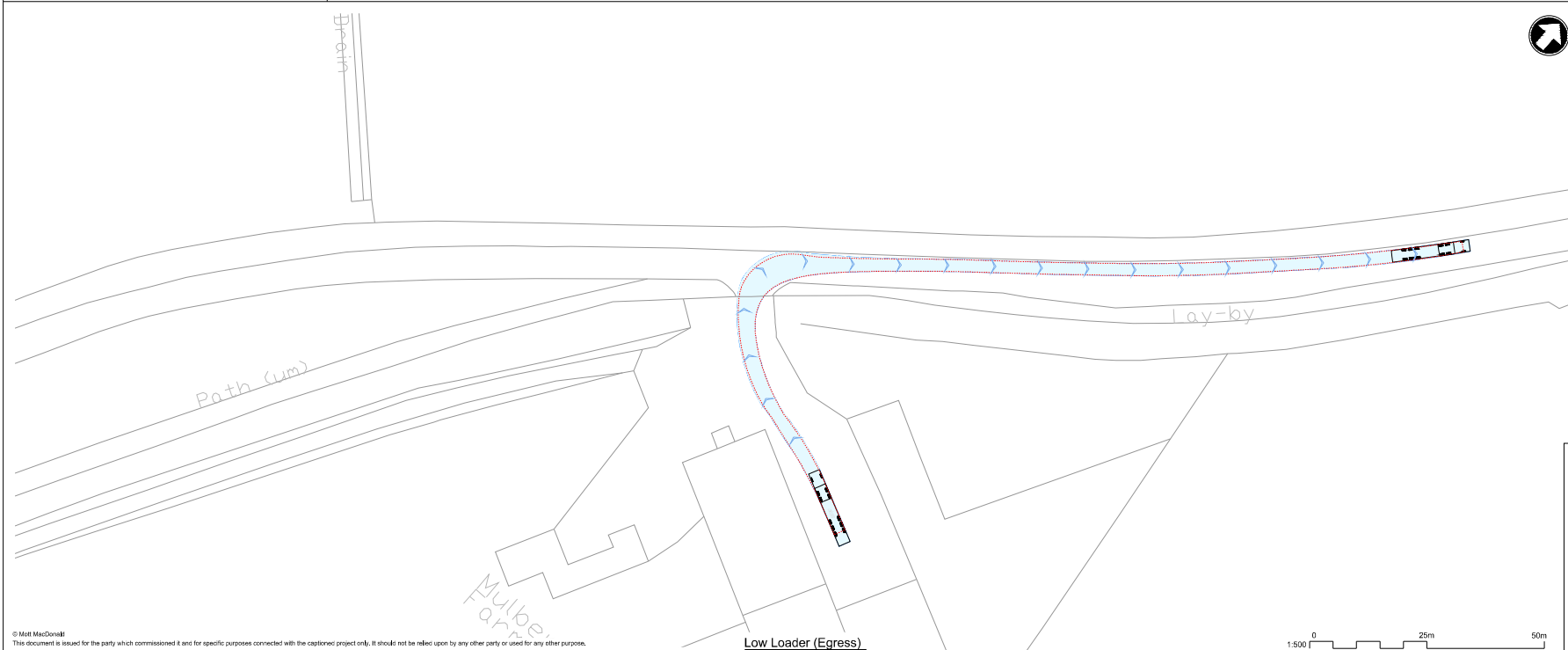
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water is responsible for the design of the access roads, any other proposed land take is to be determined during future stages of the design development of this option.
 - NO DRAWINGS TO BE READ IN OCCURRENCE WITH THE TECHNICAL MEMO.**



Vehicle Data

| | | |
|-----------------------------|-------------------|--|
| | Low Loader | |
| Overall Length | 16,633m | |
| Overall Width | 2,500m | |
| Overall Body Height | 3,300m | |
| Max Track Width | 2,500m | |
| Kerb to Kerb Turning Radius | 10,700m | |

| | | |
|-----------------------------|---------------------------|--|
| | Large Mobile Crane | |
| Overall Length | 32,300m | |
| Overall Width | 2,450m | |
| Overall Body Height | 2,450m | |
| Track Width | 2,450m | |
| Kerb to Kerb Turning Radius | 10,000m | |



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- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked by |

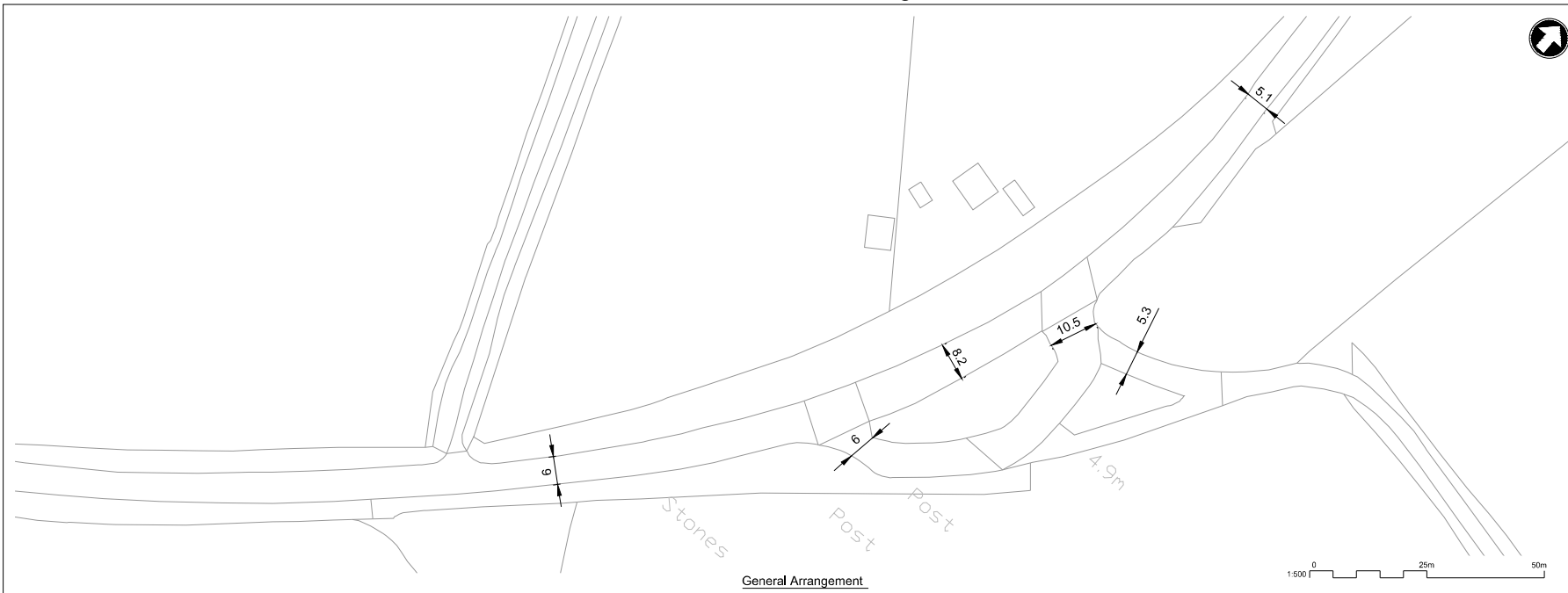


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA9
 Highways GA, Visibility Splay and
 Vehicle Tracking

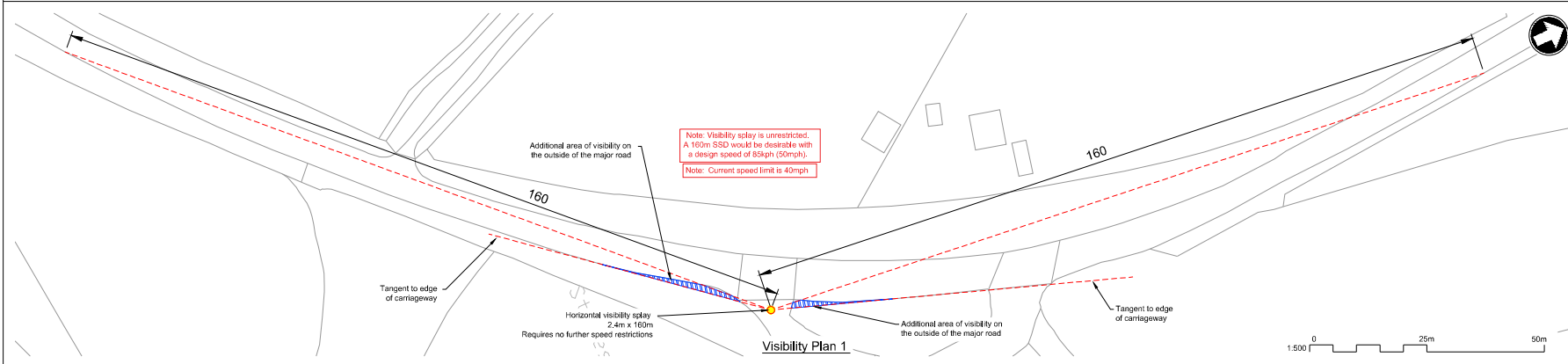
| | | | | | |
|-----------|---------------|-----|--------------|---------------|-----|
| Designed | A.D. Casillas | ADC | Eng check | E. Case | EC |
| Drawn | - | - | Coordination | E. Case | EC |
| Dwg check | - | - | Approved | A.M. Rawlings | AMR |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

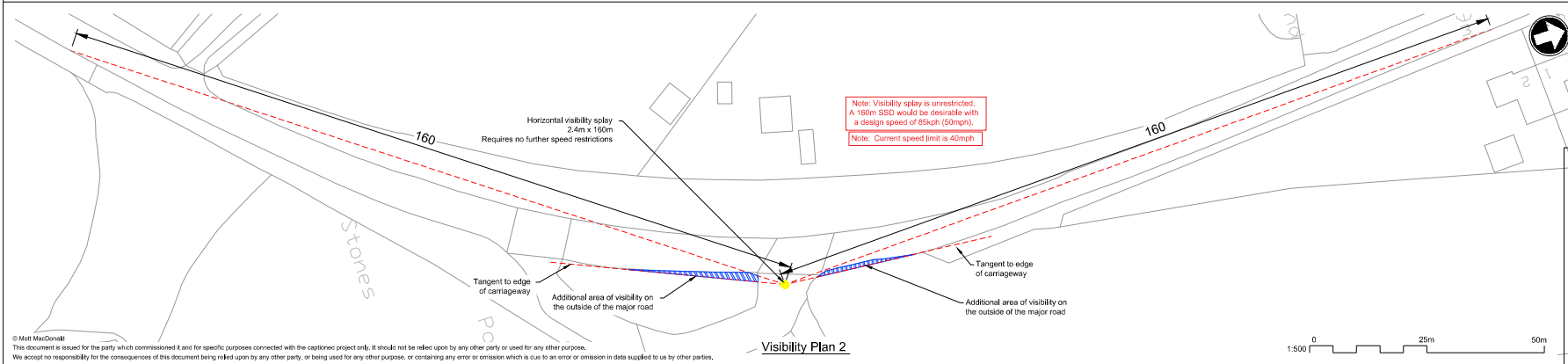
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement



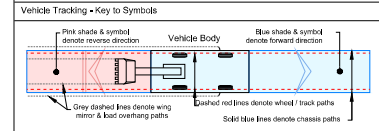
Visibility Plan 1



Visibility Plan 2



- Notes
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
 - Cambridge Waste Water Treatment Works Relocation is a brownfield site, any on-site contamination take is to be determined during future stages of the design development of this option.
 - Drawings to be read in conjunction with the Technical Memo.



Vehicle Tracking - Vehicle Details

| Vehicle Type | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader | 16,633m | 2,500m | 3,300m | 2,500m | 6,700m |
| Large Mobile Crane | 12,200m | 2,300m | 2,400m | 2,400m | 10,000m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

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| Rev | Date | Drawn | Description | AWK | AWK |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | |

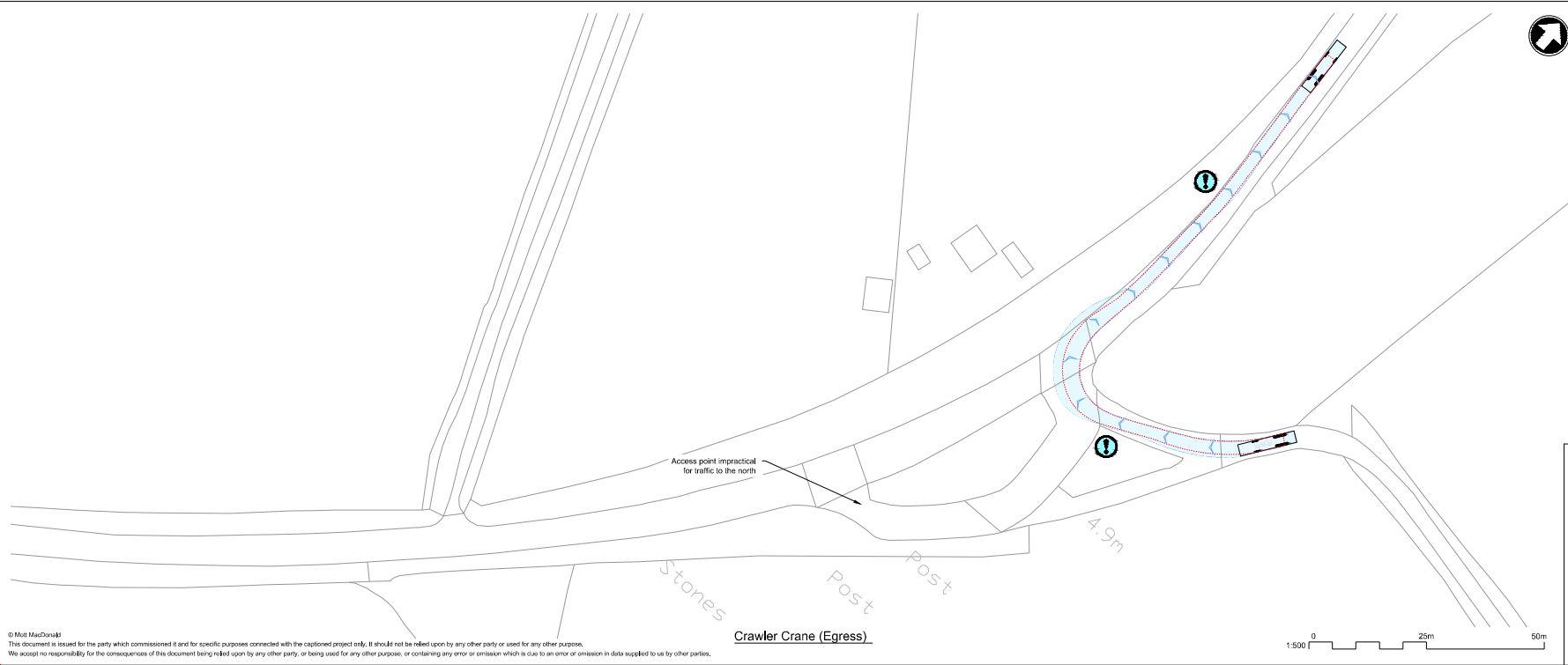
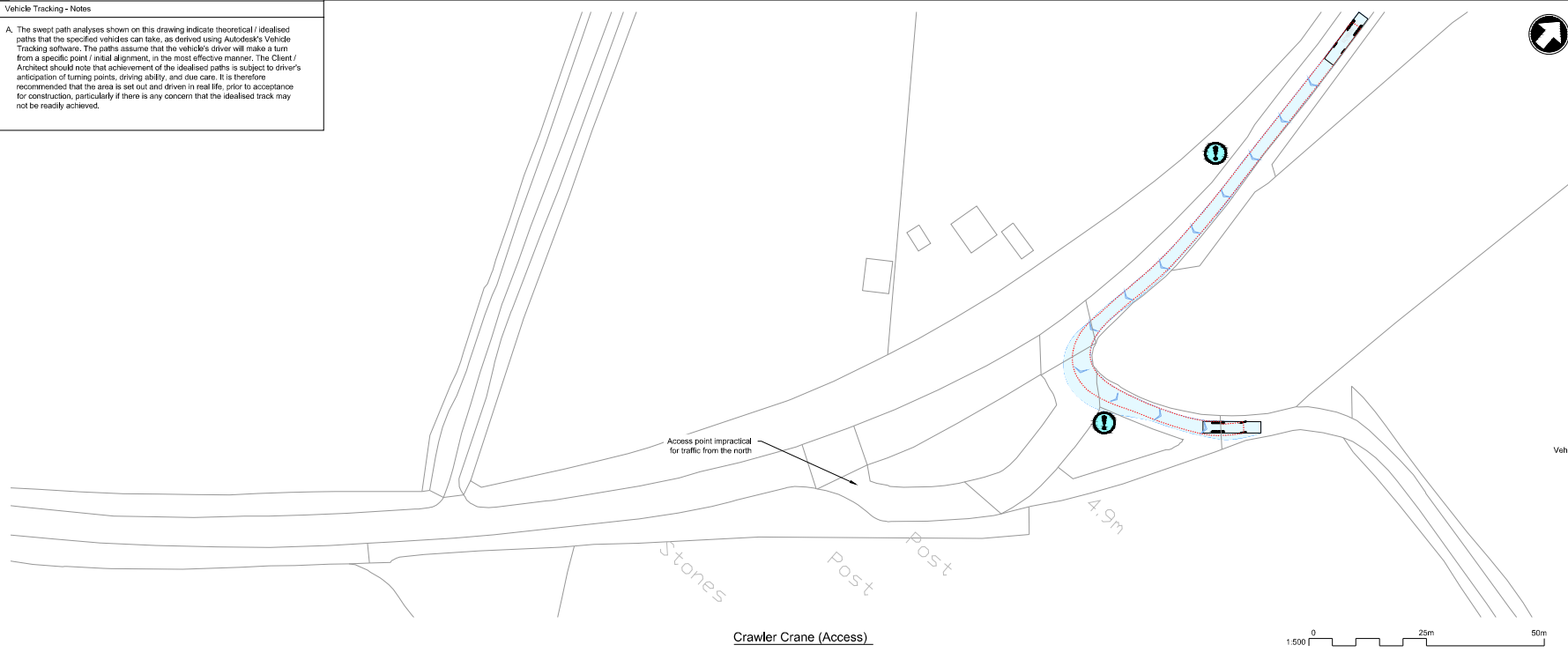


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA16
 Highways GA, Visibility Splay and
 Vehicle Tracking

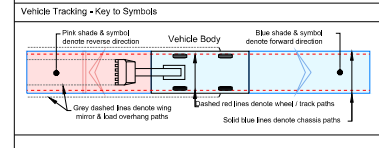
| Designed | A.D. Casillas | ADC | Eng check | E. Case | EC |
|-------------------------------------|---------------|-----------|--------------|---------------|-----|
| Drawn | A.D. Casillas | ADC | - | E. Case | EC |
| Dwg check | - | - | Coordination | A.M. Rawlings | AMR |
| Approved | - | - | Approved | - | - |
| Scale | 1:500 | Stat. PRE | Rev P1 | Sec STD | |
| Drawing 102375-MMD-01-XX-DR-C-DRAFT | | | | | |

Vehicle Tracking - Notes

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 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a separate project, the proposed access road take is a separate element during future stages of the design development of this option.
- 15. DRAWINGS PREPARED IN COORDINATION with the Technical Memo.**



Vehicle Tracking - Vehicle Details

Low Loader

| | |
|-----------------------------|---------|
| Overall Length | 16.633m |
| Overall Width | 2.500m |
| Overall Body Height | 3.300m |
| Max Track Width | 2.500m |
| Kerb to Kerb Turning Radius | 6.700m |

Large Mobile Crane

| | |
|-----------------------------|---------|
| Overall Length | 12.000m |
| Overall Width | 2.430m |
| Overall Body Height | 3.360m |
| Track Width | 2.430m |
| Kerb to Kerb Turning Radius | 10.000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|------------|
| P1 | ADC | Draft for Discussion / Review. | AMK | ARR |
| Rev | Date | Drawn | Description | Checked by |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA16
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|-------------|--------|-----------------------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |
| Scale | 1:500 | Status | PRE | Rev | P1 |
| Drawings | | | 102375-MMD-01-XX-DR-C-DRAFT | Sec | |
| Scale | | | 1:500 | STD | |

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

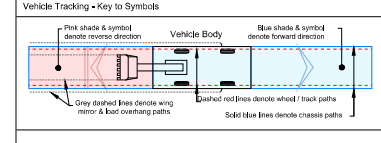


Low Loader (Access)



Low Loader (Egress)

- Notes**
- Do not scale from this drawing.
 - All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be brought to the attention of Mott MacDonald at the address shown in the title block.
 - Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
 - This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
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 - The design has not been submitted to the Highway Authority or Highways England for their technical review.
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 - The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation CA16 is a proposed scheme, any proposed land take is to be determined during future stages of the design development of this option.



Vehicle Tracking - Vehicle Data

Low Loader

| | |
|-----------------------------|---------|
| Overall Length | 16,633m |
| Overall Width | 2,500m |
| Overall Body Height | 3,300m |
| Max Track Width | 2,500m |
| Kerb to Kerb Turning Radius | 10,700m |

Large Mobile Crane

| | |
|-----------------------------|---------|
| Overall Length | 12,200m |
| Overall Width | 2,450m |
| Overall Body Height | 3,400m |
| Track Width | 2,450m |
| Kerb to Kerb Turning Radius | 10,000m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|---------|----------|
| P1 | 10/23/25 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked | Approved |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA16
Highways GA, Visibility Splay and
Vehicle Tracking

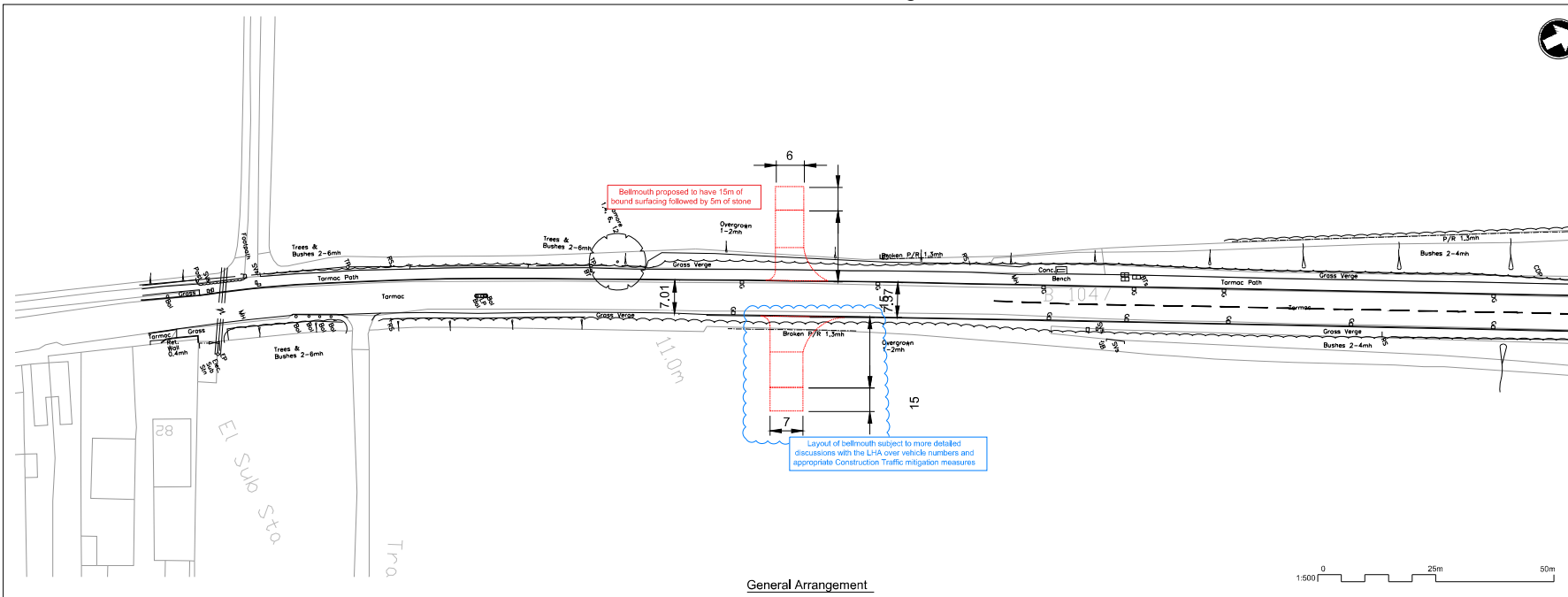
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|-----------|---------------|-----|--------------|---------------|-----|
| Designed | A.D. Casillas | ADC | Eng check | E. Case | EC |
| Drawn | - | - | Coordination | E. Case | EC |
| Dwg check | - | - | Approved | A.M. Rawlings | AMR |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

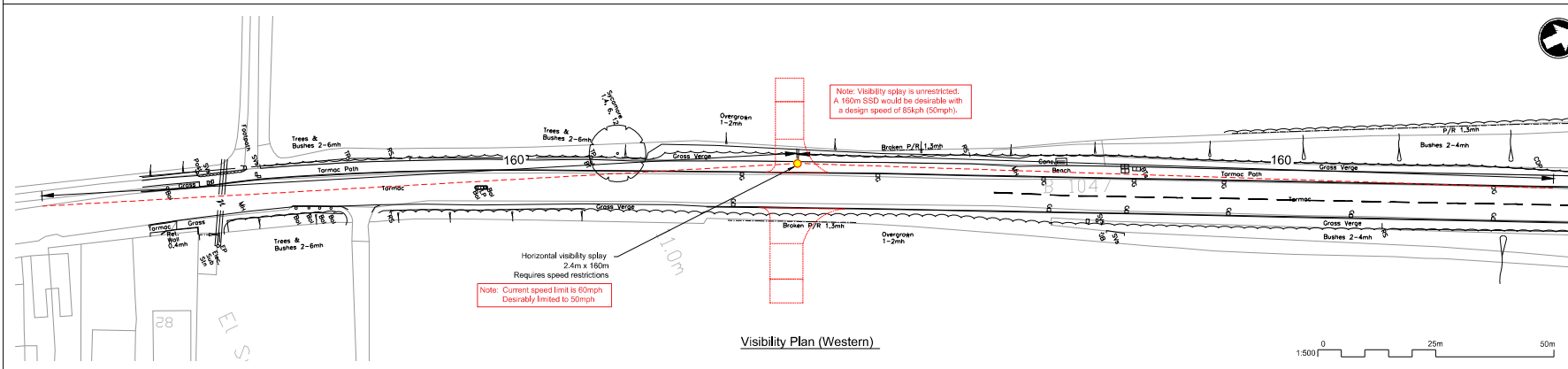
Drawing: 102375-MMD-01-XX-DR-C-DRAFT

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 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

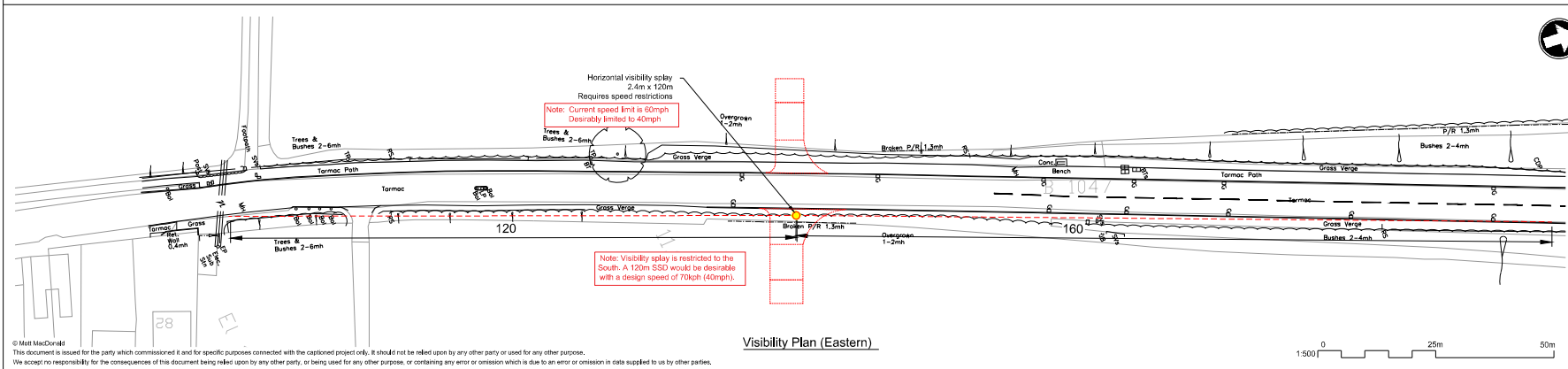
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 AUR1102375-MMD-01-XX-DR-C-DRAFT [Temp Access Junction 9] dwg May 11, 2022 - 2:38PM CA589725



General Arrangement



Visibility Plan (Western)

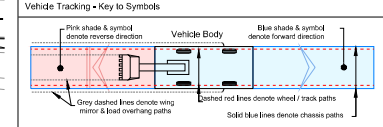


Visibility Plan (Eastern)



- Notes
- Do not scale from this drawing.
 - All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
 - Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald at the address shown in the title block.
 - This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
 - The drawing is based on OS mapping information and LIDAR data.
 - The information is preliminary and subject to further detailed design.
 - The design has not been submitted to the Highway Authority or Highways England for their technical review.
 - The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
 - The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extent of the proposed access roads.
 - The proposal requires third party land to be constructed, the extent of the land take is to be determined during future stages of the design development of this option.
 - This drawing should be read in conjunction with the Technical Memo.

Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Add relevant vehicle profile details to your legend under the above title 'Vehicle Swept Paths - Vehicle Details'

Vehicle Tracking - Risks & Compliance

High Risks
 H1 Explanation of risk.

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Reference drawings

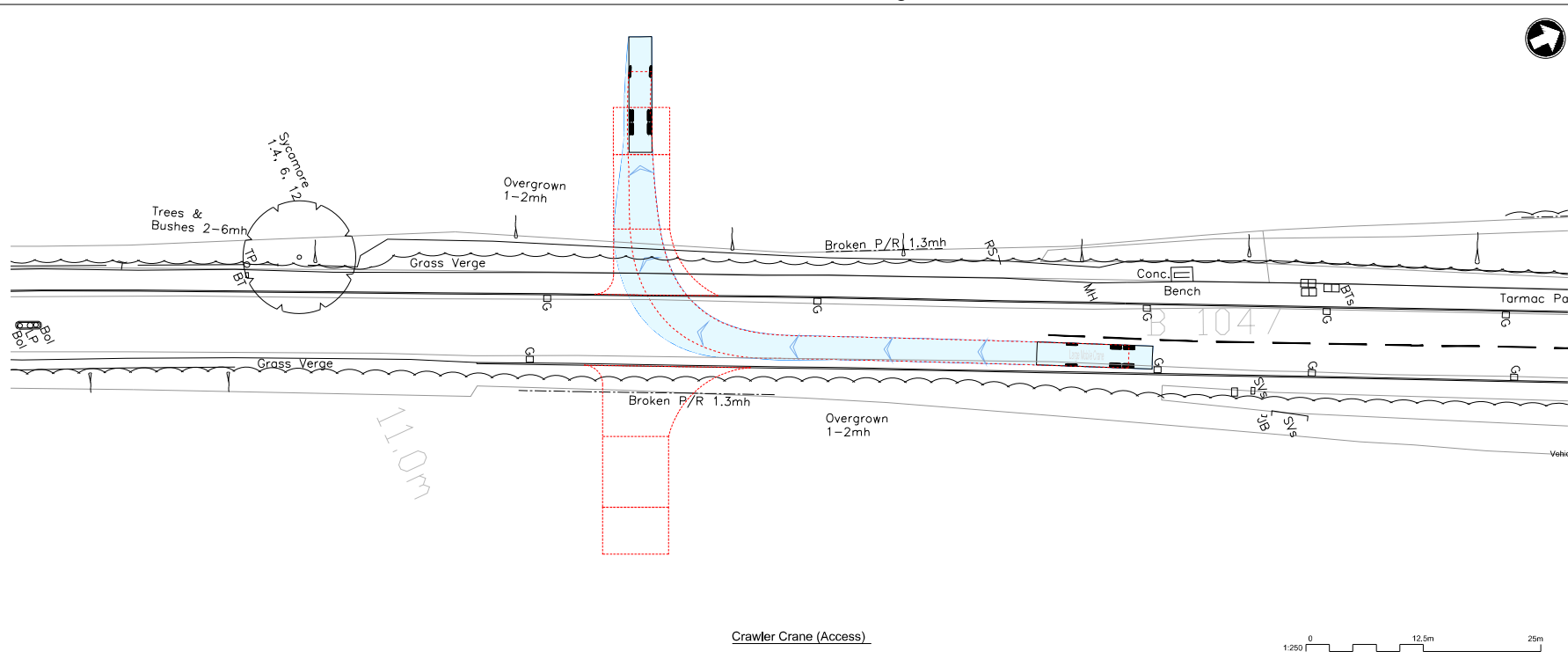
| P1 | ADC | Draft for Discussion / Review. | AWR | AWR |
|-----|------|--------------------------------|-------------|---------|
| Rev | Date | Drawn | Description | Checked |

Client

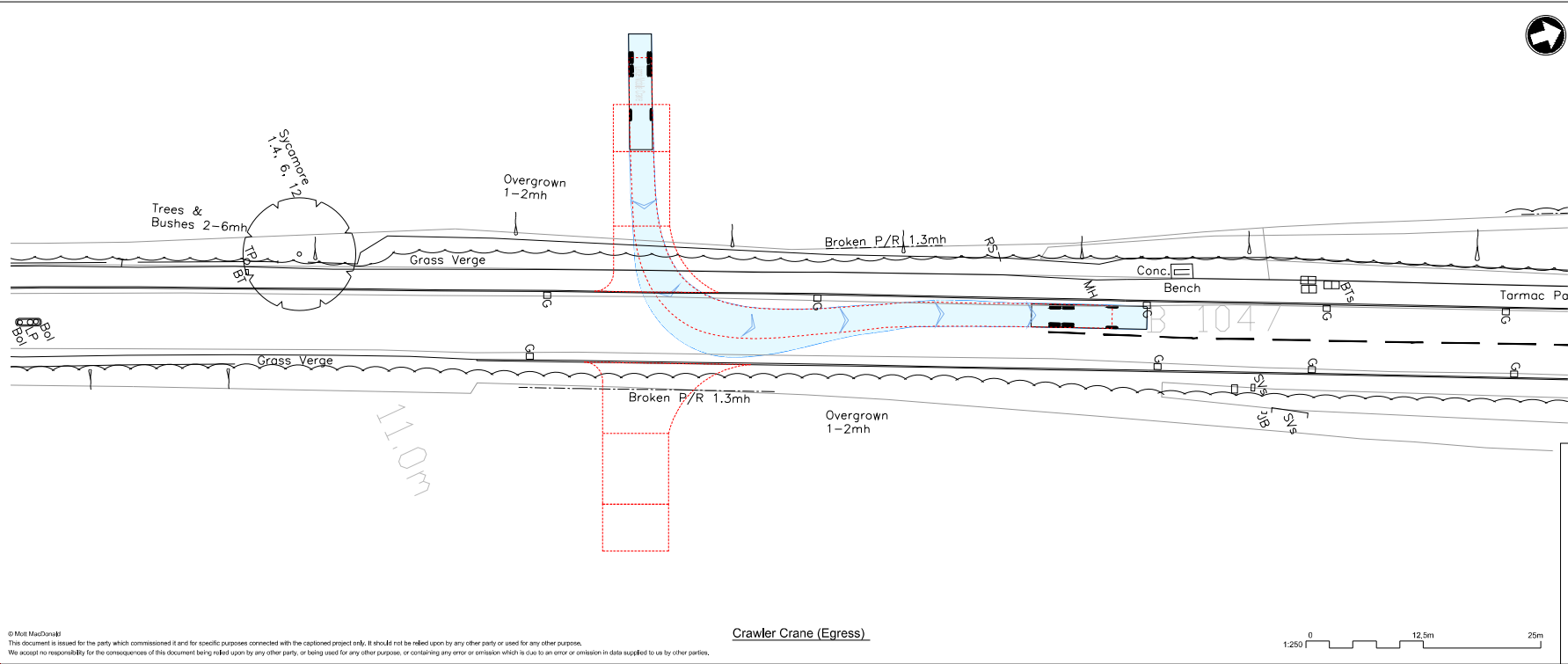
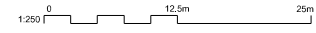
Title: Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions CA2 / CA3 Highways GA, Visibility Splay and Vehicle Tracking

| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
|-----------|-------------|---------|--------------|--------------|-----|
| Drawn | - | - | Coordination | A.M.Rawlings | A/R |
| Dwg check | | | Approved | | |
| Scale | 1:500 | Status | PRE | Rev | P1 |
| Sheet | | Section | | | STD |

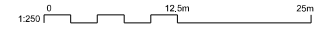
Drawing ID: 102375-MMD-01-XX-DR-C-DRAFT



Crawler Crane (Access)

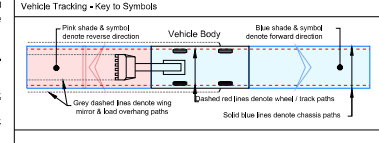


Crawler Crane (Egress)



- Noise
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
 3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
 4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
 5. The drawing is based on OS mapping information and LIDAR data.
 6. The information is preliminary and subject to further detailed design.
 7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
 8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
 9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some elements of the proposed access roads.
 13. This proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
 14. This drawing should be read in conjunction with the Technical Memo.

Water Treatment Works Relocation Early assessment and siting of proposed site
Cambridge Waste
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Risks & Compliance

Large Mobile Crane

| | |
|-----------------------------|---------|
| Overall Length | 12,300m |
| Overall Width | 2,400m |
| Overall Body Height | 3,385m |
| Track Width | 2,400m |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

| | |
|----|----------------------|
| | High Risks |
| H1 | Explanation of risk. |

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Reference drawings

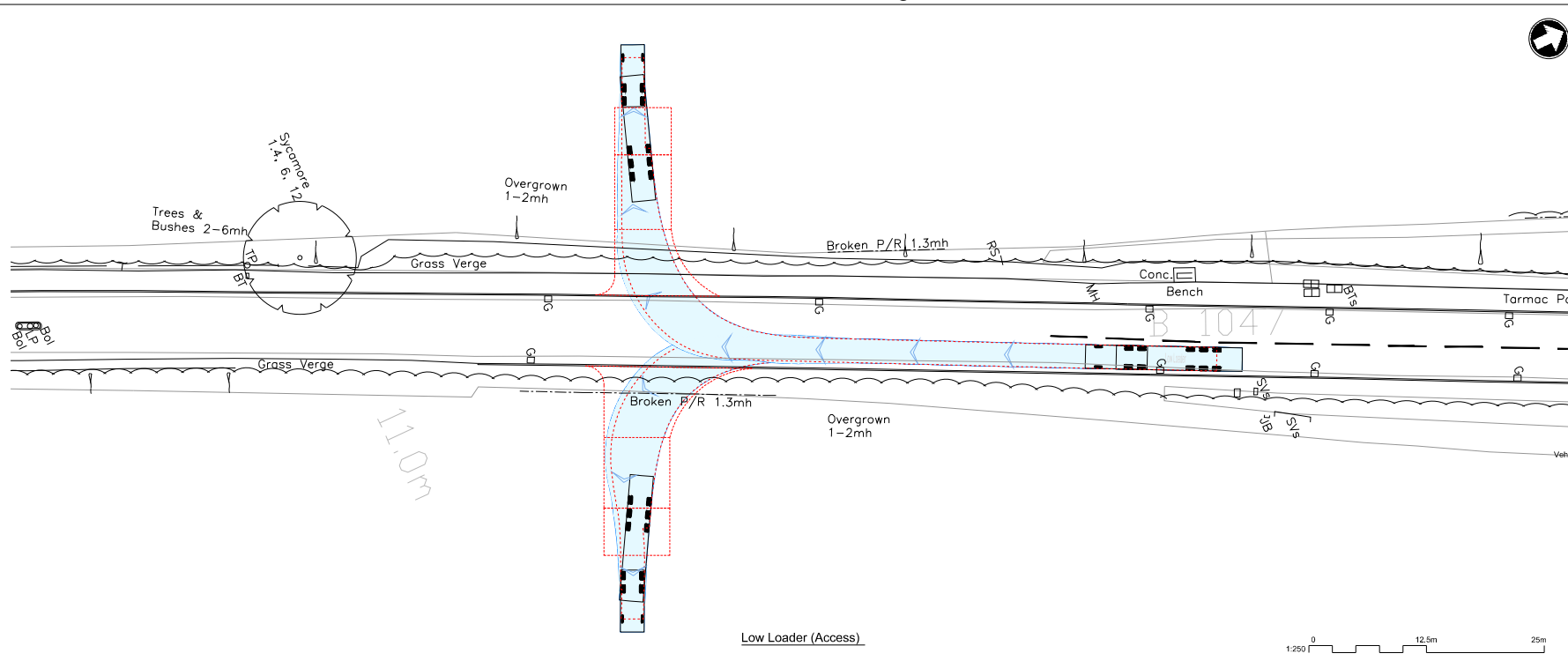
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|-----|------|--------------------------------|-------------|---------|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn | Description | Checked |



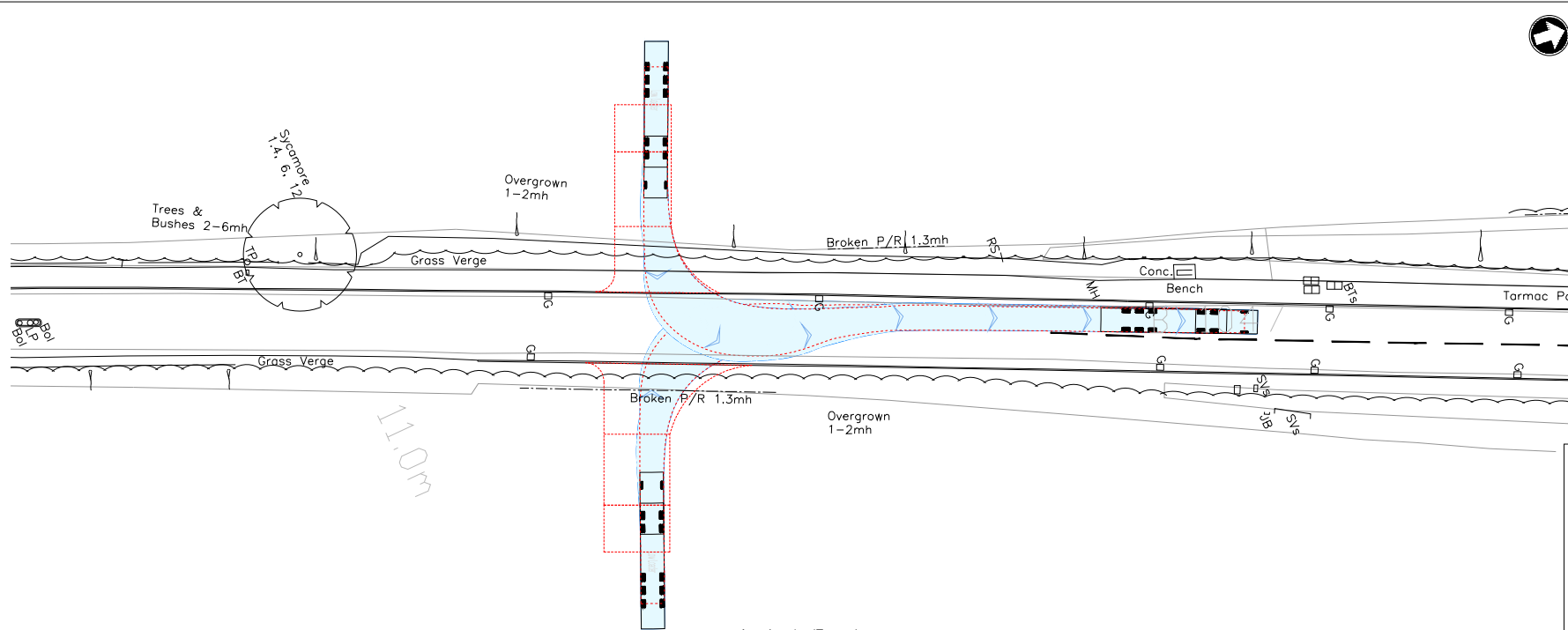
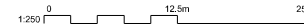
Title
Cambridge Waste Water Treatment Works Relocation
CA2 / CA3
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Castles | EC |
| Drawn | - | - | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |

Scale: 1:250 Stat: PRE Rev: P1 Sec: STD
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Low Loader (Access)



Low Loader (Egress)

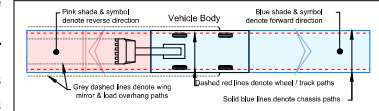


- Notes
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 3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
 4. This drawing has been prepared for the final high level optioning study for the CWWTW project.
 5. The drawing is based on OS mapping information and LIDAR data.
 6. The information is preliminary and subject to further detailed design.
 7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
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 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some elements of the proposed access roads.
 13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
 14. This drawing should be read in conjunction with the Technical Memo.

Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



| | |
|-----------------------------|--------|
| Low Loader | |
| Overall Length | 16.63m |
| Overall Width | 2.92m |
| Overall Body Height | 2.92m |
| Max Trail Width | 2.92m |
| Kerb to Kerb Turning Radius | 6.790m |

Vehicle Tracking - Risks & Compliance

High Risks
H1 Explanation of risk.

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Reference drawings

| Rev | Date | Drawn | Description | AWK | AWK |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | |

Client

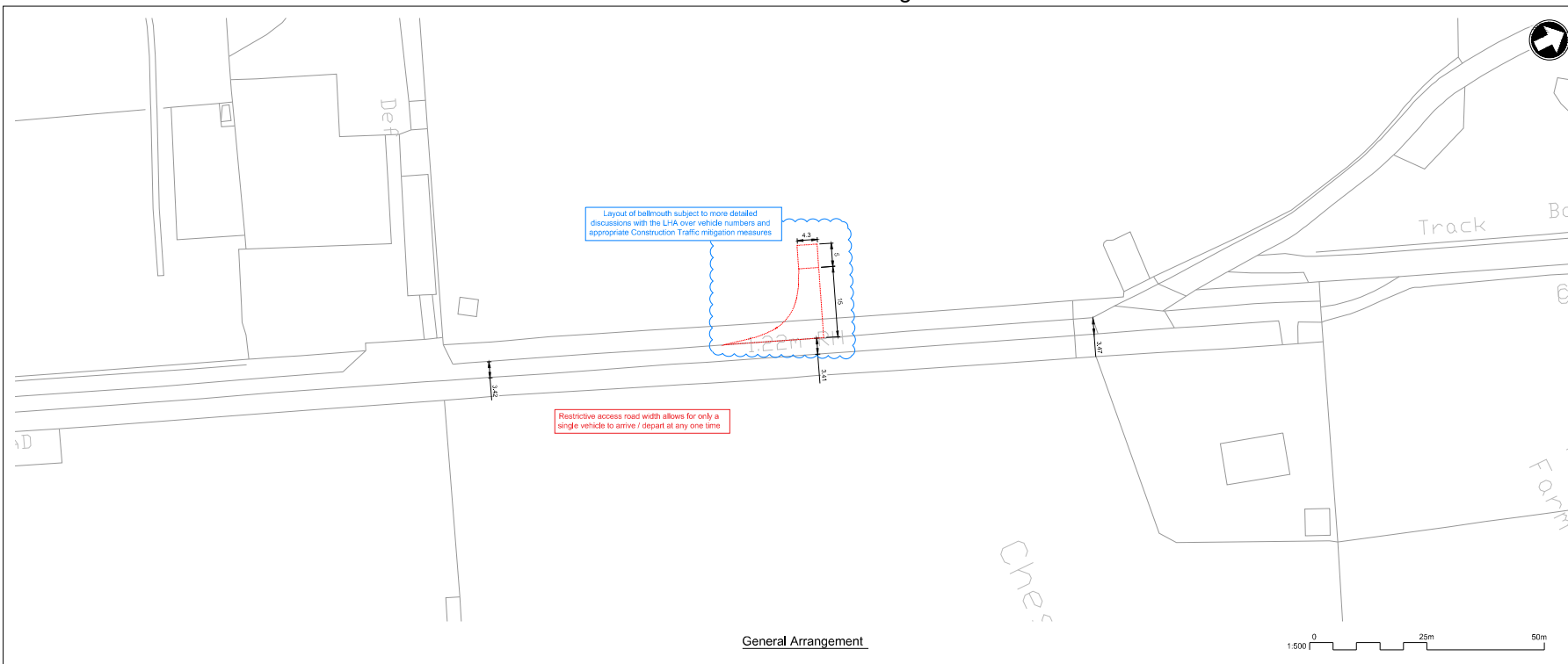


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA2 / CA3
 Highways GA, Visibility Splay and
 Vehicle Tracking

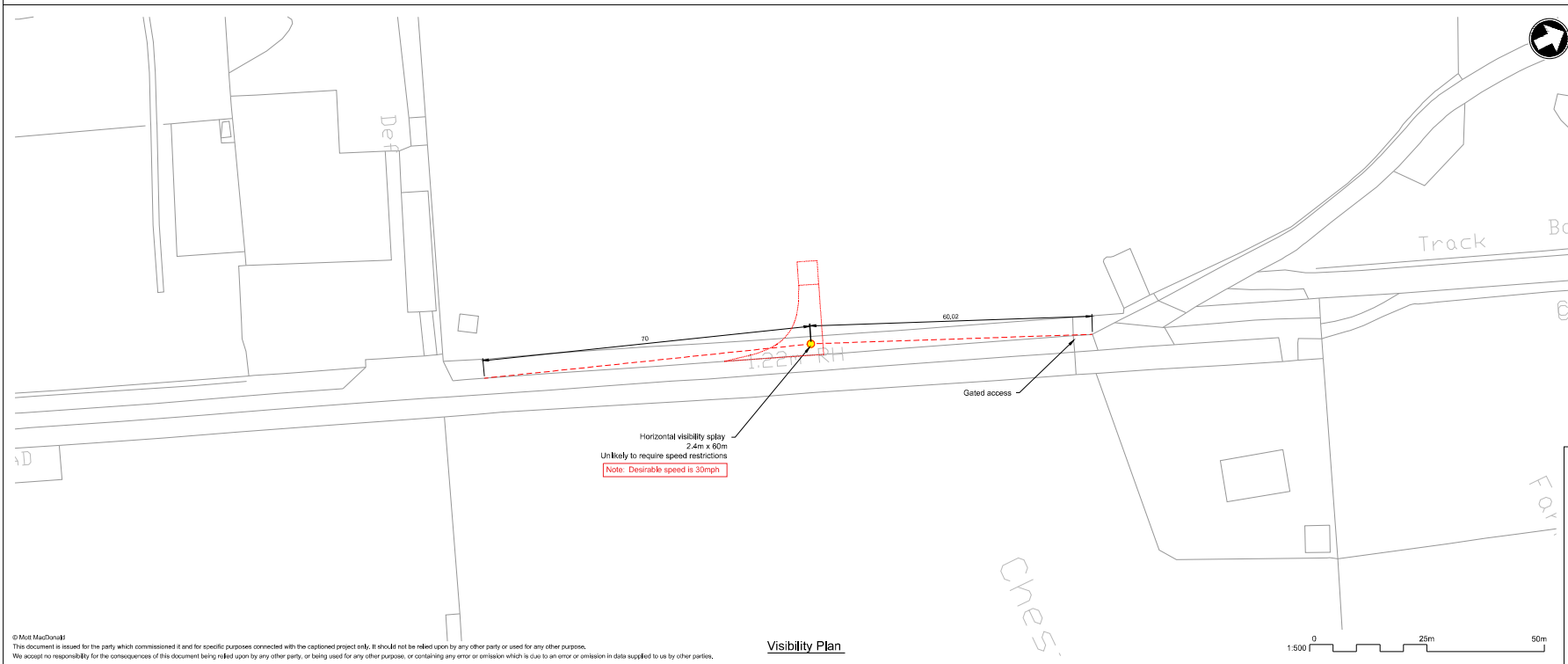
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
|-----------|-------------|-----|--------------|--------------|-----|
| Drawn | - | - | Coordination | A.M.Rawlings | GMR |
| Dwg check | Approved | | | | |

Scale: 1:250 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT

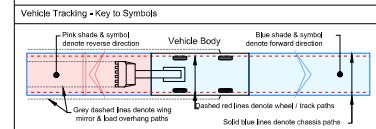


General Arrangement



Visibility Plan

- Notes
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a separate project, the proposed layout take is a possible development during future stages of the design development of this option.
 - Drawings are prepared in coordination with the Technical Memo.



Vehicle Tracking - Vehicle Details



Vehicle Tracking - Risks & Compliance

| | |
|--|-------------------------|
| | High Risks |
| | H1 Explanation of risk, |

Vehicle Tracking - Notes

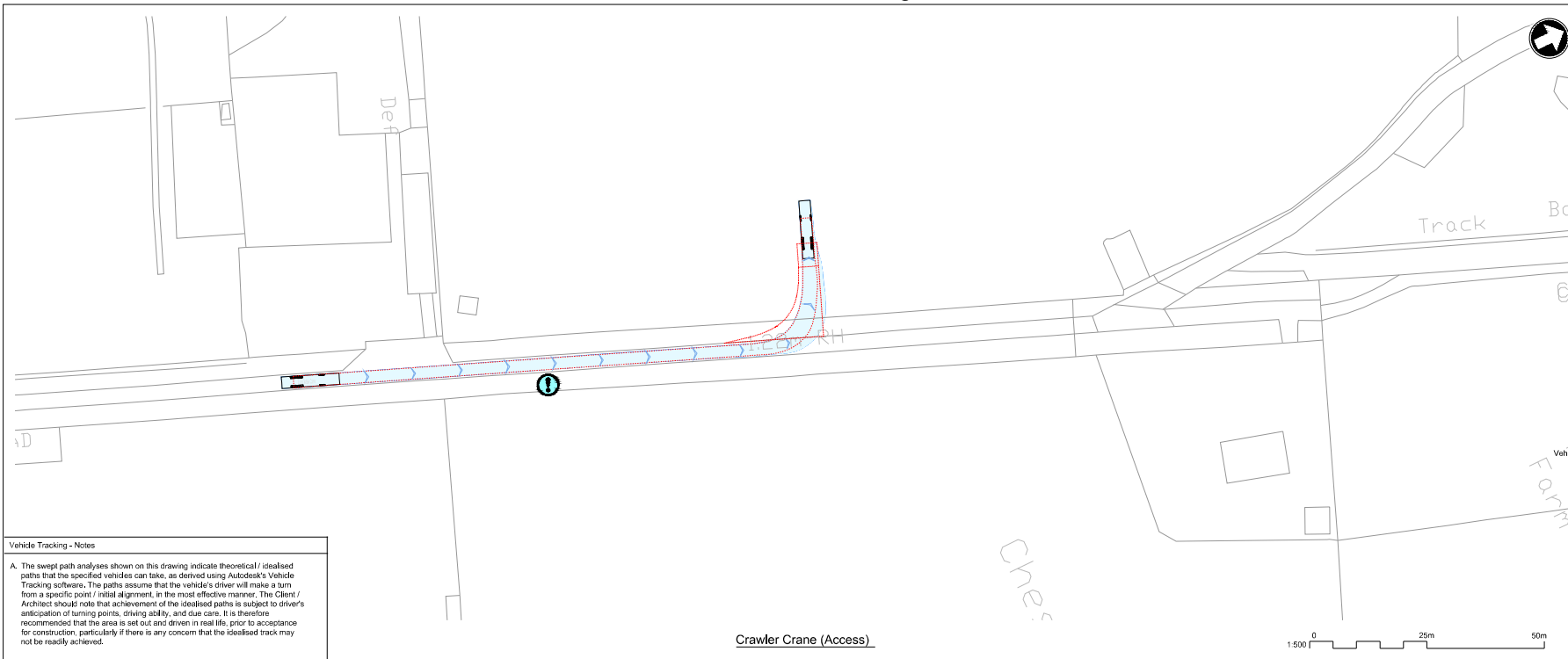
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

| | | | | |
|-----|------|--------------------------------|-----|-----|
| P1 | ADC | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn / Description | CHK | CHK |



The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA1
 Highways GA, Visibility Splay and
 Vehicle Tracking

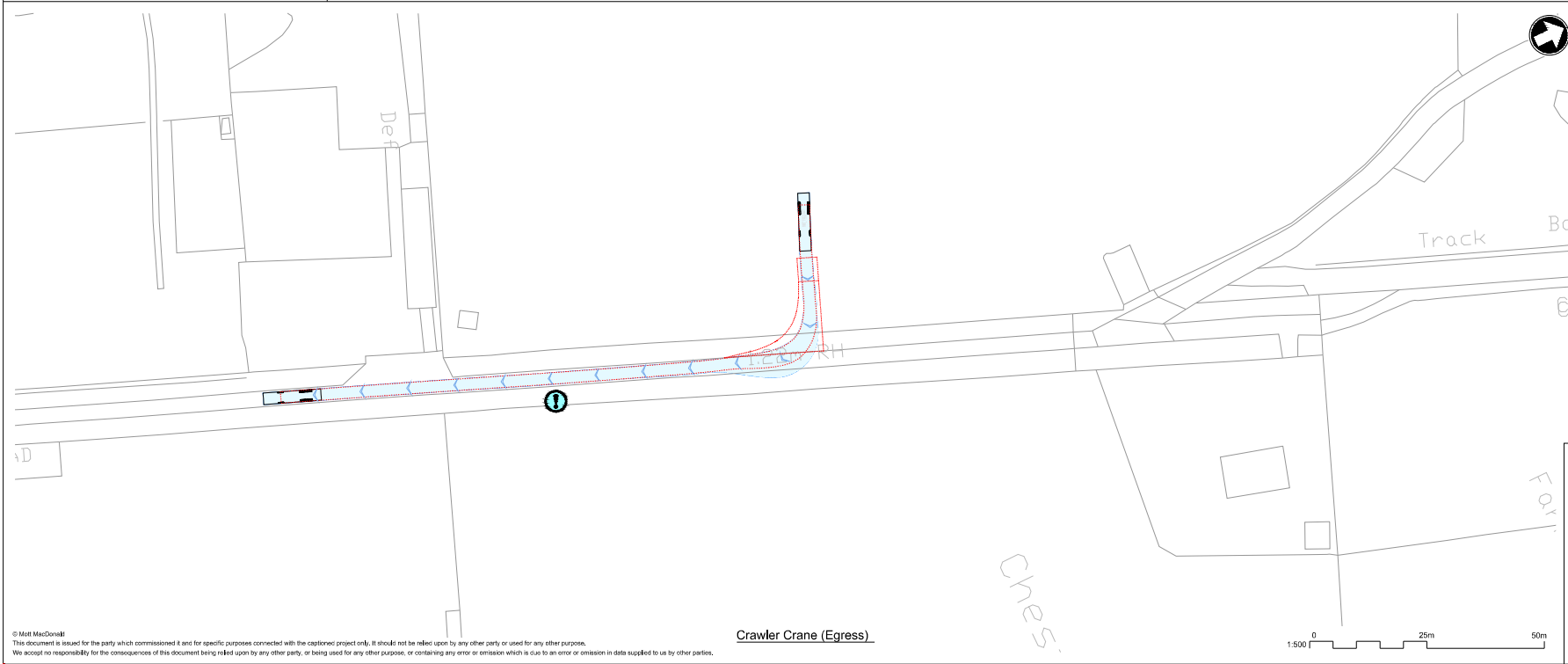
| | | | | | |
|-------------------------------------|-------------|------|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | A.M.Rawlings | AMR |
| Dwg check | - | - | Approved | - | - |
| Scale | 1:500 | Stat | PRE | Rev | P1 |
| | | | | Sec | STD |
| Drawing 102375-MMD-01-XX-DR-C-DRAFT | | | | | |



Vehicle Tracking - Notes

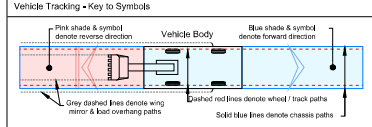
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's application of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Crawler Crane (Access)



Crawler Crane (Egress)

- Notes**
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site, any proposed additional take is to be determined during future stages of the design development of this option.
 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | Low Loader | 16,633m |
| | Overall Length | 16,633m |
| | Overall Width | 2,500m |
| | Overall Body Height | 3,300m |
| | Max Track Width | 2,500m |
| | Kerb to Kerb Turning Radius | 16,700m |

| | | |
|--|-----------------------------|---------|
| | Large Mobile Crane | 12,200m |
| | Overall Length | 12,200m |
| | Overall Width | 2,450m |
| | Overall Body Height | 3,360m |
| | Track Width | 2,450m |
| | Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | |
|-----|------|--------------------------------|-------------|---------|
| P1 | ADC | Draft for Discussion / Review. | AWR | AWR |
| Rev | Date | Drawn | Description | Checked |



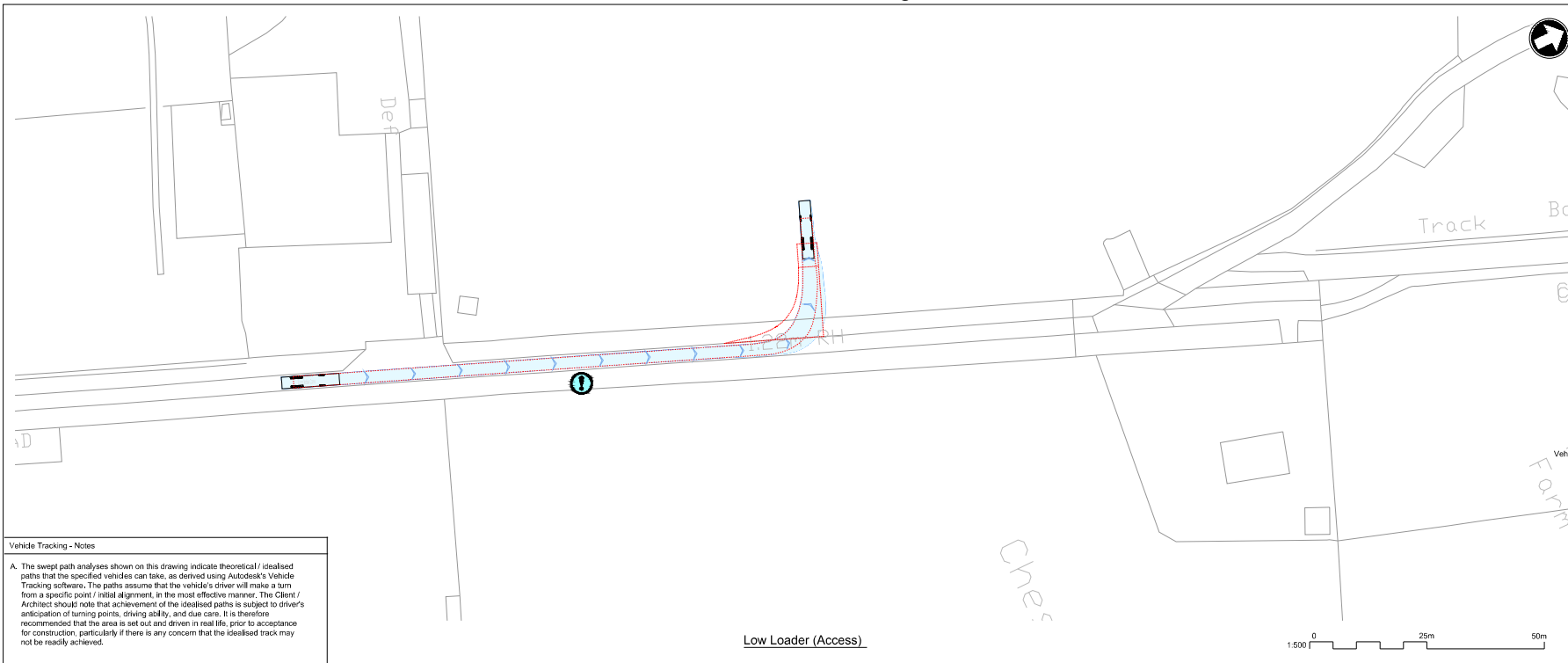
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA1
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | | |
|-----------|---------------|-----|--------------|---------------|-----|
| Designed | A.D. Casillas | ADC | Eng check | E. Case | EC |
| Drawn | - | - | Coordination | A.M. Rawlings | AMR |
| Dwg check | Approved | | | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

Drawing: 102375-MMD-01-XX-DR-C-DRAFT

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 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.



Vehicle Tracking - Notes

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Low Loader (Access)



Low Loader (Egress)

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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a business activity, and any proposed access roads are subject to approval during future stages of the design development of this option.
 - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**

Vehicle Tracking - Key to Symbols

Pink shade & symbol denote reverse direction
 Blue shade & symbol denote forward direction
 Gray dashed lines denote wing mirror & load overhang paths
 Dashed red lines denote wheel / track paths
 Solid blue lines denote chassis paths

| Vehicle Type | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader | 16,633mm | 2,500mm | 3,300mm | 2,500mm | 16,700mm |
| Large Mobile Crane | 12,200mm | 2,450mm | 2,450mm | 2,450mm | 10,000mm |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | CHK | APP |
|-----|------|-------|--------------------------------|-----|-----|
| P1 | | ADC | Draft for Discussion / Review. | | ARK |

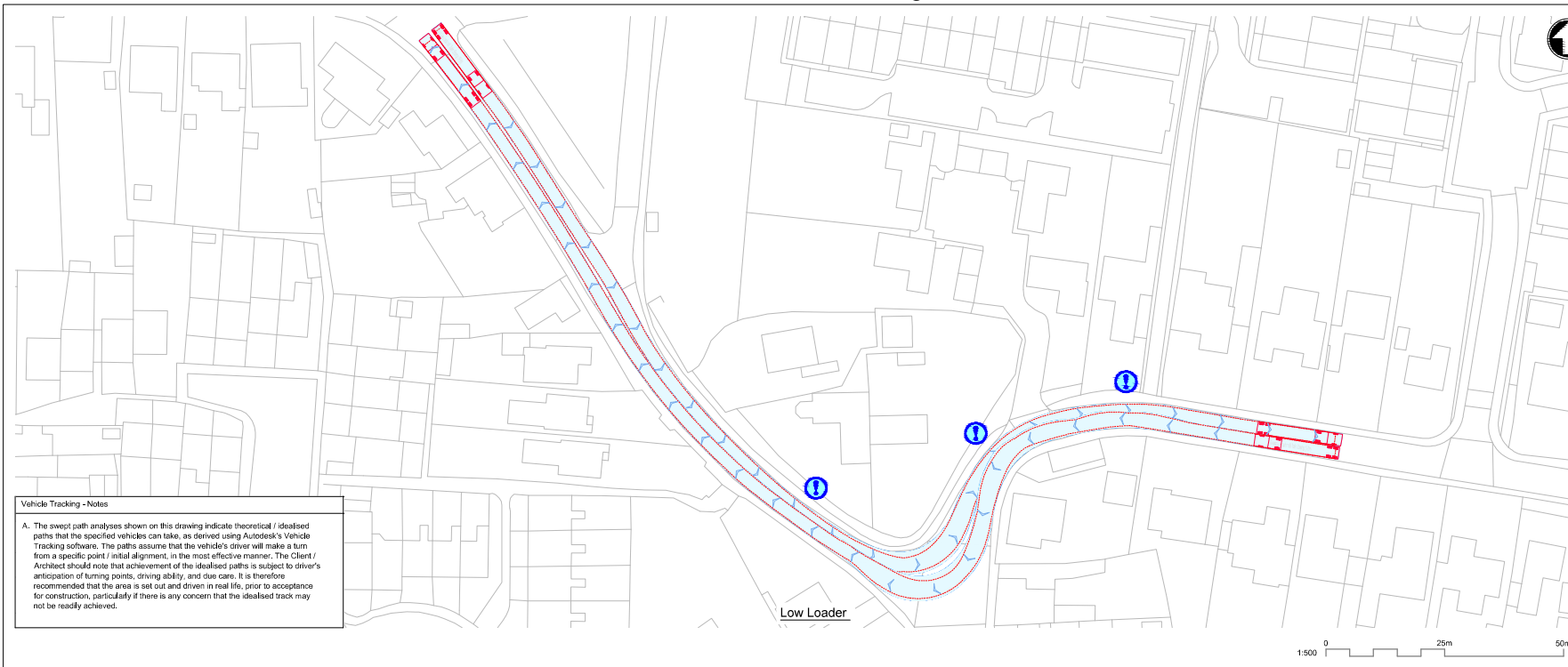


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA1
Highways GA, Visibility Splay and
Vehicle Tracking

| Designed | A.D. Castles | ADC | Eng check | E. Case | EC |
|-----------|--------------|-----|--------------|---------------|-----|
| Drawn | - | - | Coordination | A.M. Rawlings | AMR |
| Dwg check | Approved | | | | |

Scale: 1:500 Stat: PRE Rev: P1 Sec: STD

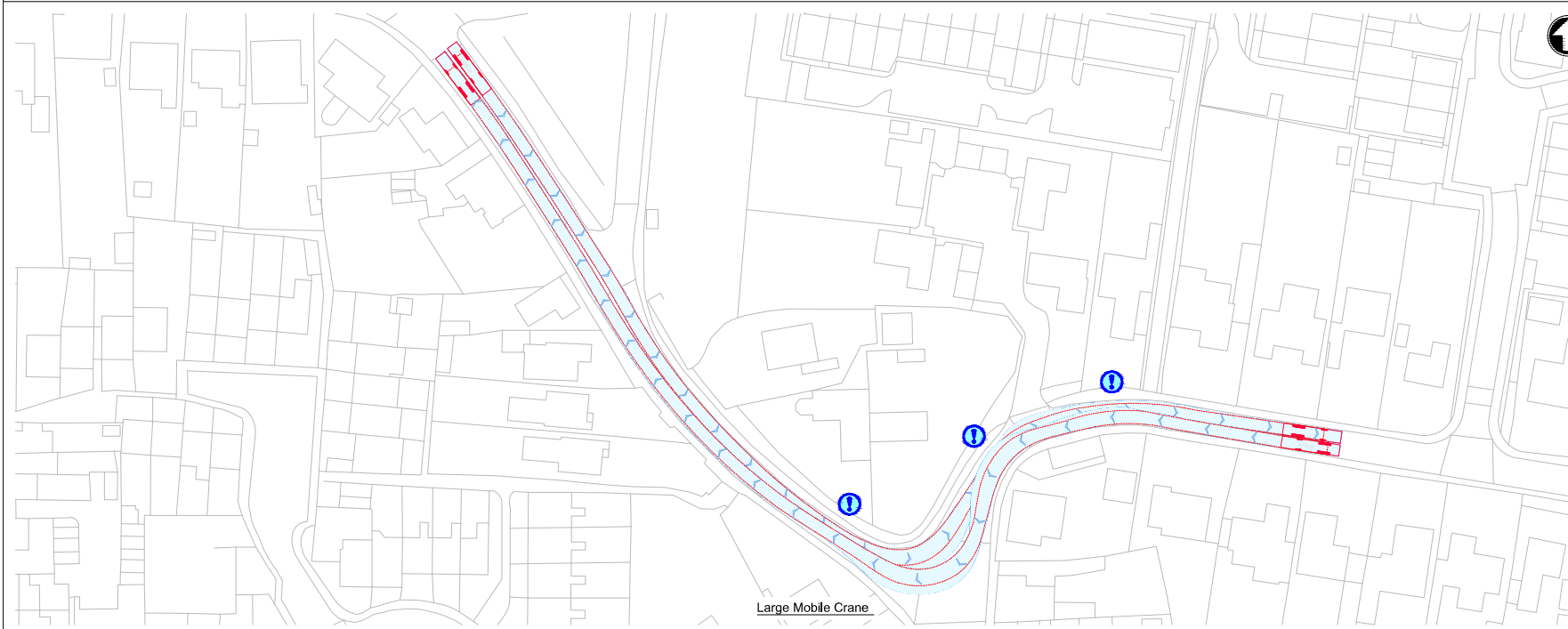
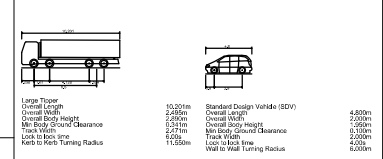
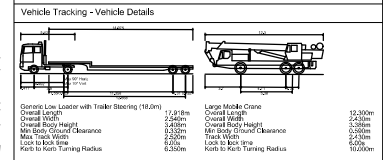
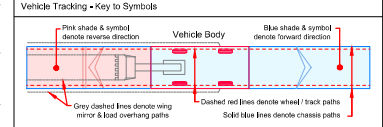
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



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 15. **DRAWING MUST BE READ IN COLOUR**



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | CHK'd | App'd |
|-----|------|-------|--------------------------------|-------|-------|
| P1 | | M/F | Draft for Discussion / Review. | M/F | M/F |

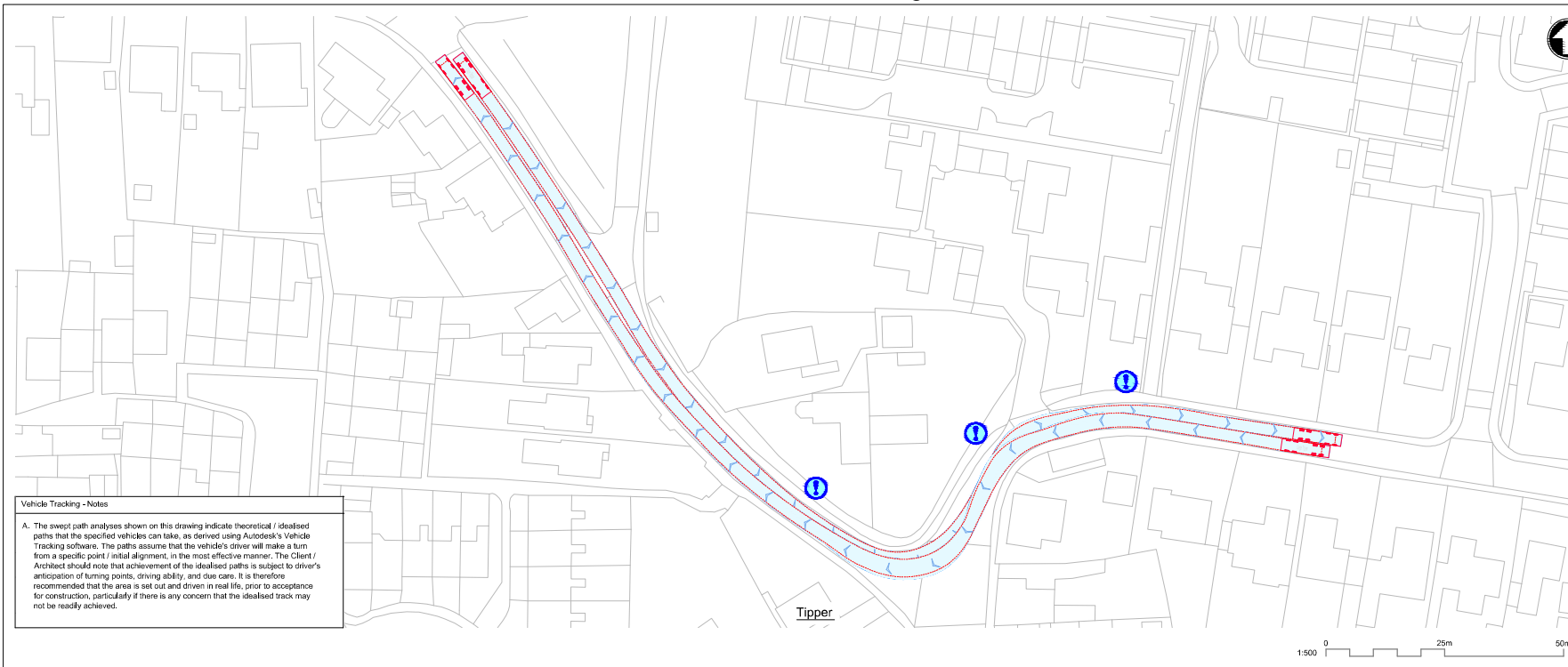


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

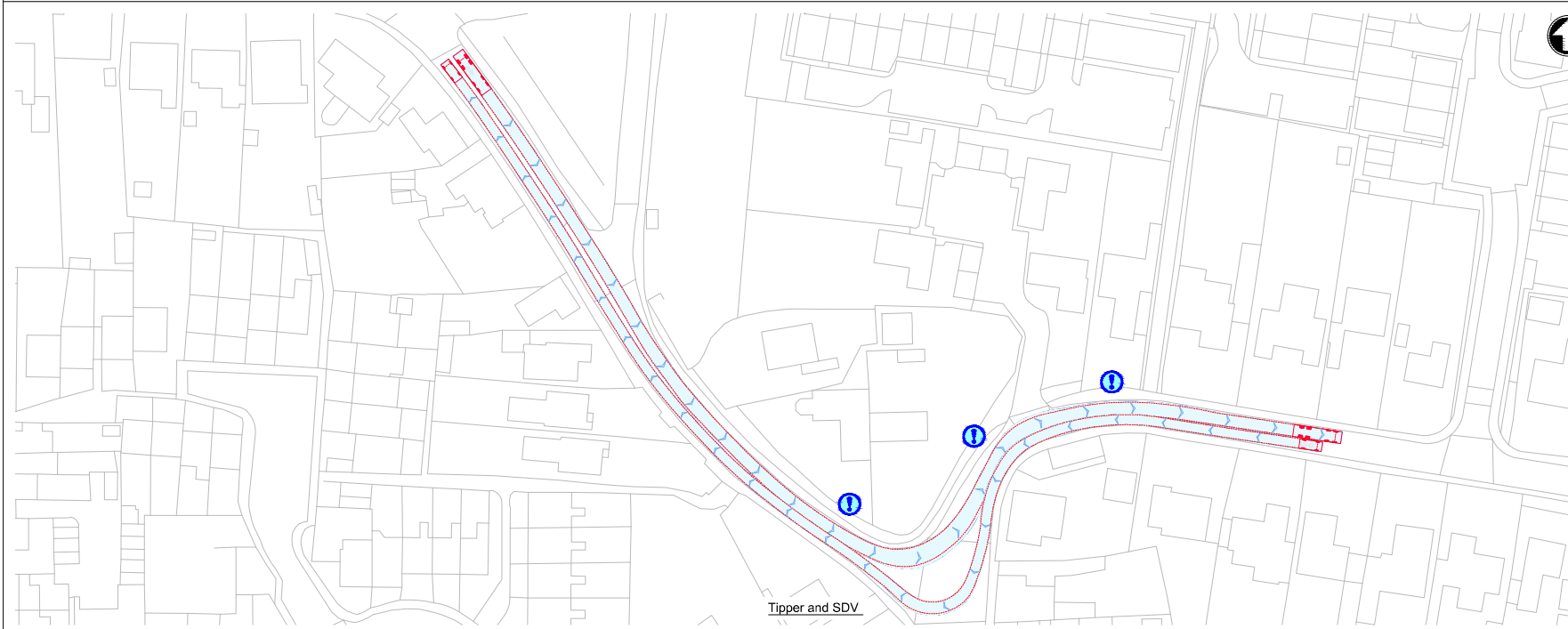
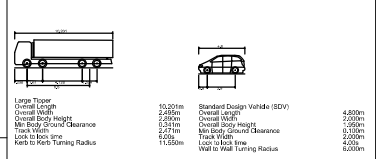
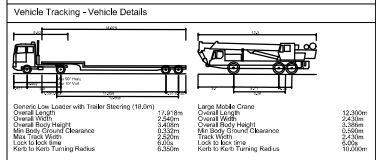
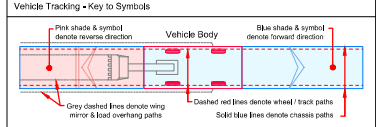
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



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- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



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Low Loader (entry)

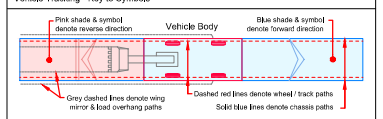


Low Loader (egress)



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | |
|-------------------------------------|-----------------------------|-----------------------------|
| | | |
| Overall Length with Trailer (1620m) | Overall Length | Overall Length |
| Overall Width | Overall Width | Overall Width |
| Overall Body Height | Overall Body Height | Overall Body Height |
| Min Body Ground Clearance | Min Body Ground Clearance | Min Body Ground Clearance |
| Max. Rear Overhang | Max. Rear Overhang | Max. Rear Overhang |
| Lock to Lock time | Lock to Lock time | Lock to Lock time |
| Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| | |
|-----------------------------|-----------------------------|
| | |
| Overall Length | Overall Length |
| Overall Width | Overall Width |
| Overall Body Height | Overall Body Height |
| Min Body Ground Clearance | Min Body Ground Clearance |
| Max. Rear Overhang | Max. Rear Overhang |
| Lock to Lock time | Lock to Lock time |
| Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |



Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

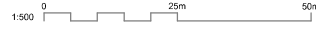
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



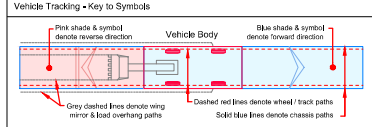
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Crane (entry)



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 15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | |
|--|--------|-----------------------------|---------|
| Overall Length with Trailer (Steering 1820m) | 24.60m | Overall Length | 12.200m |
| Overall Width | 2.460m | Overall Width | 2.460m |
| Overall Body Height | 3.400m | Overall Body Height | 3.300m |
| Min Body Ground Clearance | 0.300m | Min Body Ground Clearance | 0.300m |
| Max. Rear Overhang | 6.00m | Max. Rear Overhang | 6.00m |
| Lock to Lock time | 6.00m | Lock to Lock time | 6.00m |
| Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|---------|-------------------------------|--------|
| Overall Length | 10.00m | Standard Design Vehicle (SDV) | 4.600m |
| Overall Width | 2.450m | Overall Width | 2.000m |
| Overall Body Height | 2.500m | Overall Body Height | 1.900m |
| Min Body Ground Clearance | 0.250m | Min Body Ground Clearance | 0.200m |
| Max. Rear Overhang | 4.500m | Max. Rear Overhang | 3.000m |
| Lock to Lock time | 11.500m | Lock to Lock time | 4.00m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 6.000m |



Crane (egress)



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |

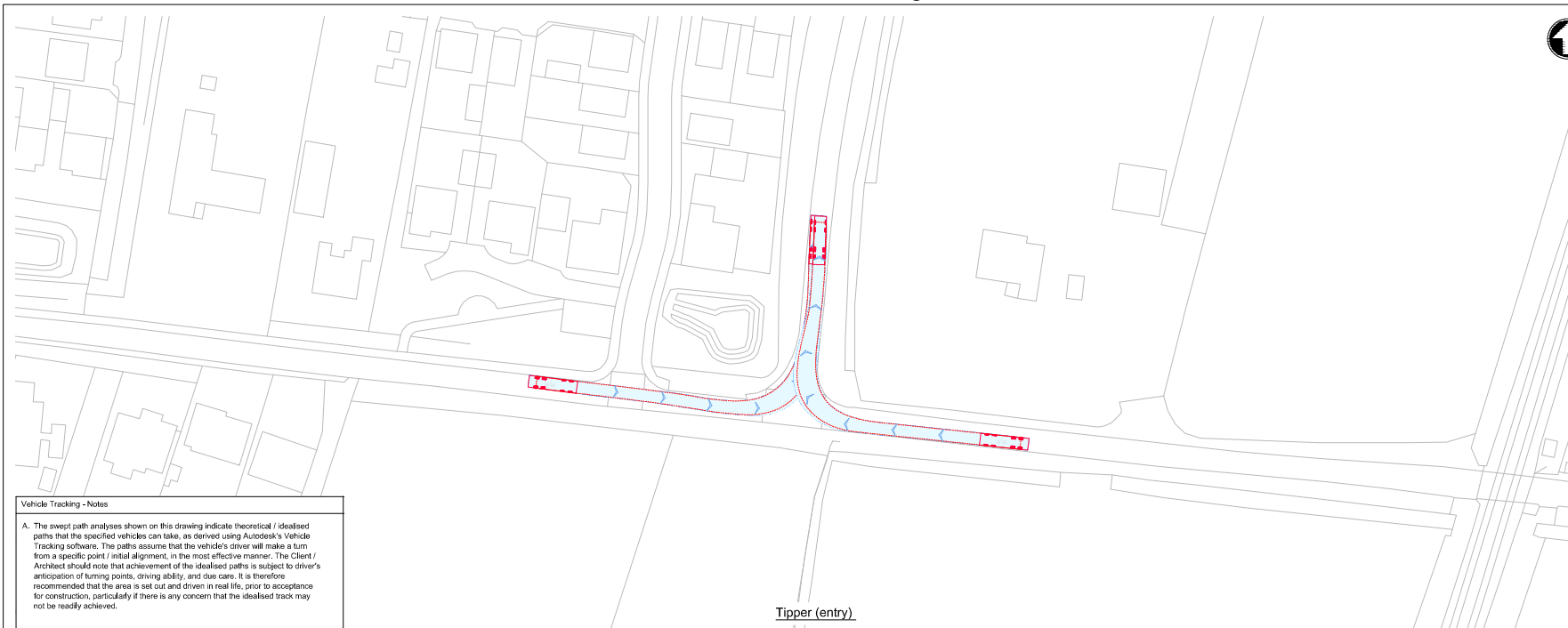


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

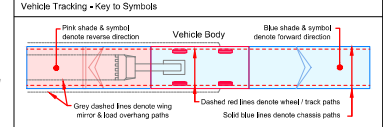


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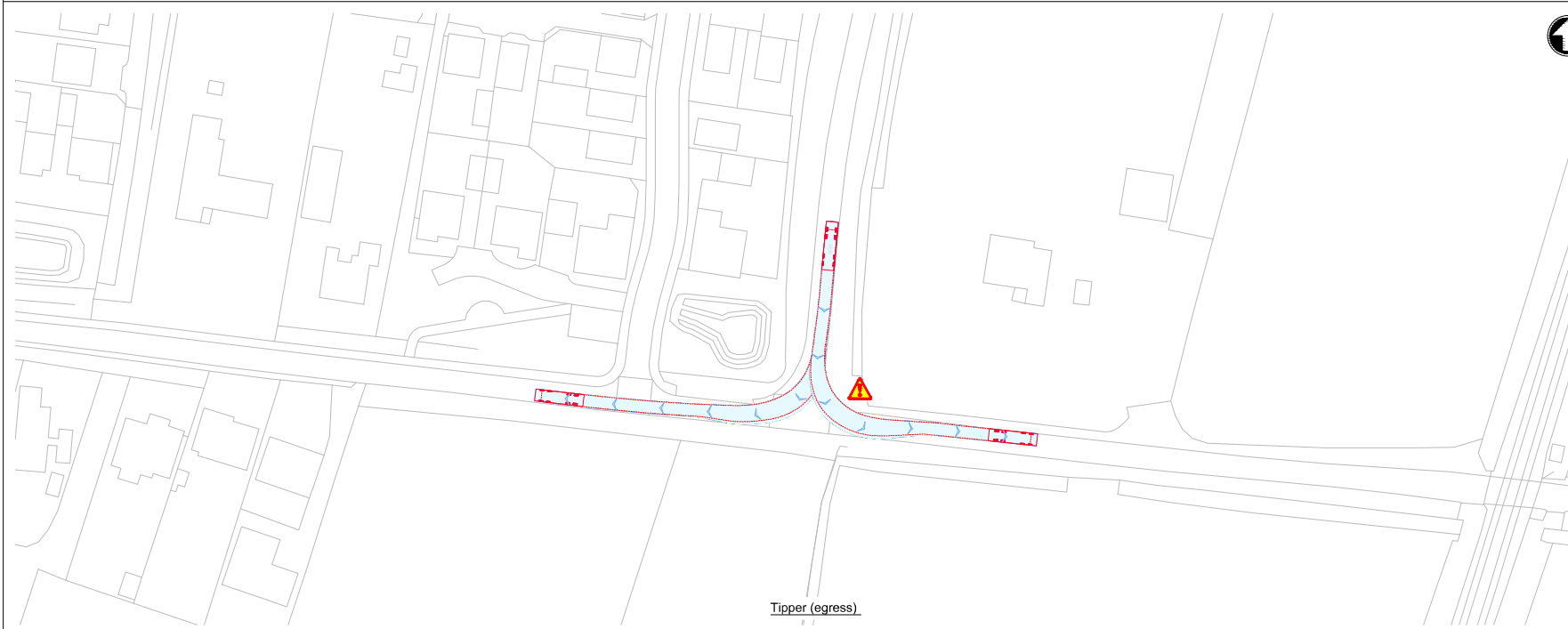
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | |
|--|-------|-----------------------------|--------|
| Overall Length with Trailer (Steering 1820m) | 7.97m | Overall Length | 12.20m |
| Overall Width | 2.66m | Overall Width | 2.40m |
| Overall Body Height | 3.40m | Overall Body Height | 3.30m |
| Min Body Ground Clearance | 230mm | Min Body Ground Clearance | 250mm |
| Max. Wheel Span | 6.07m | Max. Wheel Span | 6.07m |
| Lock to Lock time | 6.07m | Lock to Lock time | 6.07m |
| Kerb to Kerb Turning Radius | 6.07m | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|---------|-------------------------------|-------|
| Overall Length | 10.07m | Standard Design Vehicle (SDV) | 4.60m |
| Overall Width | 2.65m | Overall Width | 2.00m |
| Overall Body Height | 3.25m | Overall Body Height | 2.00m |
| Min Body Ground Clearance | 250mm | Min Body Ground Clearance | 250mm |
| Max. Wheel Span | 4.57m | Max. Wheel Span | 4.57m |
| Lock to Lock time | 4.57m | Lock to Lock time | 4.57m |
| Kerb to Kerb Turning Radius | 11.550m | Kerb to Kerb Turning Radius | 6.00m |



Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
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| Rev | Date | Drawn | Description | Checked | Approved |

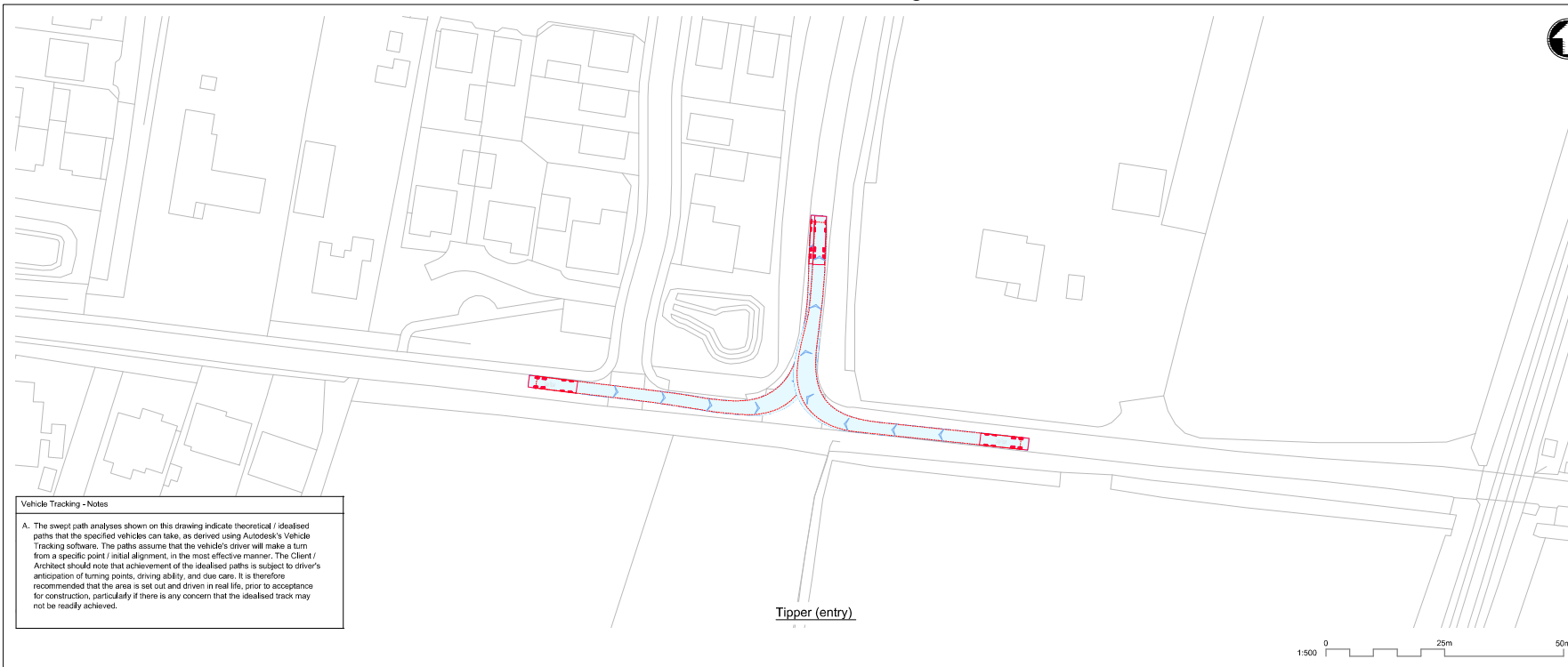


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

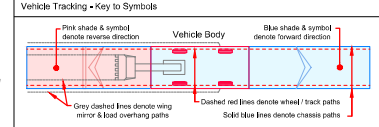


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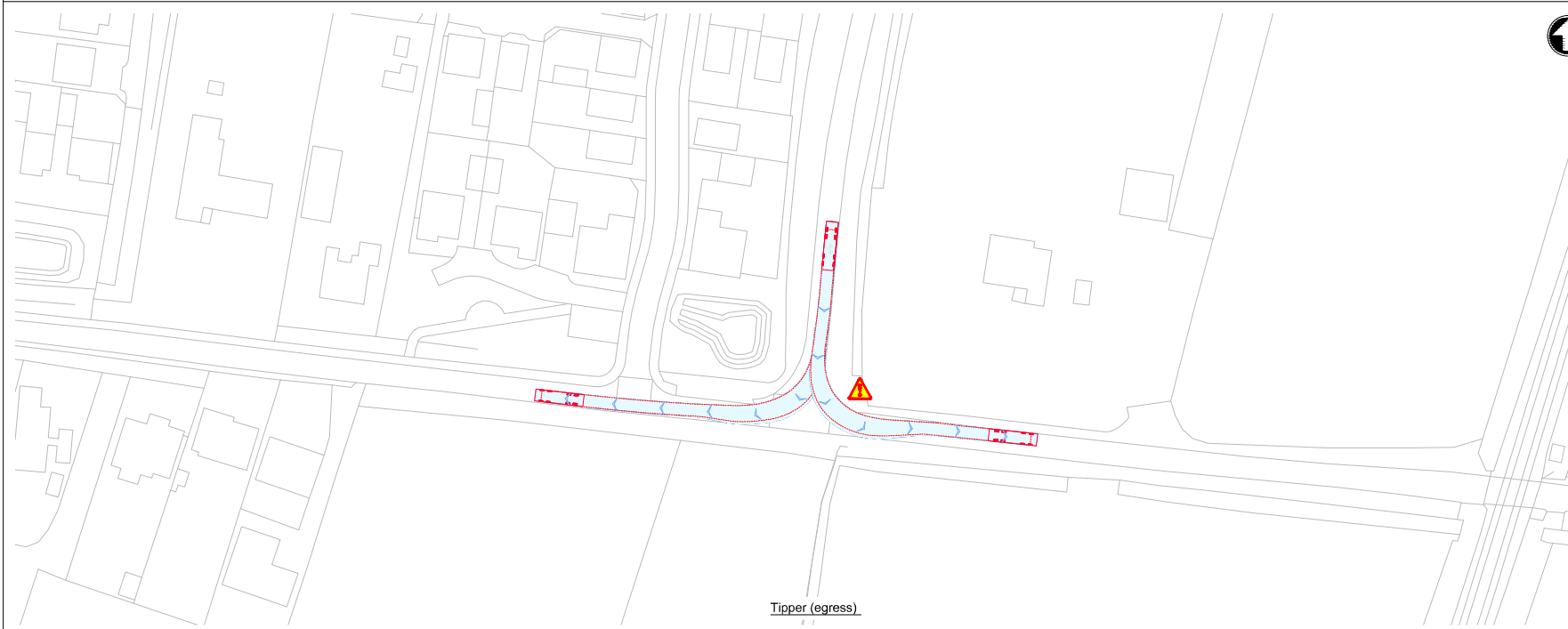
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | |
|--|-----------------------------|---------|
| | | |
| Overall Length with Trailer (Steering 1820m) | Overall Length | 12.300m |
| Overall Width | Overall Width | 2.400m |
| Overall Body Height | Overall Body Height | 3.300m |
| Min Body Ground Clearance | Min Body Ground Clearance | 0.200m |
| Max. Rear Overhang | Max. Rear Overhang | 2.500m |
| Lock to Lock Time | Lock to Lock Time | 6.000m |
| Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 10.000m |

| | | |
|-----------------------------|-----------------------------|--------|
| | | |
| Overall Length | Overall Length | 4.600m |
| Overall Width | Overall Width | 2.000m |
| Overall Body Height | Overall Body Height | 1.900m |
| Min Body Ground Clearance | Min Body Ground Clearance | 0.200m |
| Lock to Lock Time | Lock to Lock Time | 4.000m |
| Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 6.000m |



Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |

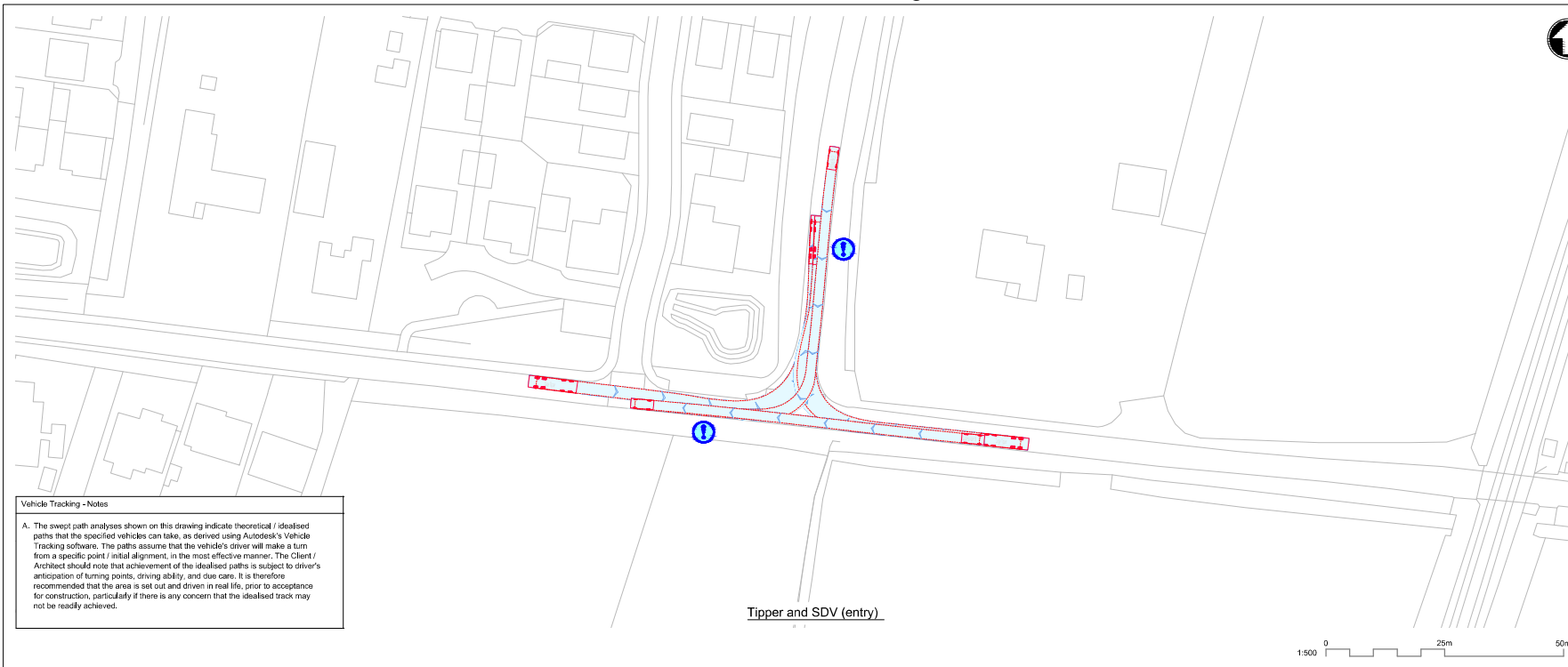


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

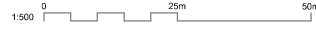
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

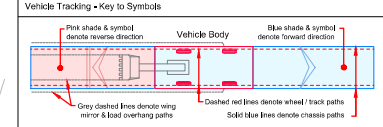
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Tipper and SDV (entry)



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 14. This drawing should be read in conjunction with the Technical Memo, Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | |
|--|-------|-----------------------------|--------|
| Overall Length with Trailer Steering (1820m) | 7.97m | Overall Length | 12.20m |
| Overall Width | 2.66m | Overall Width | 2.40m |
| Overall Body Height | 3.40m | Overall Body Height | 3.30m |
| Min Body Ground Clearance | 230mm | Min Body Ground Clearance | 250mm |
| Max. Rear Overhang | 6.07m | Max. Rear Overhang | 2.50m |
| Lock to Lock time | 6.07m | Lock to Lock time | 6.07m |
| Kerb to Kerb Turning Radius | 6.07m | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|--------|-------------------------------|-------|
| Overall Length | 10.00m | Standard Design Vehicle (SDV) | 4.60m |
| Overall Width | 2.66m | Overall Width | 2.30m |
| Overall Body Height | 3.40m | Overall Body Height | 3.30m |
| Min Body Ground Clearance | 230mm | Min Body Ground Clearance | 250mm |
| Max. Rear Overhang | 6.07m | Max. Rear Overhang | 2.50m |
| Lock to Lock time | 6.07m | Lock to Lock time | 6.07m |
| Kerb to Kerb Turning Radius | 11.50m | Kerb to Kerb Turning Radius | 4.00m |



Tipper and SDV (egress)



Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|--------|
| P1 | 2022-10-12 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Appr'd |



Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

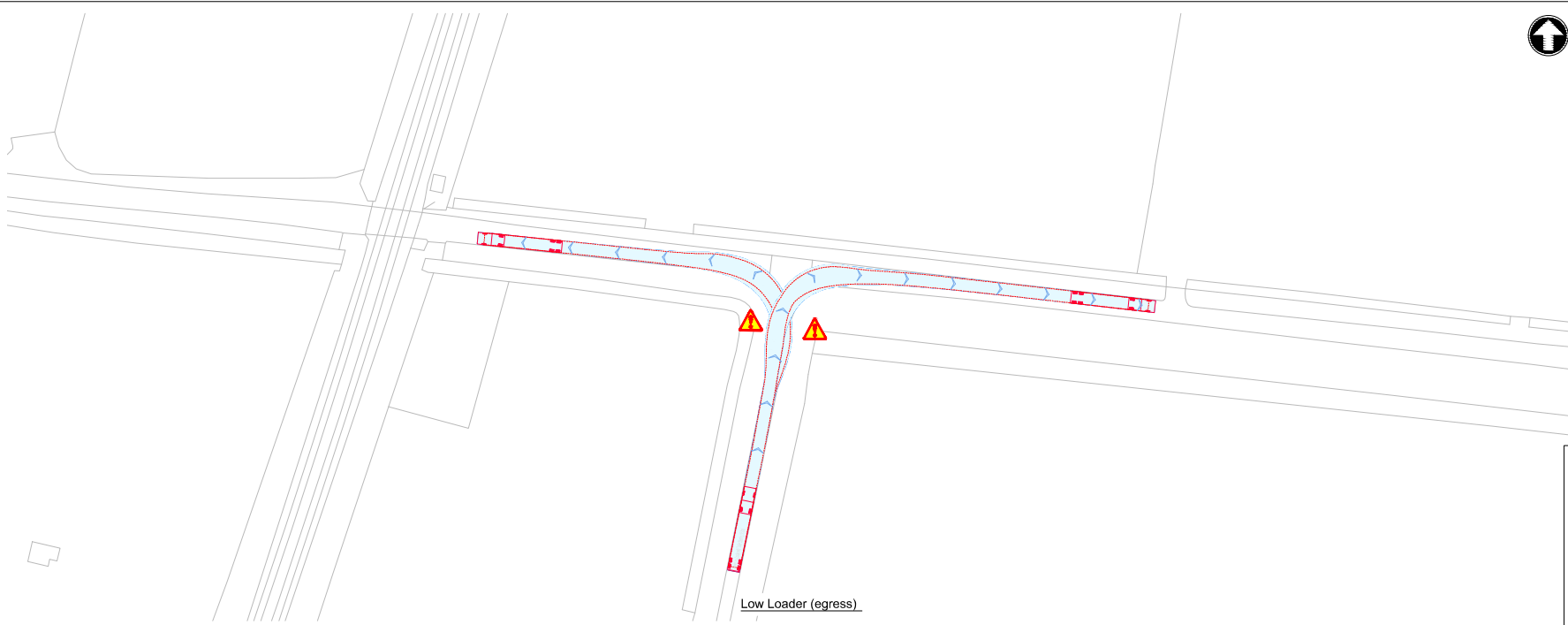
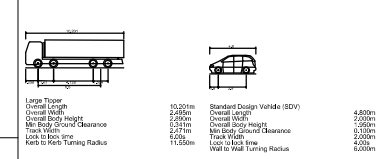
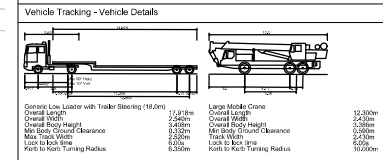
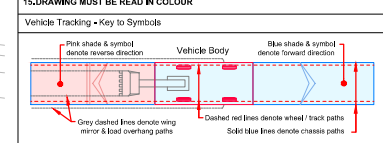
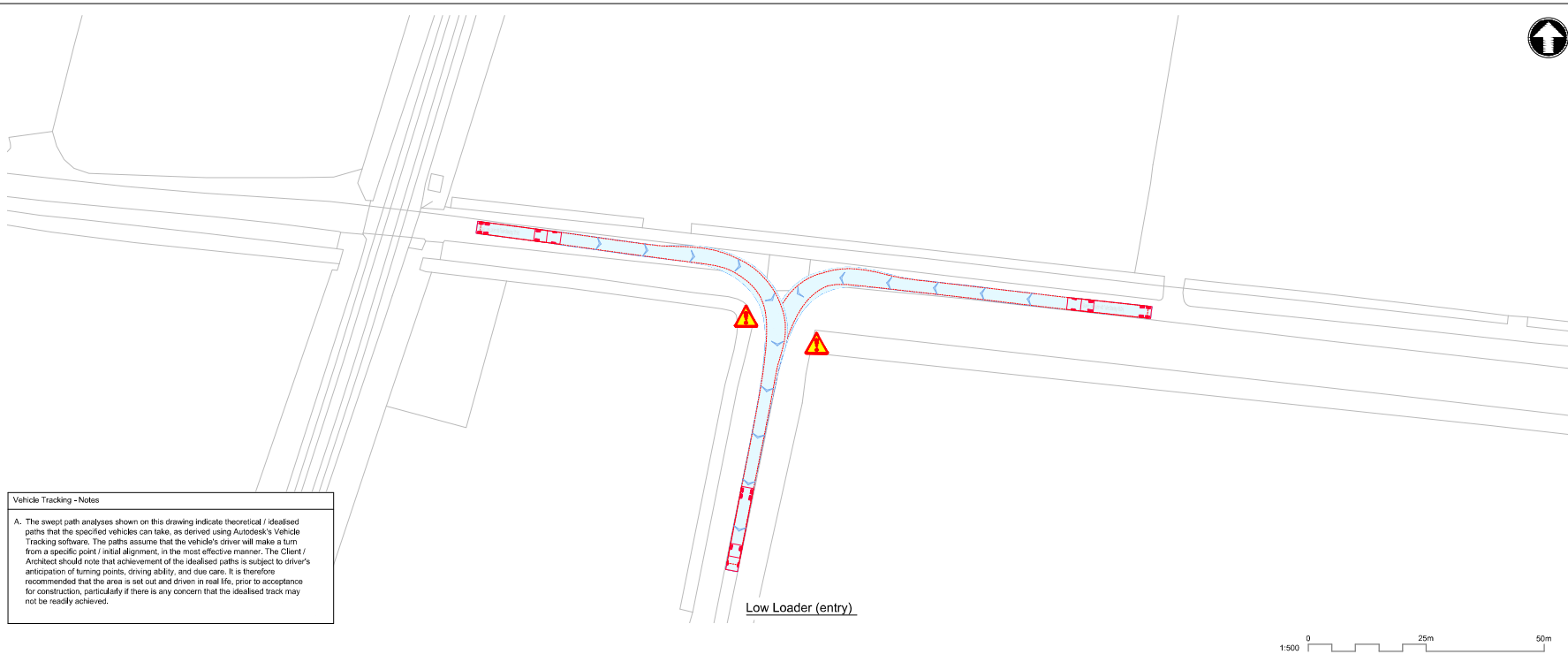
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



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 15. **DRAWING MUST BE READ IN COLOUR**

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- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/07/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Approved |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

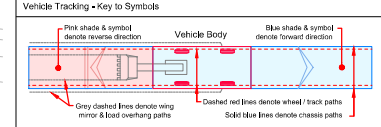
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT





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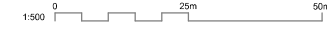
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

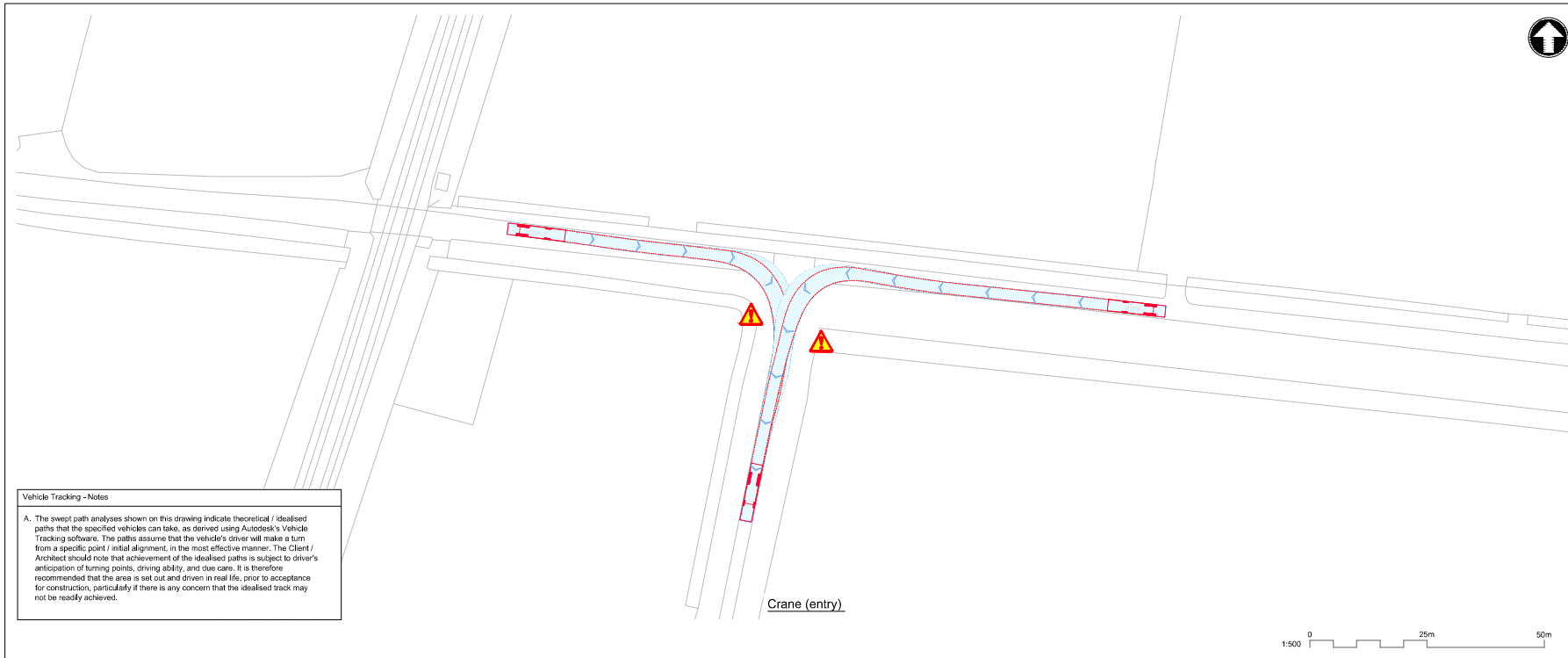
| | |
|---|---|
| Container Low loader with Trailer (Steering 1820m) Overall Length 24.60m Overall Width 2.85m Overall Body Height 3.40m Min Body Ground Clearance 0.20m Max. track time 6.07m Kerb to Kerb Turning Radius 11.50m | Large Mobile Crane Overall Length 12.30m Overall Width 2.40m Overall Body Height 3.30m Min Body Ground Clearance 0.20m Max. track time 6.07m Kerb to Kerb Turning Radius 11.00m |
|---|---|

| | |
|--|--|
| Large Trailer Overall Length 16.00m Overall Width 2.85m Overall Body Height 3.40m Min Body Ground Clearance 0.20m Max. track time 6.07m Kerb to Kerb Turning Radius 11.50m | Standard Design Vehicle (EDV) Overall Length 4.60m Overall Width 2.05m Overall Body Height 2.00m Min Body Ground Clearance 0.20m Max. track time 4.00m Kerb to Kerb Turning Radius 6.00m |
|--|--|



Vehicle Tracking - Notes

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Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |

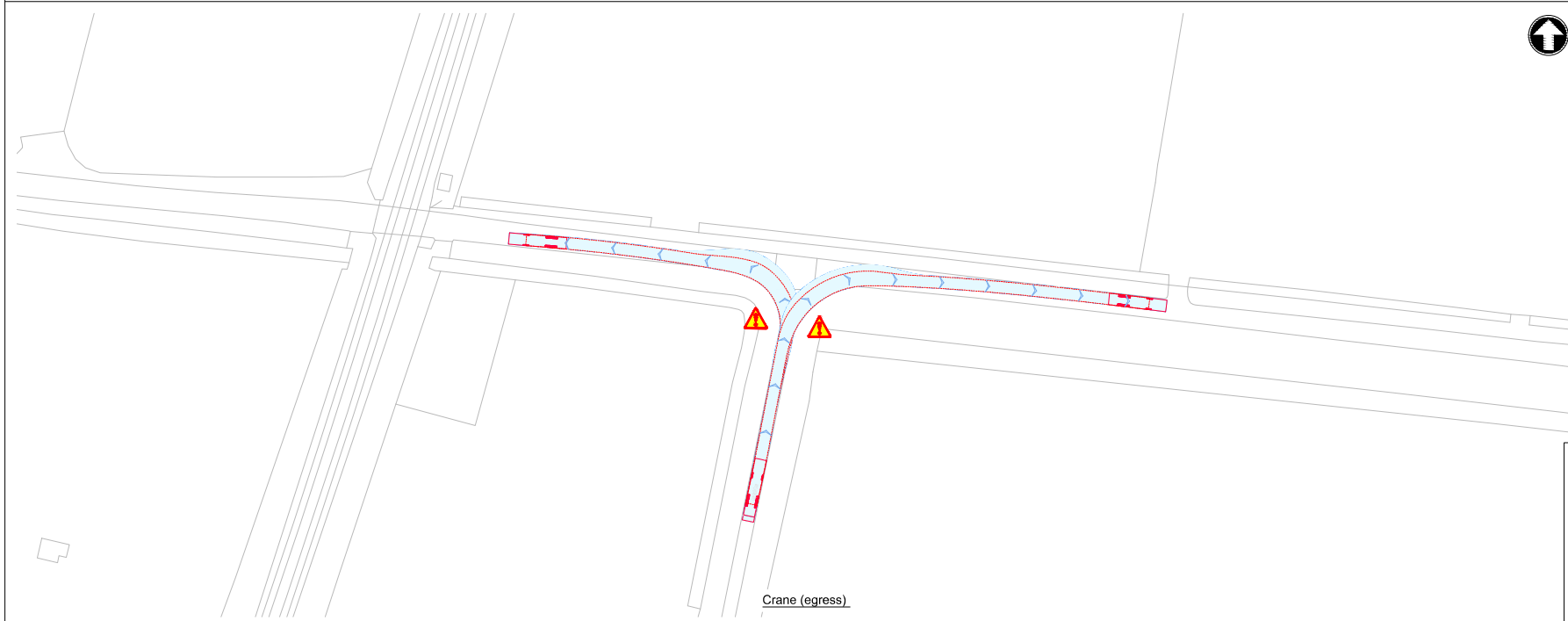


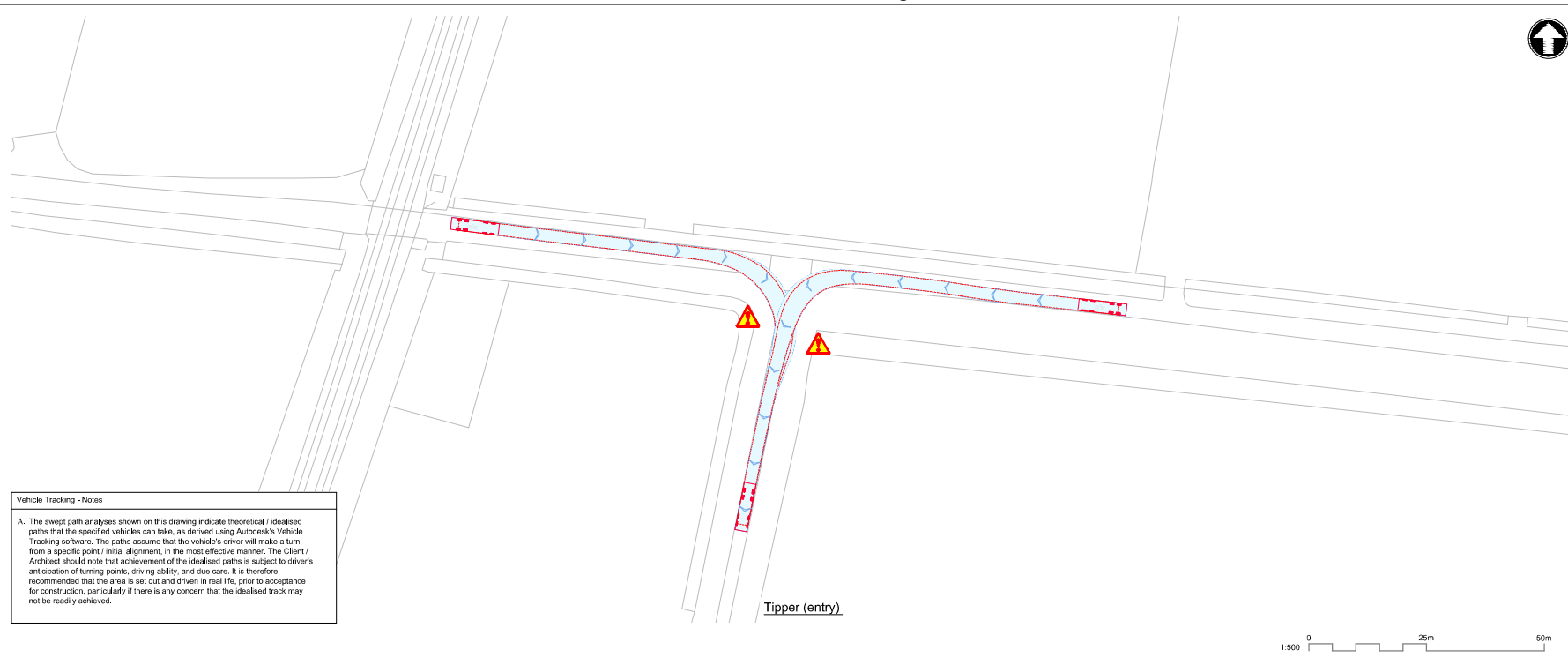
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT





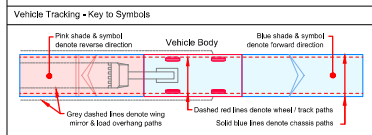
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Tipper (entry)



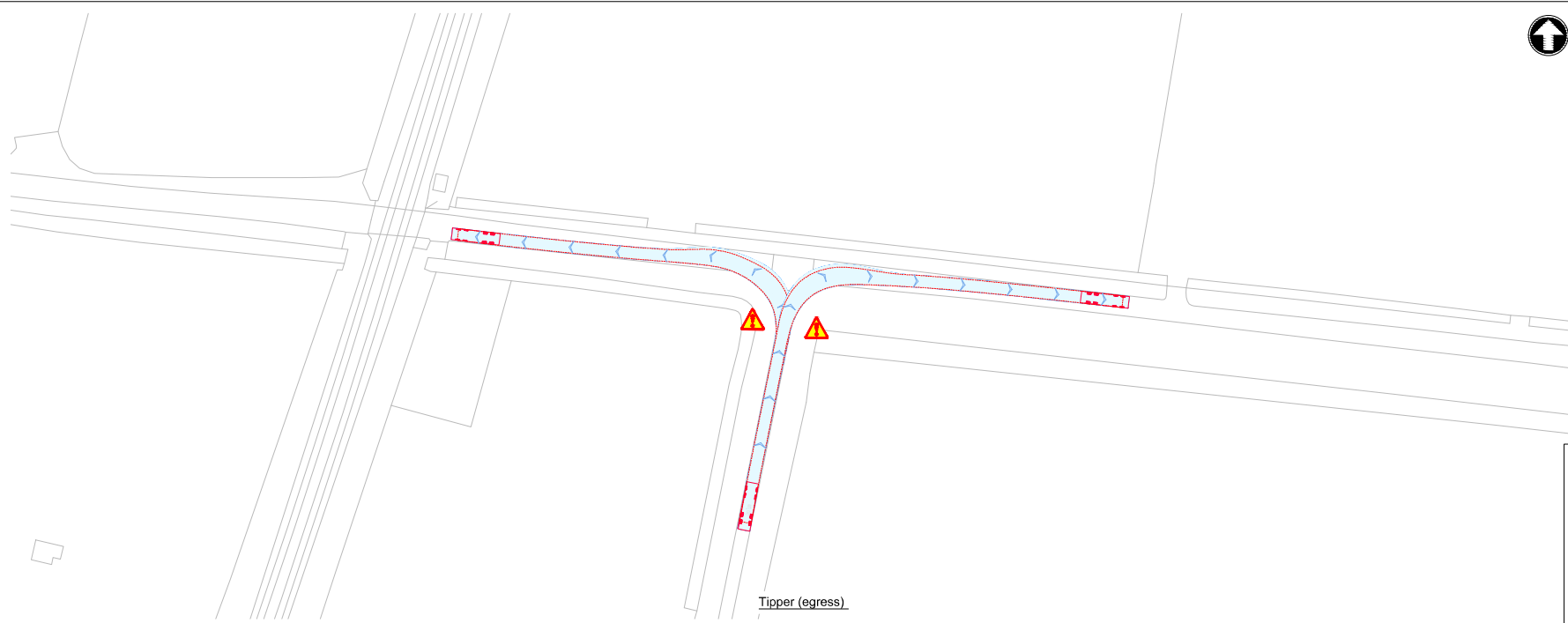
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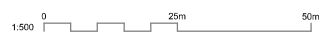
Vehicle Tracking - Vehicle Details

| | | | | |
|---|--------|-----------------------------|-----------------------------|---------|
| Overall Load Limit with Trailer (16000) | 24600 | Large Mobile Crane | Overall Length | 12.300m |
| Overall Length | 7.900m | Overall Width | Overall Width | 2.400m |
| Overall Width | 2.850m | Overall Height | Overall Height | 3.300m |
| Overall Body Height | 3.400m | Max Body Ground Clearance | Max Body Ground Clearance | 0.500m |
| Max Body Ground Clearance | 0.500m | Max Wheel Ground Clearance | Max Wheel Ground Clearance | 0.250m |
| Max Wheel Ground Clearance | 0.250m | Max Wheel Ground Clearance | Max Wheel Ground Clearance | 0.250m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | Lock to Lock Time | 6.00m |
| Lock to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|---------|-------------------------------|--------|
| Large Tipper | 10.000m | Standard Design Vehicle (SDV) | 4.600m |
| Overall Length | 2.850m | Overall Width | 2.400m |
| Overall Width | 2.850m | Overall Height | 3.300m |
| Overall Body Height | 3.400m | Max Body Ground Clearance | 0.500m |
| Max Body Ground Clearance | 0.500m | Max Wheel Ground Clearance | 0.250m |
| Max Wheel Ground Clearance | 0.250m | Max Wheel Ground Clearance | 0.250m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | 6.00m |
| Lock to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 10.00m |



Tipper (egress)



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-----------|-----|--------------|---|--|
| Designed | M Fonseca | M/F | Eng check | - | |
| Drawn | M Fonseca | M/F | Coordination | - | |
| Dwg check | - | | Approved | - | |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

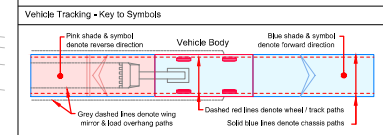
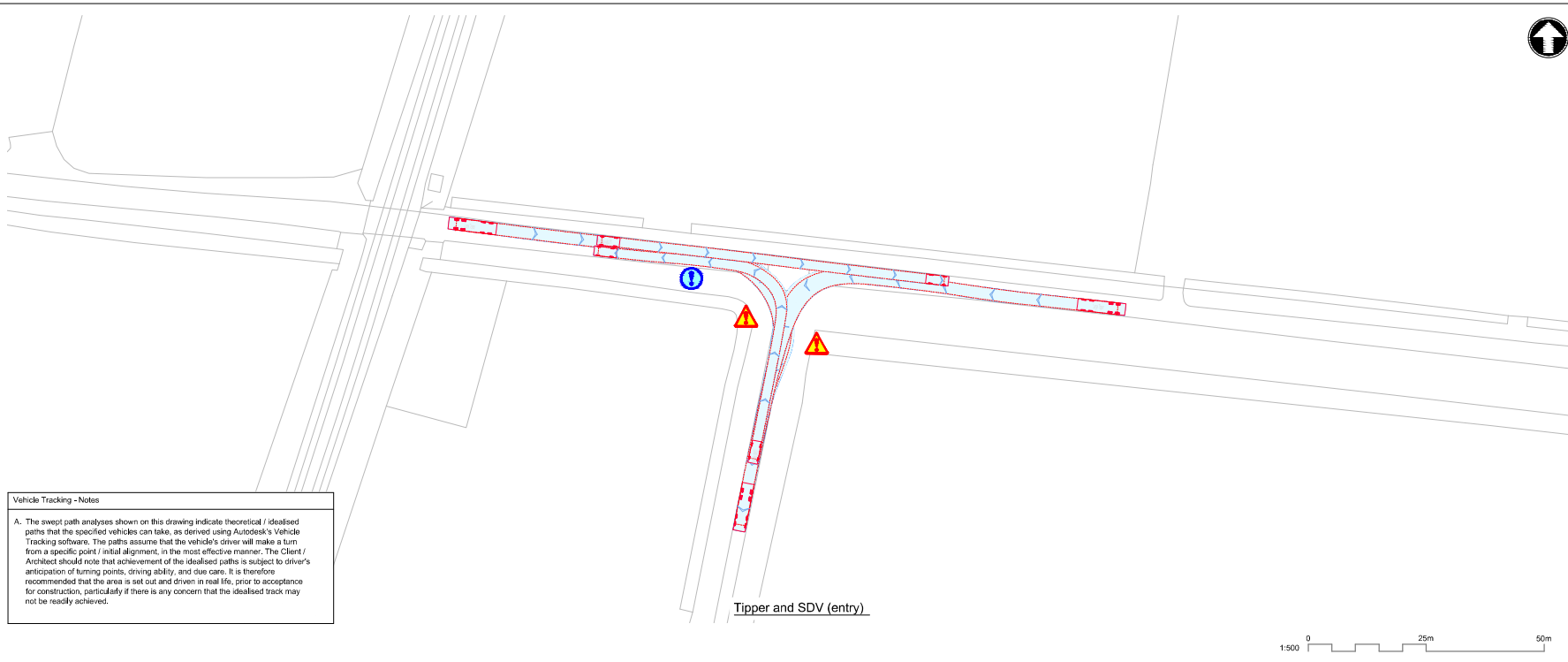
Drawing Number
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Vehicle Tracking - Notes

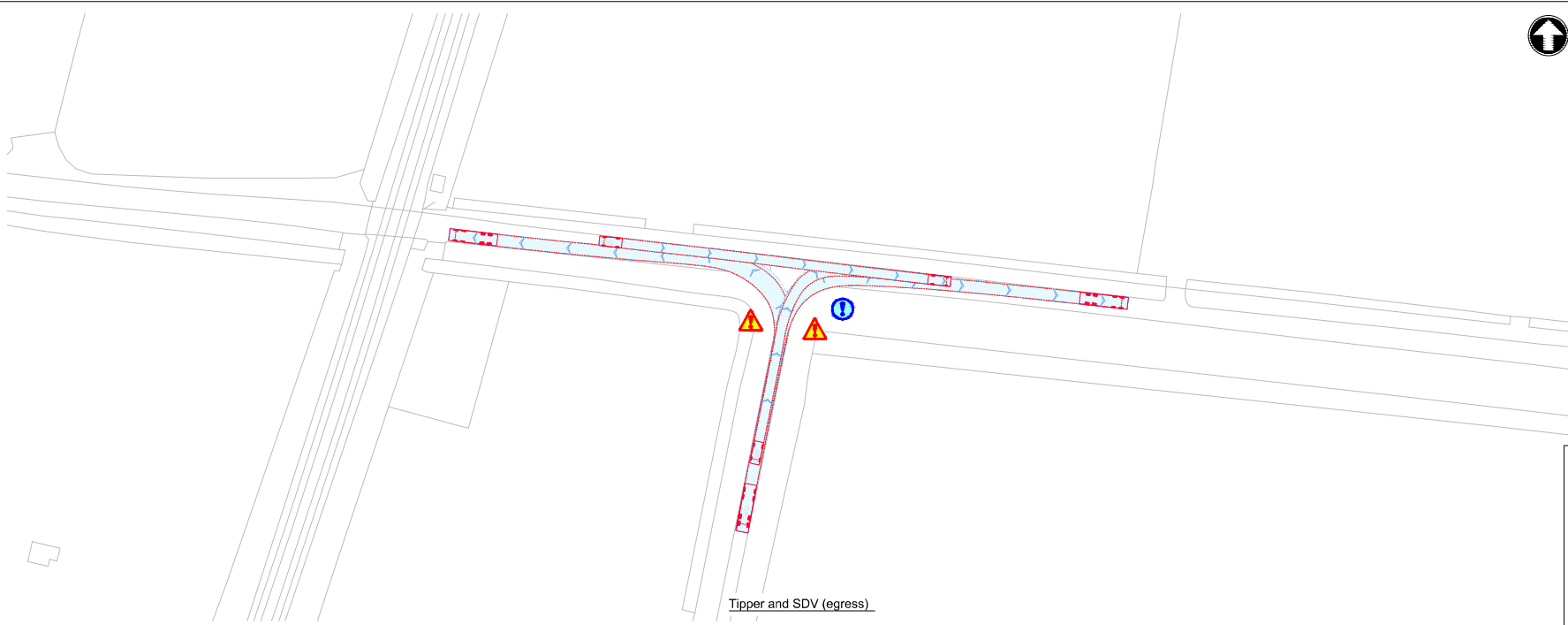
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Vehicle Tracking - Vehicle Details

| | |
|-----------------------------|----------|
| Overall Length | 12,300mm |
| Overall Width | 2,400mm |
| Overall Body Height | 3,300mm |
| Max Body Ground Clearance | 4,500mm |
| Max Wheel | 2,500mm |
| Lock to Lock time | 6,000mm |
| Kerb to Kerb Turning Radius | 10,000mm |

| | | | |
|-----------------------------|----------|-------------------------------|----------|
| Overall Length | 10,000mm | Standard Design Vehicle (SDV) | 4,500mm |
| Overall Width | 2,400mm | Overall Width | 2,500mm |
| Overall Body Height | 3,300mm | Overall Body Height | 3,300mm |
| Max Body Ground Clearance | 4,500mm | Max Body Ground Clearance | 4,500mm |
| Max Wheel | 2,500mm | Max Wheel | 2,500mm |
| Lock to Lock time | 6,000mm | Lock to Lock time | 6,000mm |
| Kerb to Kerb Turning Radius | 10,000mm | Kerb to Kerb Turning Radius | 10,000mm |



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|------|--------------------------------|-------------|-------|-------|
| P1 | MF | Draft for Discussion / Review. | MF | MF | |
| Rev | Date | Drawn | Description | CHK'd | App'd |



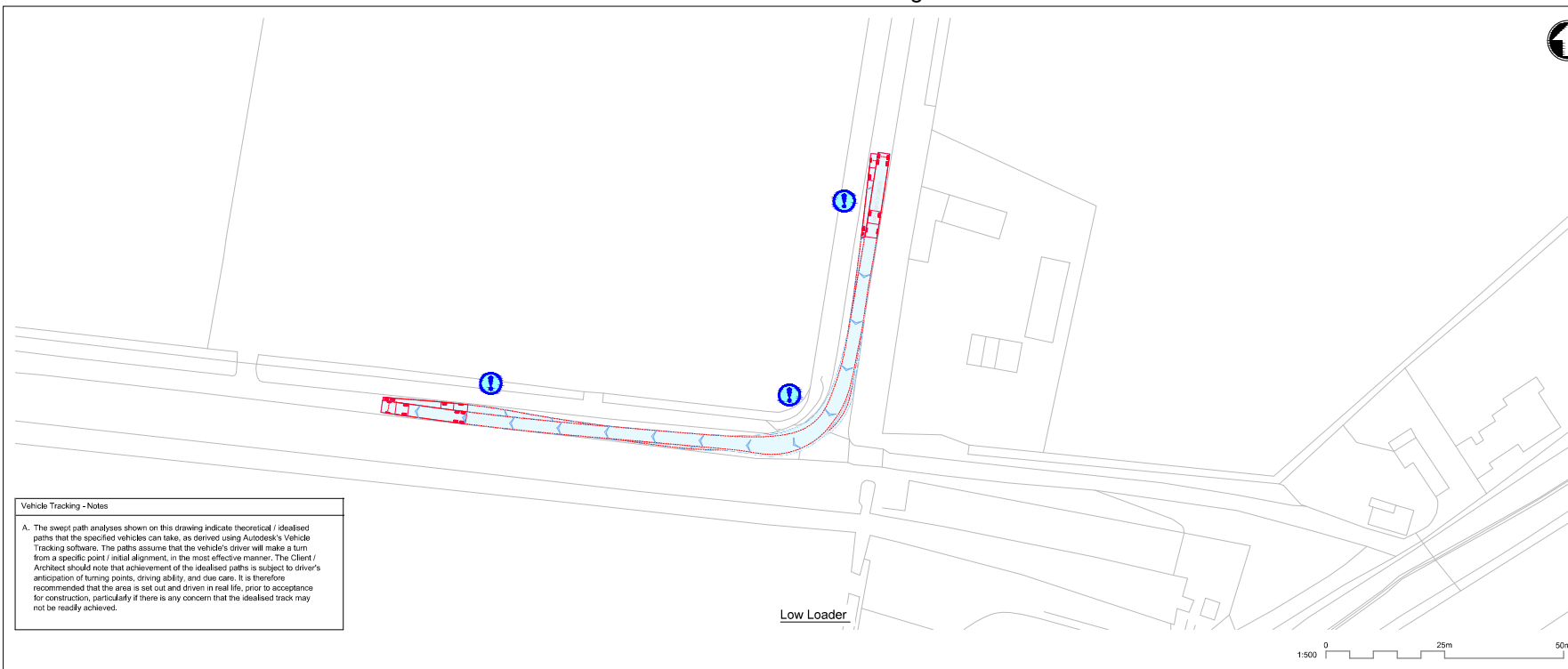
Title
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 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

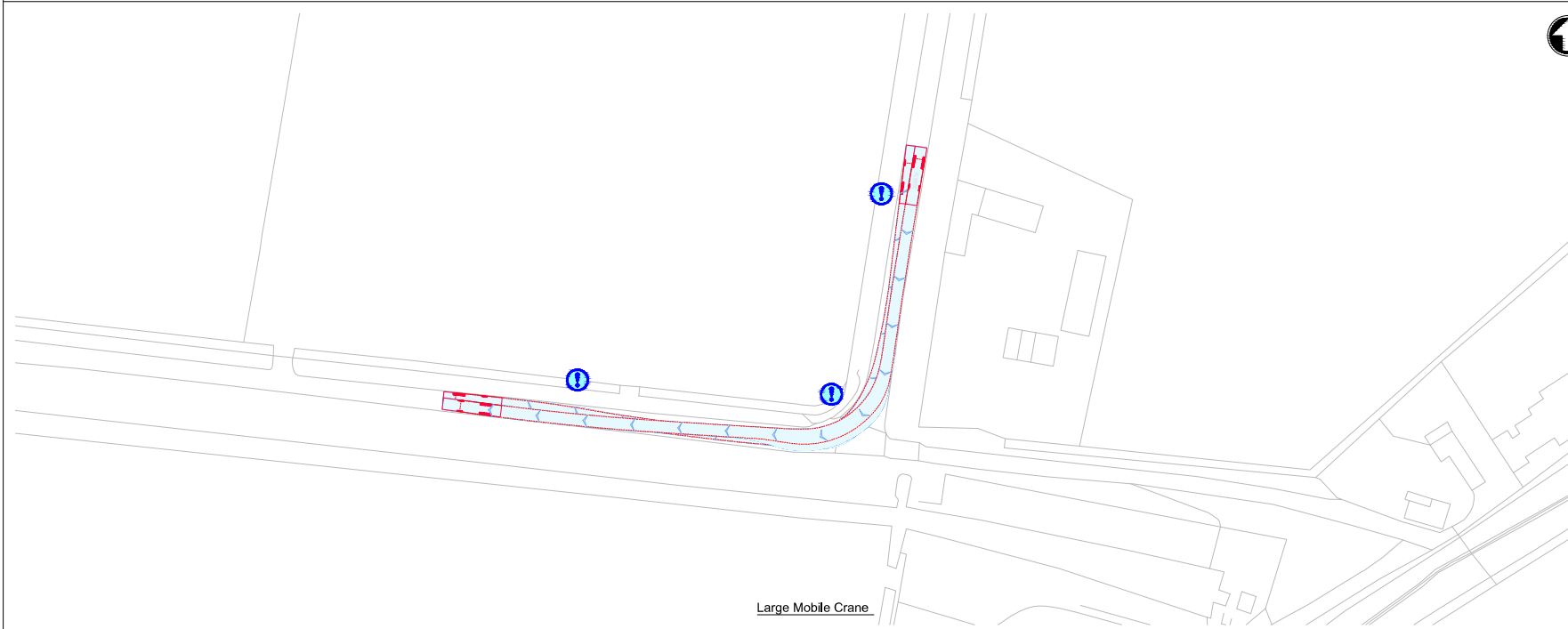




Vehicle Tracking - Notes

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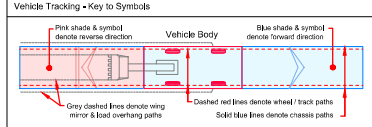
Low Loader



Large Mobile Crane



- Notes**
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
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 - The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
 - This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.



Vehicle Tracking - Vehicle Details

| | | | |
|---|--------|-----------------------------|---------|
| Overall Length with Trailer Steering (180°) | 24.60m | Overall Length | 12.300m |
| Overall Width | 2.460m | Overall Width | 2.460m |
| Overall Body Height | 3.400m | Overall Body Height | 3.300m |
| Min. Body Ground Clearance | 0.300m | Min. Body Ground Clearance | 0.300m |
| Max. Rear Overhang | 6.00m | Max. Rear Overhang | 6.00m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | 6.00m |
| Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|---------|-----------------------------|---------|
| Overall Length | 10.00m | Overall Length | 4.600m |
| Overall Width | 2.460m | Overall Width | 2.460m |
| Overall Body Height | 3.300m | Overall Body Height | 3.300m |
| Min. Body Ground Clearance | 0.300m | Min. Body Ground Clearance | 0.300m |
| Max. Rear Overhang | 11.500m | Max. Rear Overhang | 11.500m |
| Lock to Lock Time | 4.00m | Lock to Lock Time | 4.00m |
| Kerb to Kerb Turning Radius | 4.00m | Kerb to Kerb Turning Radius | 6.00m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|-------|-------|--------------------------------|-------|-------|
| P1 | 10/23 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |

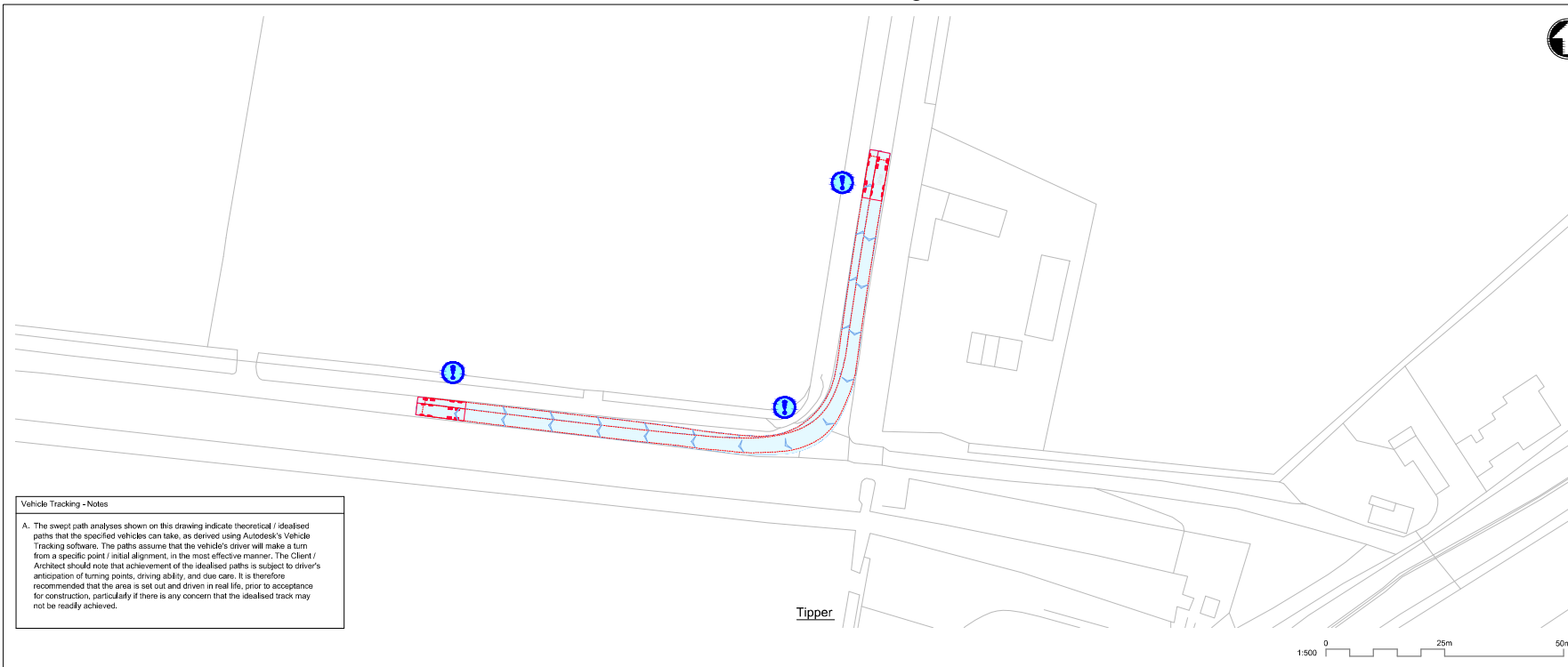


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Long Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

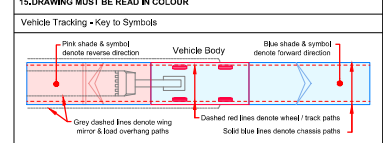
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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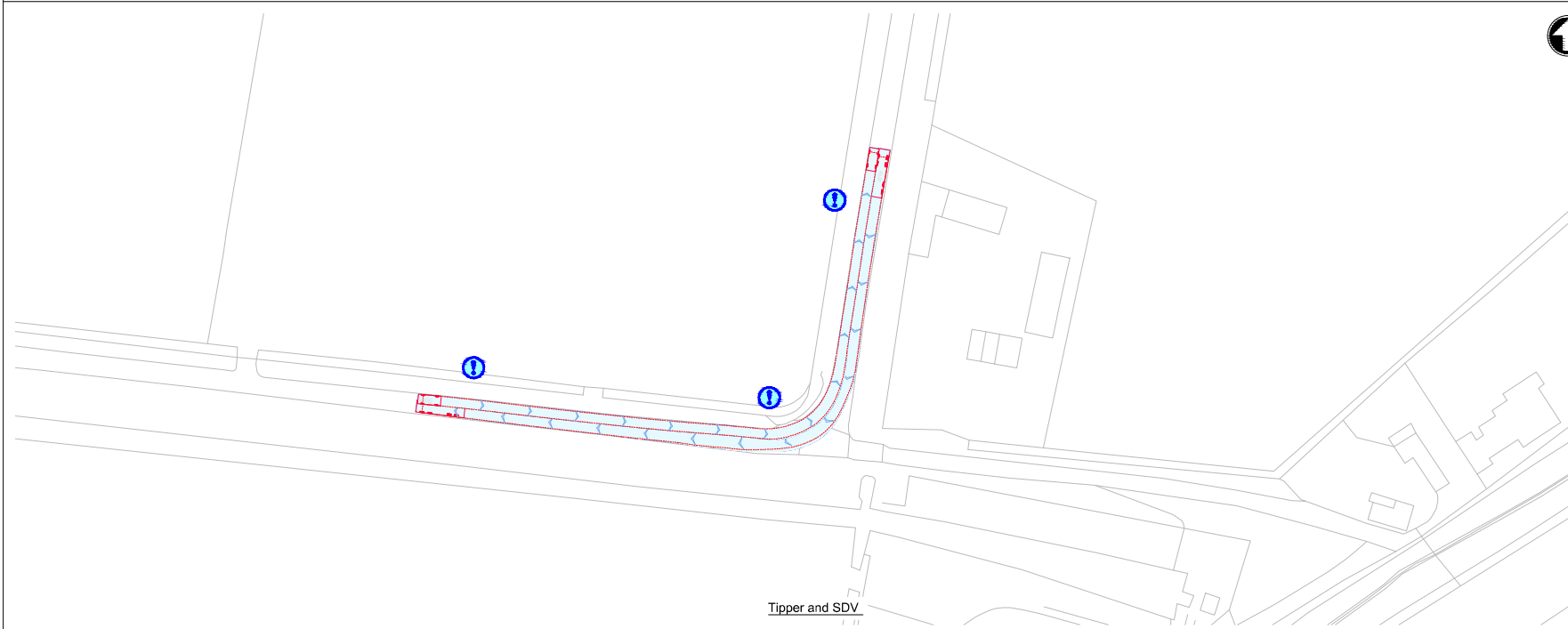
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 14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.



Vehicle Tracking - Vehicle Details

| | | | |
|--|--------|-----------------------------|---------|
| Overall Length with Trailer (Steering 1820m) | 24.60m | Overall Length | 12.200m |
| Overall Width | 2.400m | Overall Width | 2.400m |
| Overall Body Height | 3.400m | Overall Body Height | 3.200m |
| Min Body Ground Clearance | 0.300m | Min Body Ground Clearance | 0.300m |
| Max. Rear Overhang | 6.00m | Max. Rear Overhang | 6.00m |
| Lock to Lock time | 6.00m | Lock to Lock time | 6.00m |
| Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 10.000m |

| | | | |
|-----------------------------|---------|-------------------------------|--------|
| Large Tipper | 10.000m | Standard Design Vehicle (SDV) | 4.600m |
| Overall Width | 2.400m | Overall Width | 2.000m |
| Overall Body Height | 3.200m | Overall Body Height | 2.000m |
| Min Body Ground Clearance | 0.300m | Min Body Ground Clearance | 0.300m |
| Max. Rear Overhang | 6.00m | Max. Rear Overhang | 6.00m |
| Lock to Lock time | 6.00m | Lock to Lock time | 6.00m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 6.000m |



- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |

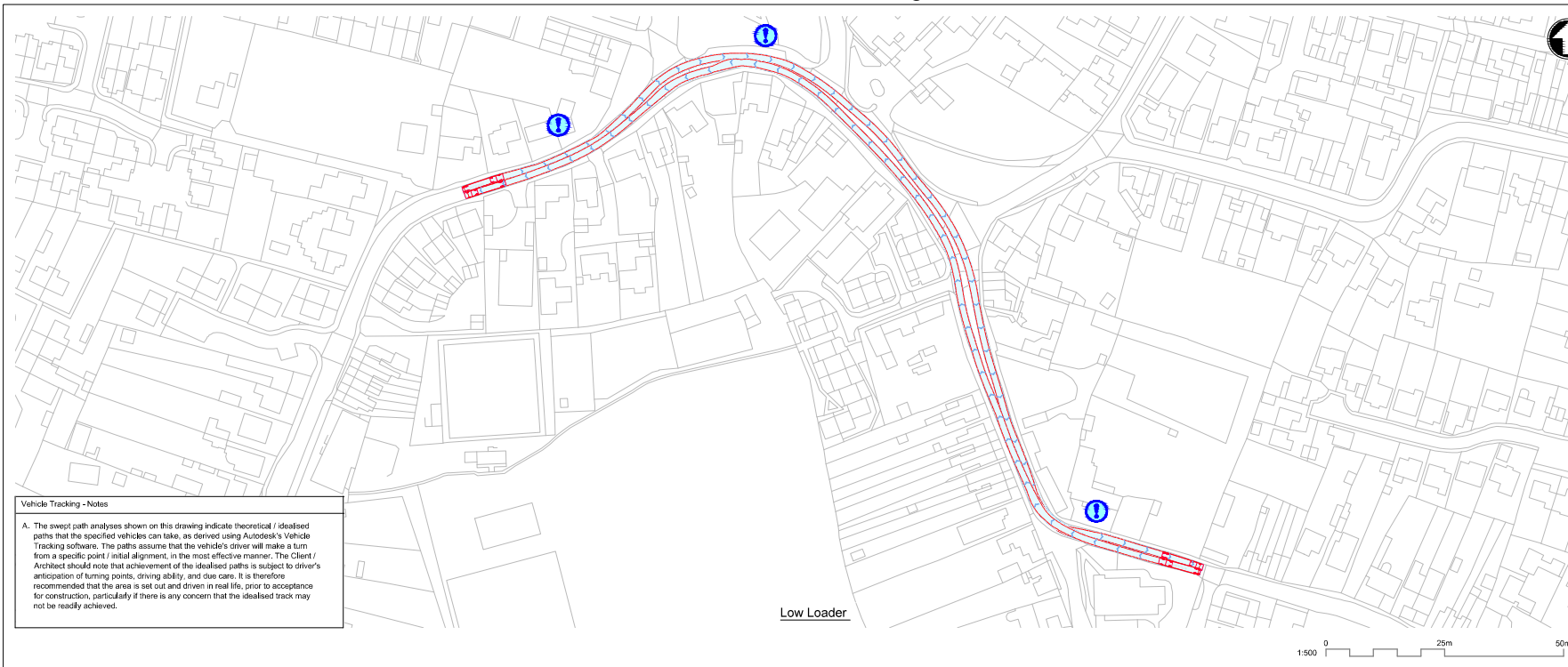


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Long Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

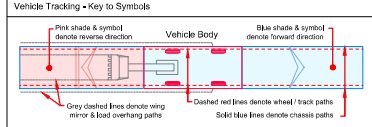


Vehicle Tracking - Notes

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Low Loader

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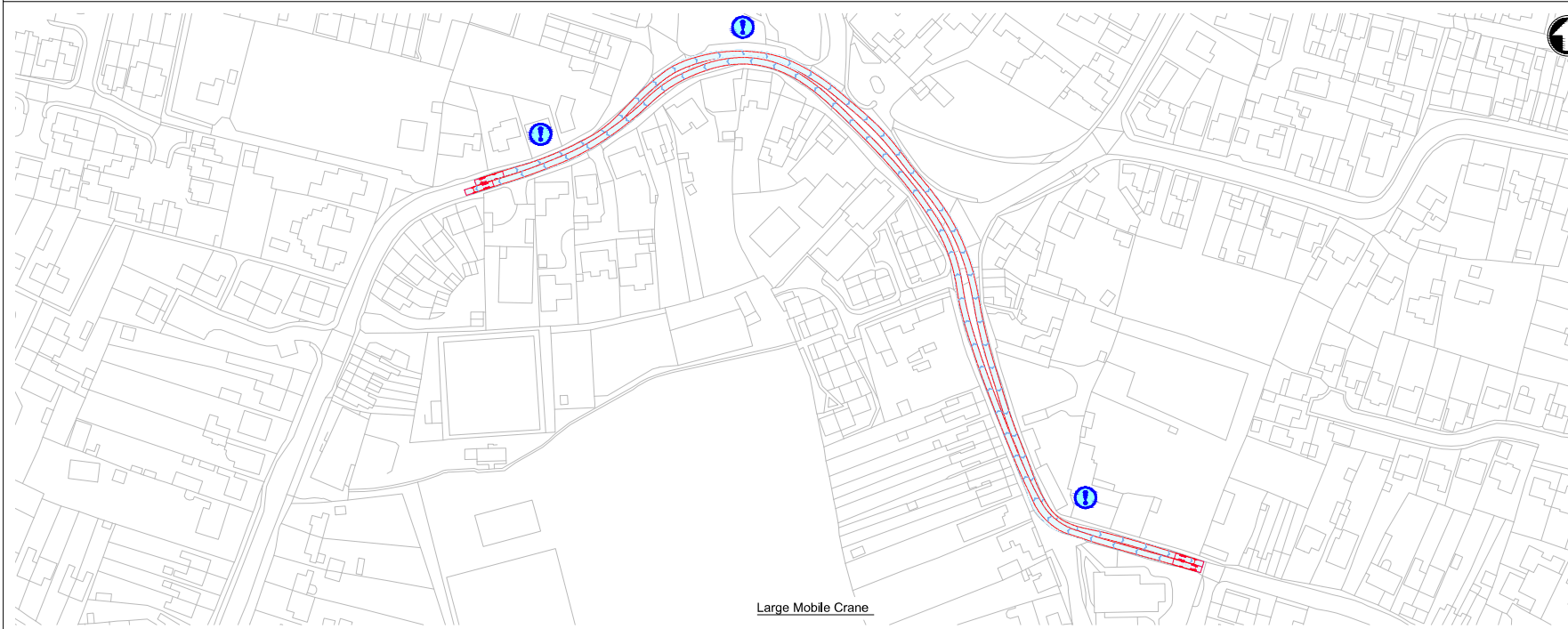


Vehicle Tracking - Vehicle Details

| Dimension | Low Loader with Trailer (Steering 1820mm) | Large Mobile Crane |
|-----------------------------|---|--------------------|
| Overall Length | 7,910mm | 12,200mm |
| Overall Width | 2,940mm | 2,410mm |
| Overall Body Height | 3,410mm | 3,300mm |
| Max Body Ground Clearance | 230mm | 400mm |
| Max. Wheel | 620mm | 250mm |
| Lock to Lock time | 6.00s | 6.00s |
| Kerb to Kerb Turning Radius | 6.00m | 10.00m |

| Dimension | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length | 10,070mm | 4,600mm |
| Overall Width | 2,850mm | 2,000mm |
| Overall Body Height | 3,510mm | 2,900mm |
| Max Body Ground Clearance | 250mm | 310mm |
| Max. Wheel | 620mm | 250mm |
| Lock to Lock time | 11.50s | 4.00s |
| Kerb to Kerb Turning Radius | 11.50m | 6.00m |

1:500 0 25m 50m



Large Mobile Crane

- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | Rev | Appr |
|-----|------|-------|--------------------------------|-----|------|
| P1 | | M/F | Draft for Discussion / Review. | M/F | M/F |



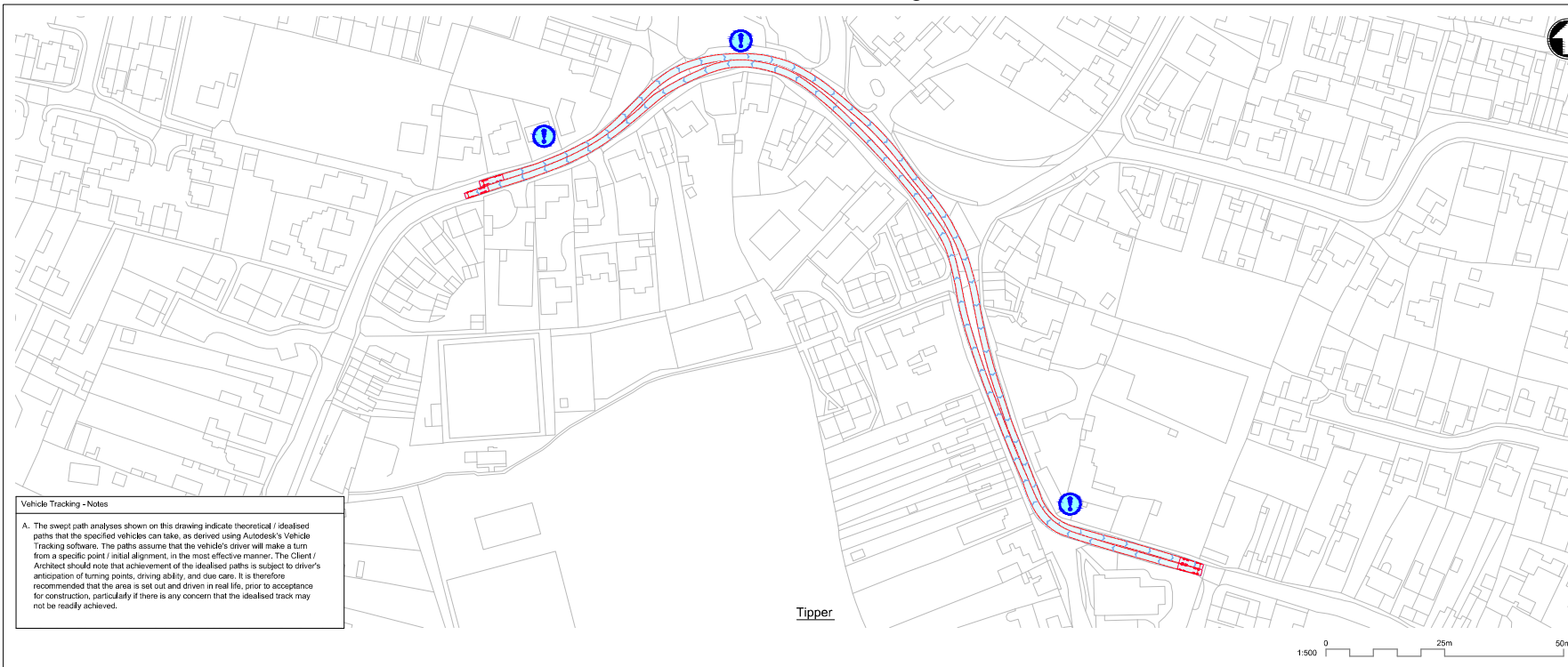
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cambridge Rd - Chapel St - Station Rd
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| Scale at A1 | Status | Rev | Security |
|-------------|--------|-----|----------|
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

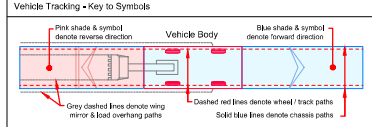
1:500 0 25m 50m



Vehicle Tracking - Notes

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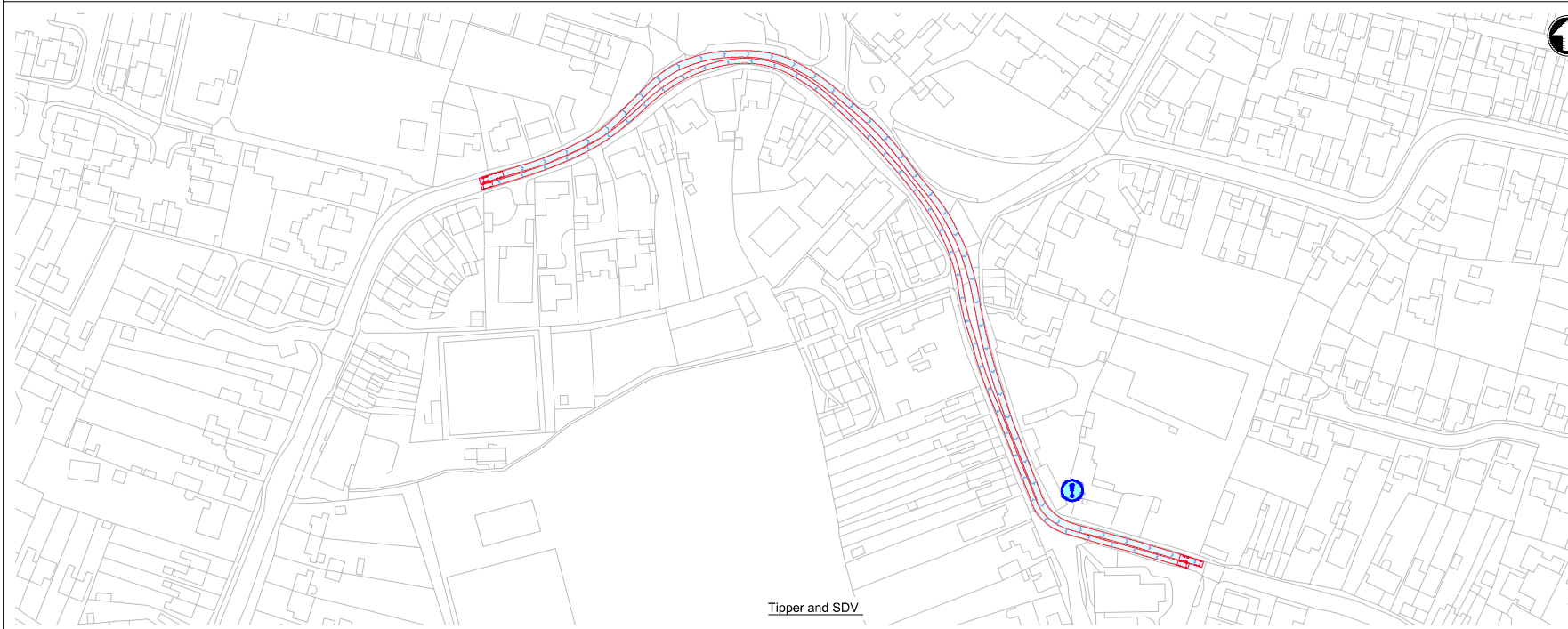
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- 15. DRAWING MUST BE READ IN COLOUR**



Vehicle Tracking - Vehicle Details

| Dimension | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length | 7.975m | 12.200m |
| Overall Width | 2.640m | 2.430m |
| Overall Body Height | 3.430m | 3.300m |
| Max Body Ground Clearance | 0.320m | 0.400m |
| Max Wheel | 6.07m | 2.500m |
| Lock to Lock time | 6.07m | 6.07m |
| Kerb to Kerb Turning Radius | 6.07m | 10.000m |

| Dimension | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length | 10.070m | 4.600m |
| Overall Width | 2.650m | 2.330m |
| Overall Body Height | 3.570m | 3.300m |
| Max Body Ground Clearance | 0.270m | 0.300m |
| Max Wheel | 11.550m | 4.200m |
| Lock to Lock time | 6.07m | 6.07m |
| Kerb to Kerb Turning Radius | 11.550m | 6.07m |



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | Rev | Appr |
|-----|------|-------|--------------------------------|-----|------|
| P1 | | M/F | Draft for Discussion / Review. | M/F | M/F |

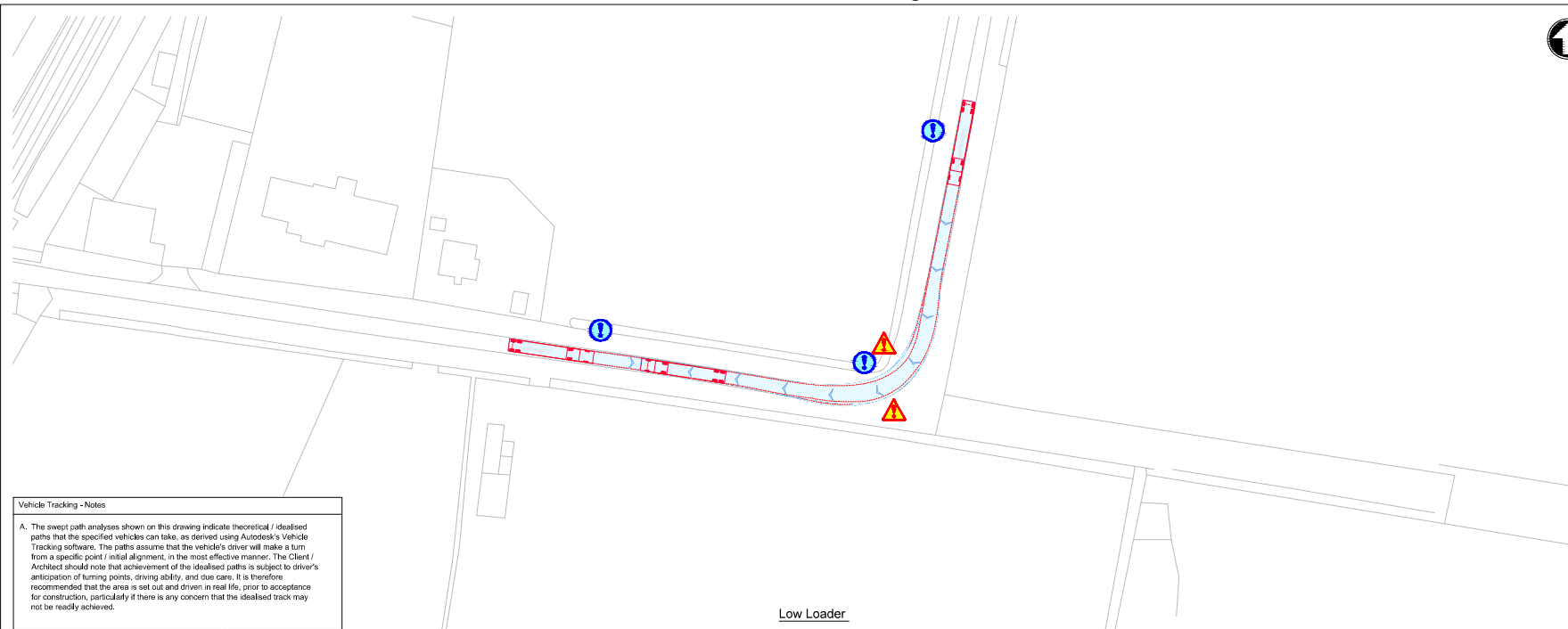


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Cambridge Rd - Chapel St - Station Rd
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| Scale at A1 | Status | Rev | Security |
|-------------|--------|-----|----------|
| 1:500 | PRE | P1 | STD |

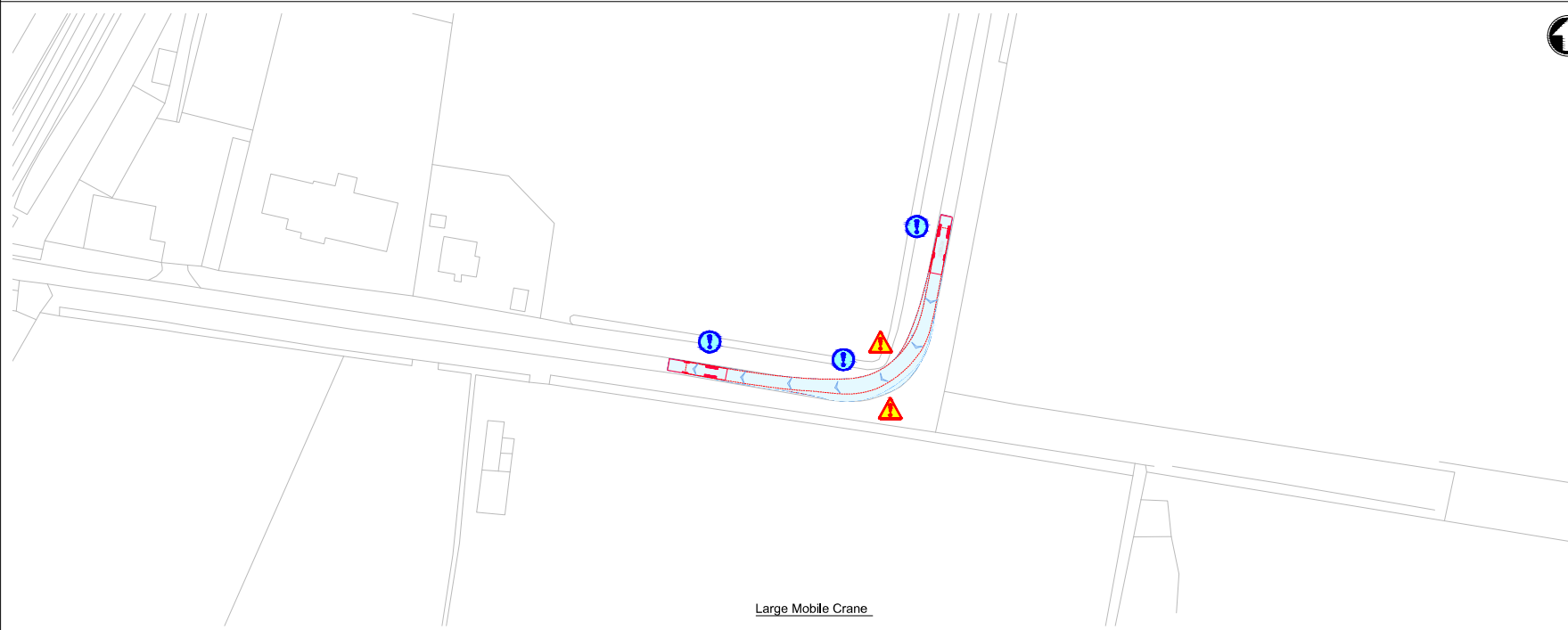
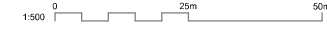
Drawing Number
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Low Loader

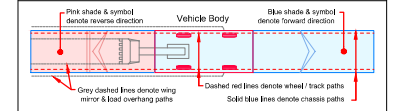


Large Mobile Crane



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| Vehicle Type | Overall Length | Overall Width | Overall Height | Max Body Overall Clearance | Max Body Overall Clearance | Lock to Lock line | Kerb to Kerb Turning Radius |
|--|----------------|---------------|----------------|----------------------------|----------------------------|-------------------|-----------------------------|
| General Low Loader with Trailer Steering (1620m) | 24.60m | 2.90m | 3.20m | 6.00m | 6.00m | 6.00m | 10.00m |
| Large Mobile Crane | 12.00m | 2.40m | 3.50m | 6.00m | 6.00m | 6.00m | 10.00m |
| Large Tipper | 10.00m | 2.85m | 3.50m | 6.00m | 6.00m | 6.00m | 10.00m |
| Standard Design Vehicle (SDV) | 4.80m | 1.90m | 2.00m | 3.00m | 3.00m | 3.00m | 6.00m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| Rev | Date | Drawn | Description | CHK'd | App'd |
|-----|------|-------|--------------------------------|-------|-------|
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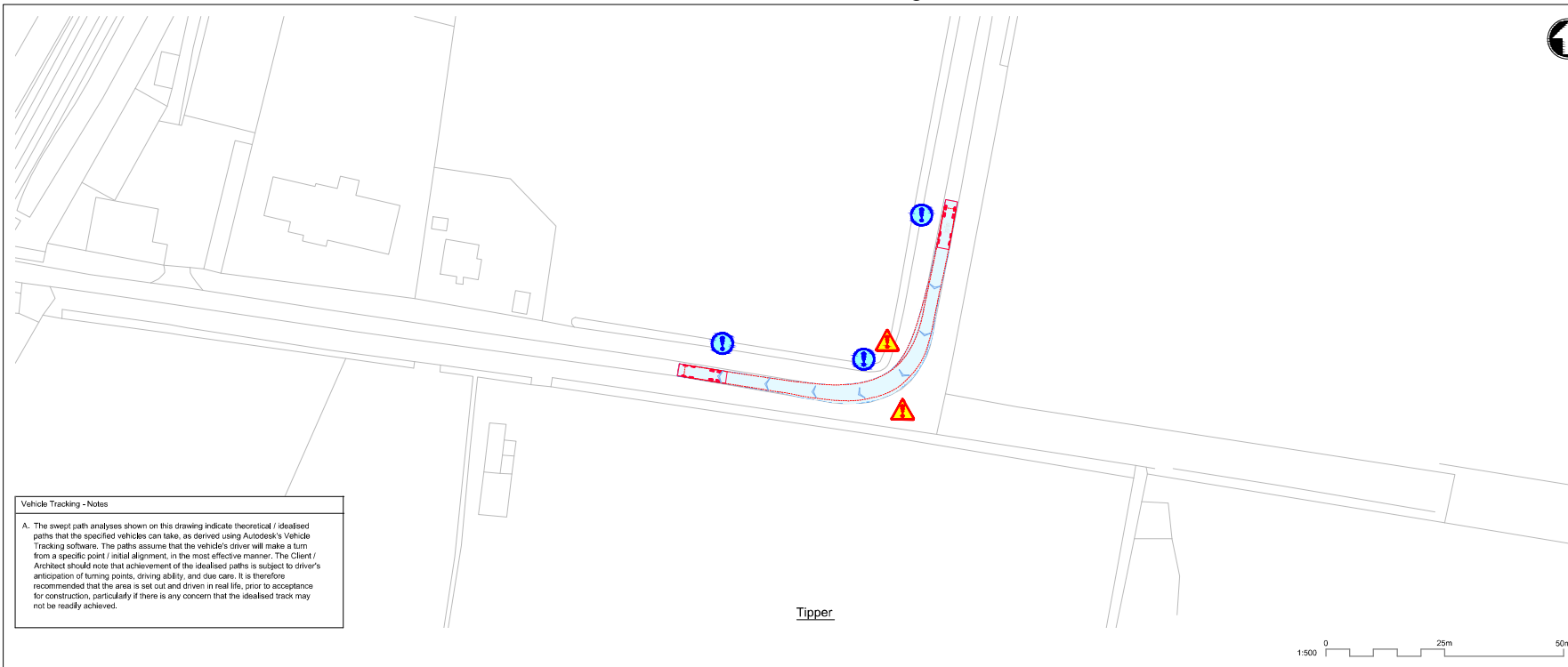


Title
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Burgess's Drove
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
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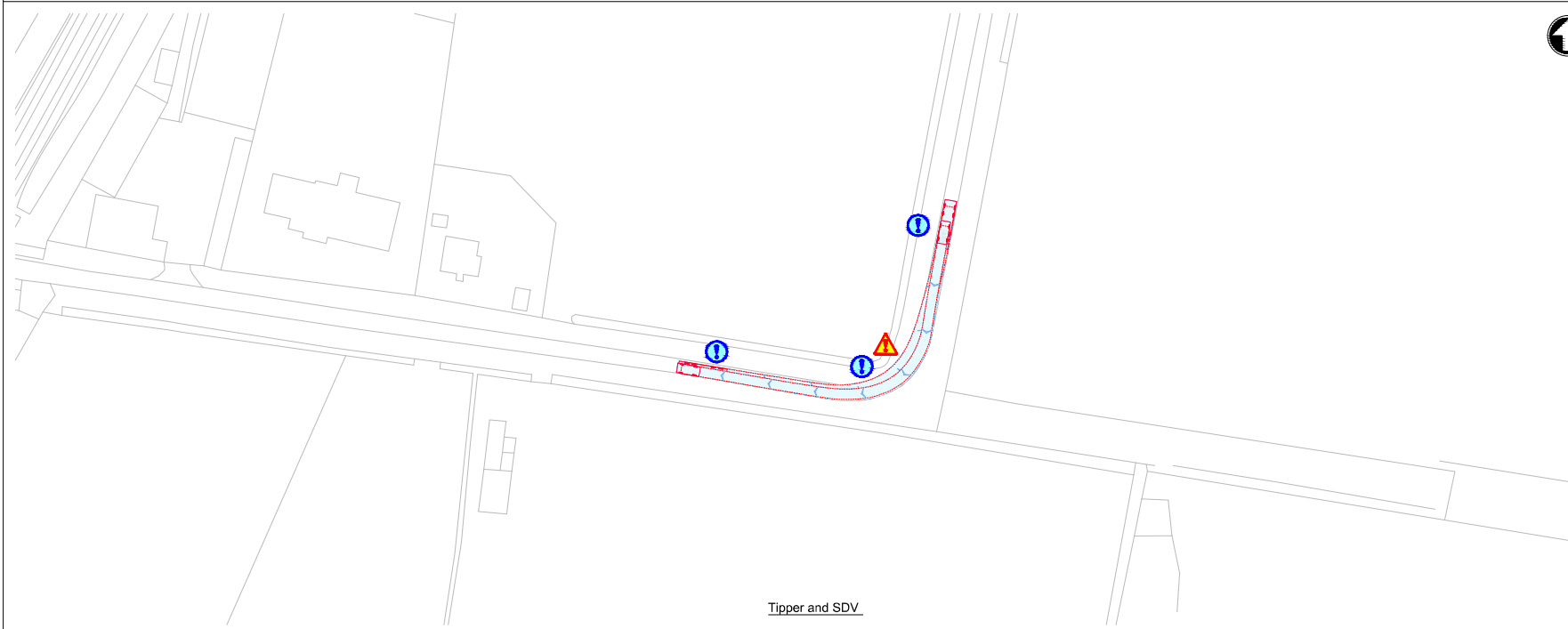
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

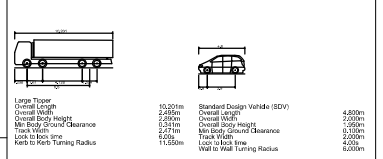
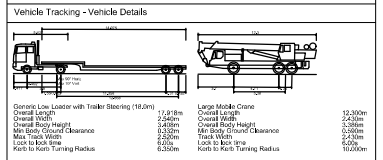
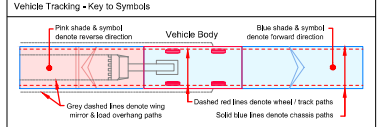


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Vehicle Tracking - Risks & Compliance

Risks

| | |
|--|------------------------|
| | Kerb overrun |
| | Restrictive road width |

| | | | | | |
|-----|-------|-------|--------------------------------|-------|-------|
| P1 | 10/23 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |

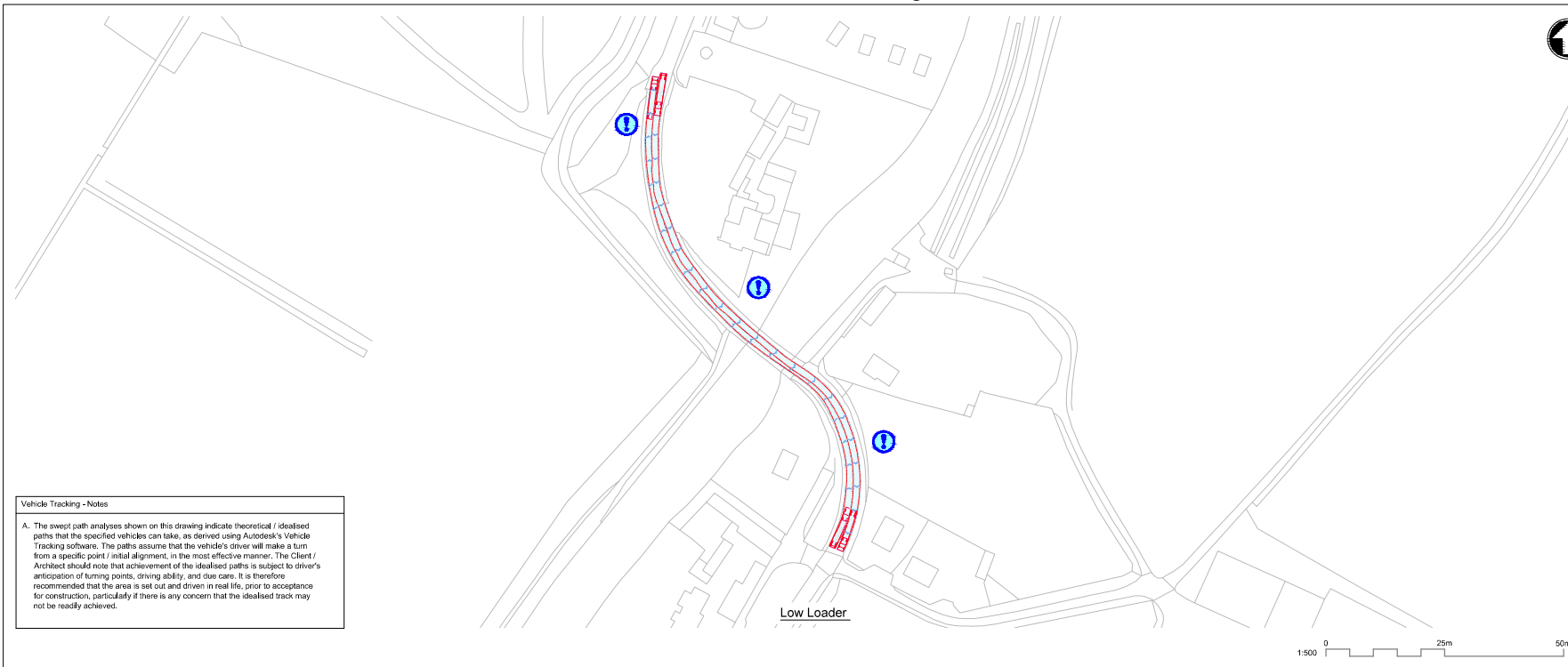


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Burgess's Drove
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



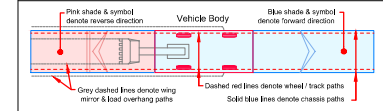
Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Low Loader

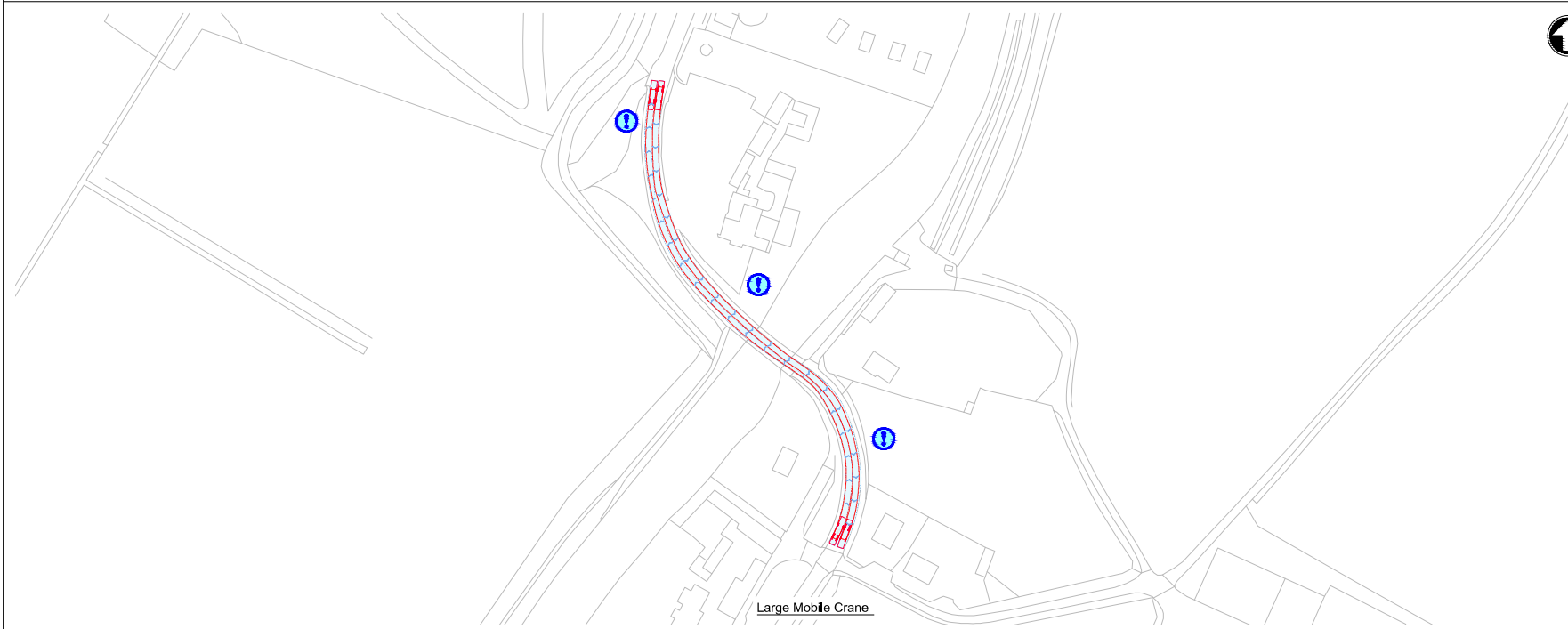
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | |
|--|---|--|--|
| | | | |
| <p>Container Low Loader with Trailer (1620m)</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 3.40m Min Body Ground Clearance 0.30m Max. Trail Over 2.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.30m Overall Width 2.40m Overall Body Height 3.30m Min Body Ground Clearance 0.30m Max. Trail Over 2.50m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Tipper</p> <p>Overall Length 10.00m Overall Width 2.85m Overall Body Height 3.50m Min Body Ground Clearance 0.30m Max. Trail Over 2.00m Lock to Lock time 4.00m Kerb to Kerb Turning Radius 8.00m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m Overall Width 1.90m Overall Body Height 1.90m Min Body Ground Clearance 0.10m Max. Trail Over 0.50m Lock to Lock time 4.00m Kerb to Kerb Turning Radius 6.00m</p> |



Large Mobile Crane

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|--------|
| P1 | 15/07/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Appr'd |



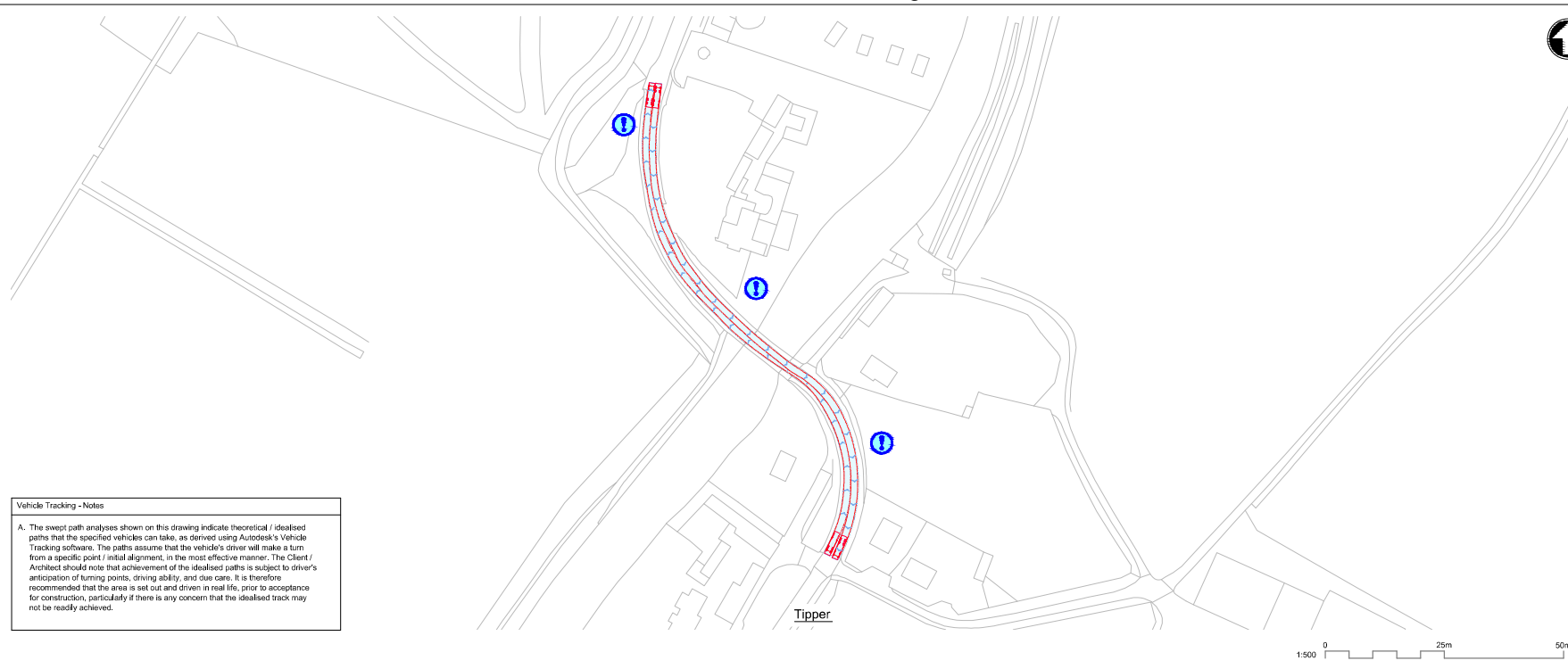
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Claythite Bridge
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

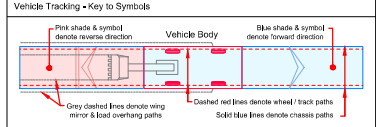




Vehicle Tracking - Notes

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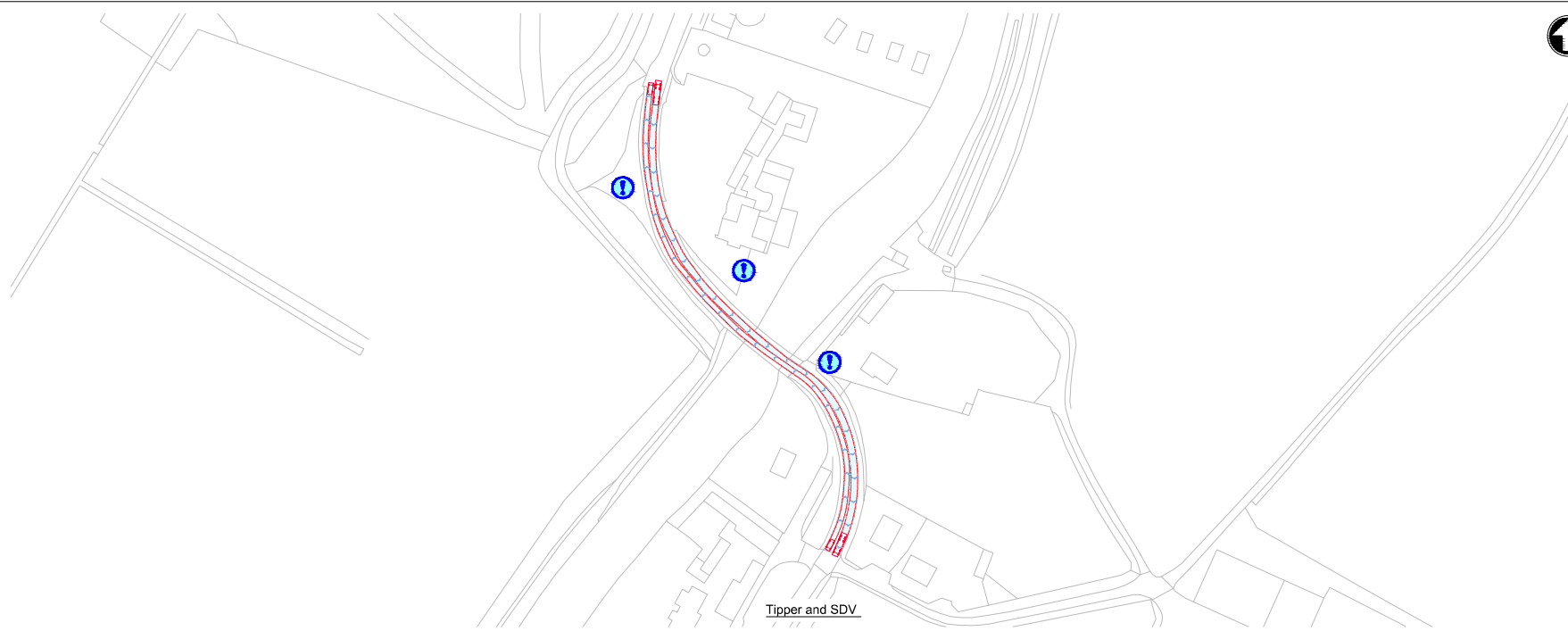
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- 15. DRAWING MUST BE READ IN COLOUR**



Vehicle Tracking - Vehicle Details

| | |
|---|--|
| <p>Standard Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 3.40m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Trail 10m</p> <p>Lock to Lock time 6.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.30m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 3.30m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail 10m</p> <p>Lock to Lock time 6.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> |
|---|--|

| | |
|---|---|
| <p>Large Tipper</p> <p>Overall Length 10.00m</p> <p>Overall Width 2.85m</p> <p>Overall Body Height 3.50m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail 10m</p> <p>Kerb to Kerb Turning Radius 11.50m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m</p> <p>Overall Width 2.00m</p> <p>Overall Body Height 2.00m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail 10m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 6.00m</p> |
|---|---|



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|-------|-------|--------------------------------|-------|-------|
| P1 | 10/23 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |



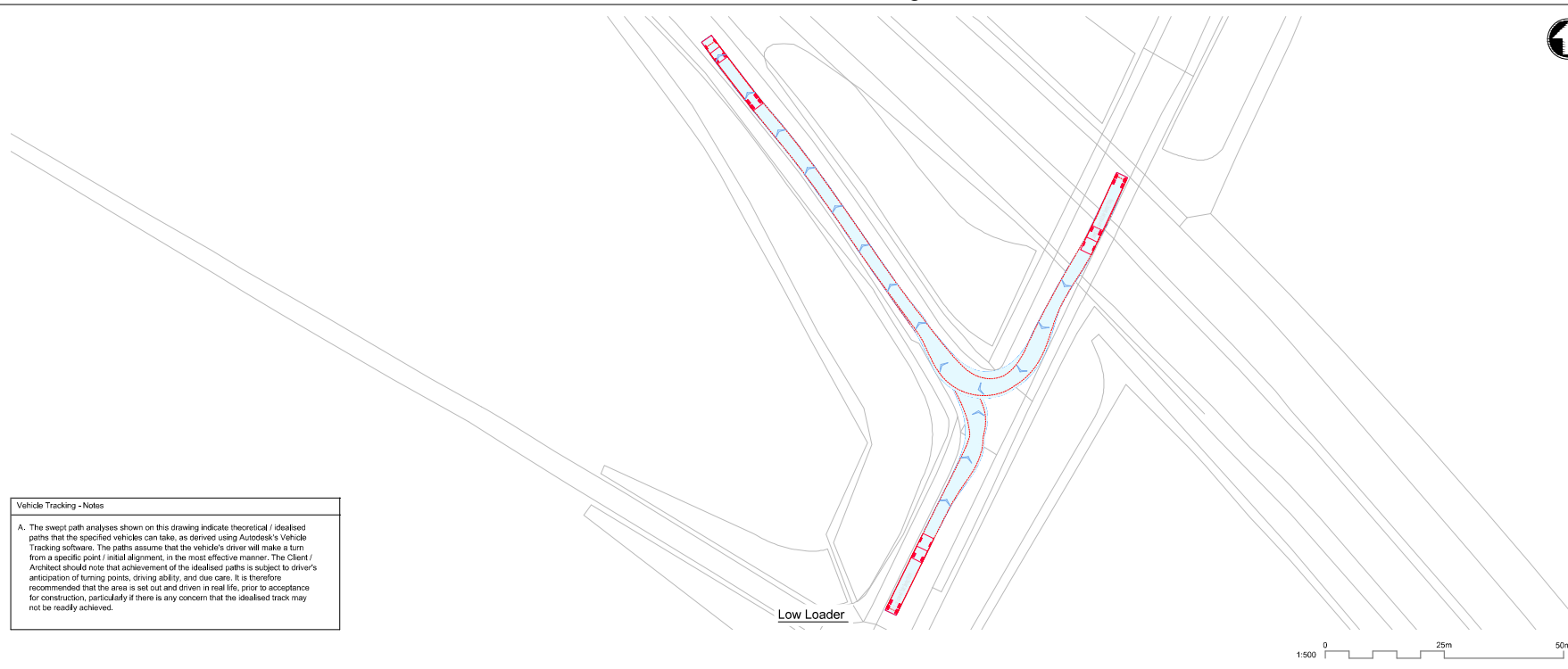
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Clayhithe Bridge
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



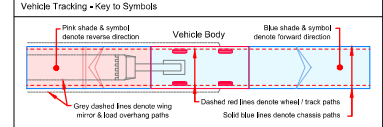


Vehicle Tracking - Notes

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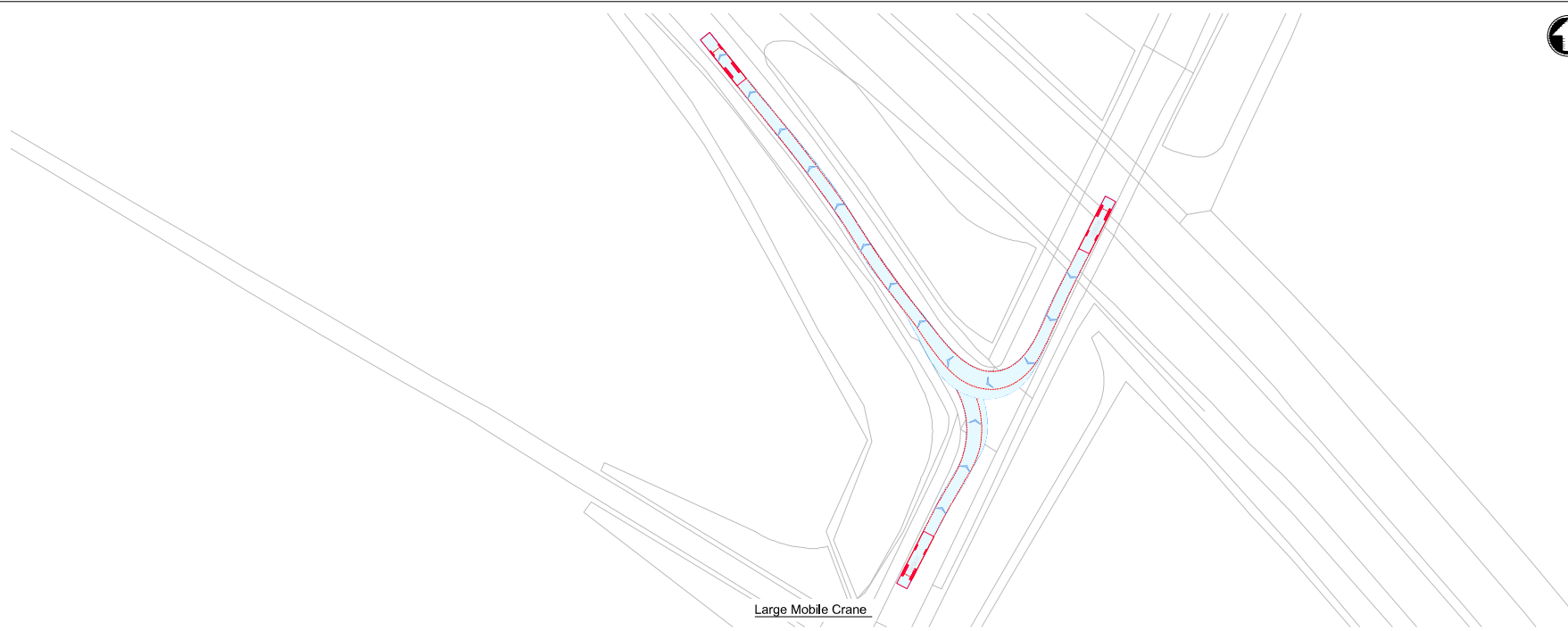
15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|--|---|
| | |
| <p>Container Low Loader with Trailer (1620m)</p> <p>Overall Length 24.60m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail Over 0.20m</p> <p>Lock to Lock Time 6.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.00m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail Over 0.20m</p> <p>Lock to Lock Time 6.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> |

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| | |
| <p>Large Tipper</p> <p>Overall Length 10.00m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail Over 0.20m</p> <p>Kerb to Kerb Turning Radius 11.50m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m</p> <p>Overall Width 1.90m</p> <p>Overall Body Height 1.90m</p> <p>Min Body Ground Clearance 0.20m</p> <p>Max. Trail Over 0.20m</p> <p>Lock to Lock Time 4.00m</p> <p>Kerb to Kerb Turning Radius 6.00m</p> |



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/07/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 B1047 - A14 Junction 34
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

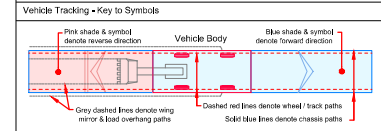
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|--|--|
| <p>Standard Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 3.30m Min Body Ground Clearance 0.20m Max. Rear Overhang 6.00m Lock to Lock Time 6.00m Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.30m Overall Width 2.40m Overall Body Height 3.30m Min Body Ground Clearance 0.20m Max. Rear Overhang 6.00m Lock to Lock Time 6.00m Kerb to Kerb Turning Radius 10.00m</p> |
| <p>Large Tipper</p> <p>Overall Length 10.00m Overall Width 2.45m Overall Body Height 3.30m Min Body Ground Clearance 0.20m Max. Rear Overhang 6.00m Lock to Lock Time 6.00m Kerb to Kerb Turning Radius 11.50m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m Overall Width 1.90m Overall Body Height 2.00m Min Body Ground Clearance 0.20m Max. Rear Overhang 2.50m Lock to Lock Time 4.00m Kerb to Kerb Turning Radius 6.00m</p> |

Vehicle Tracking - Risks & Compliance

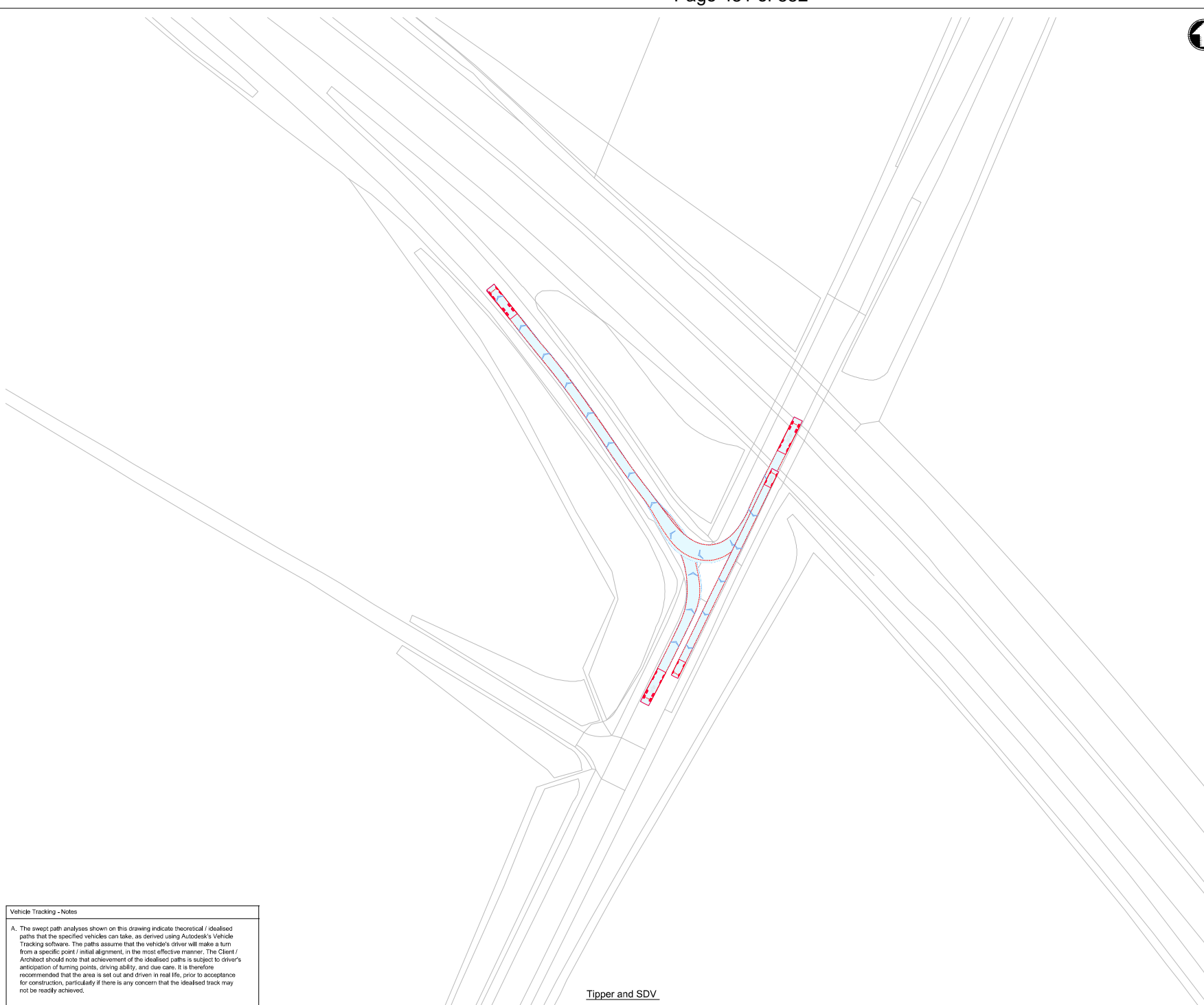
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|--------|-------|--------------------------------|-------|-------|
| P1 | مراجعة | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
B1047 - A14 Junction 34
Highways GA, Visibility Splay and
Vehicle Tracking

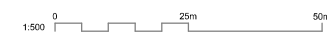
| | | | | | |
|---|-----------|-----|--------------|---|--|
| Designed | M Fonseca | MF | Eng check | - | |
| Drawn | M Fonseca | MF | Coordination | - | |
| Dwg check | - | | Approved | - | |
| Scale at A1 | Status | Rev | Security | | |
| 1:500 | PRE | P1 | STD | | |
| Drawing Number 102375-MMD-01-XX-DR-C-DRAFT | | | | | |

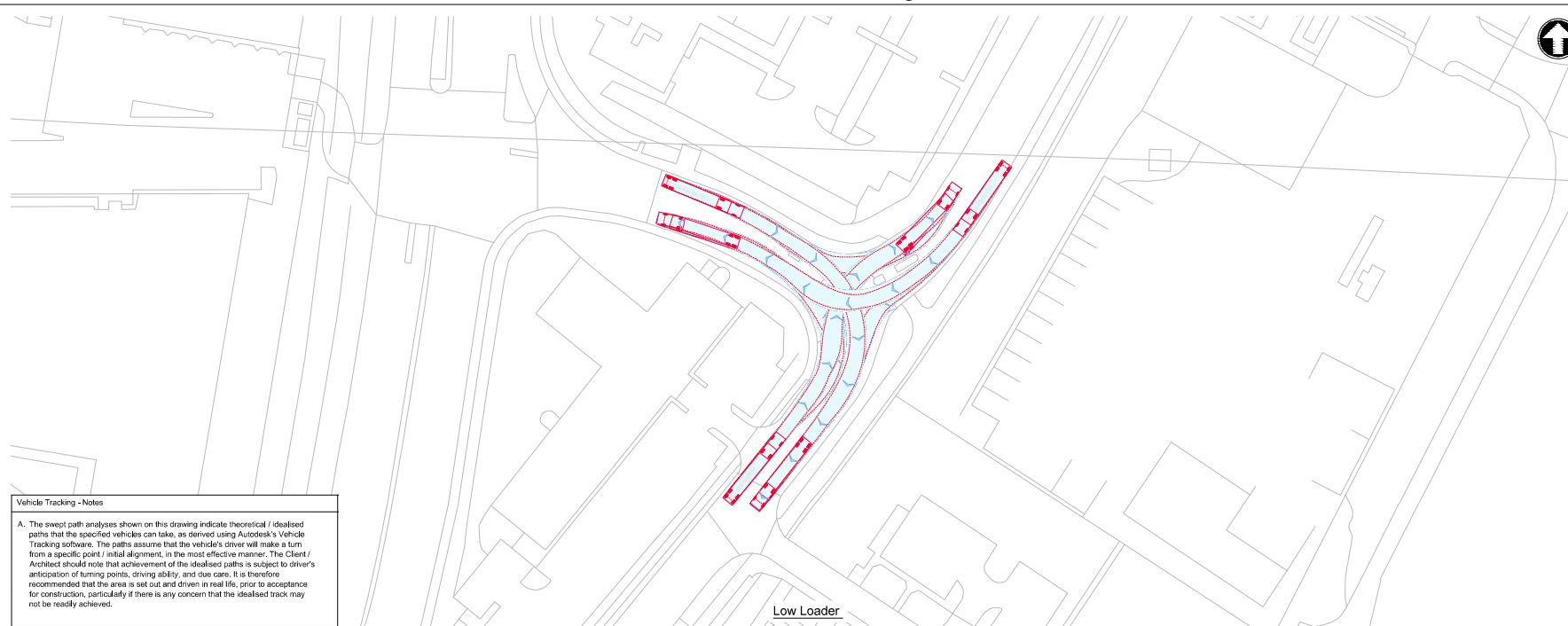


Vehicle Tracking - Notes

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Tipper and SDV

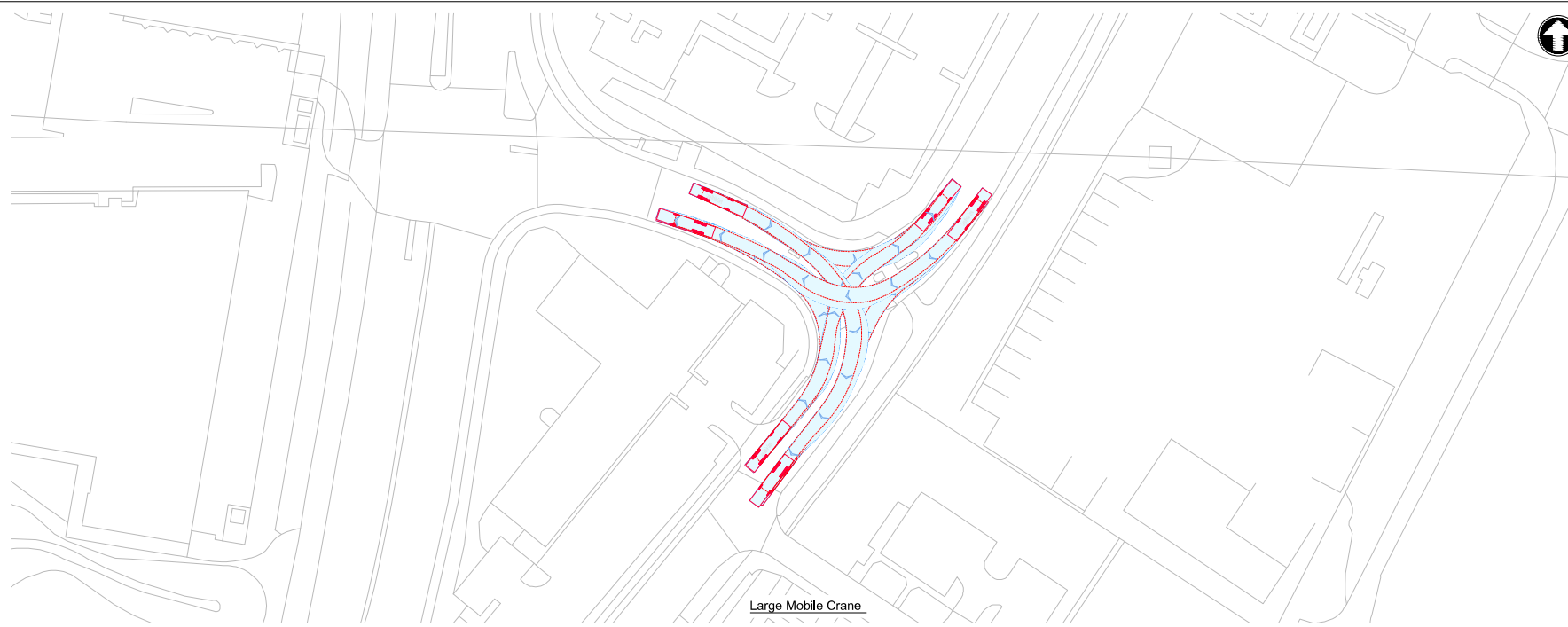




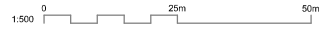
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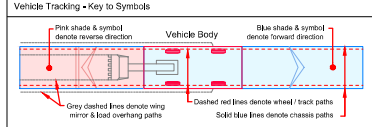
Low Loader



Large Mobile Crane



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 15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|---|---|
| | |
| <p>General Low Loader with Trailer (1620m)</p> <p>Overall Length: 24.60m</p> <p>Overall Width: 2.40m</p> <p>Overall Body Height: 2.40m</p> <p>Max Body Ground Clearance: 0.20m</p> <p>Max. Rear Overhang: 6.00m</p> <p>Lock to Lock Time: 6.00m</p> <p>Kerb to Kerb Turning Radius: 6.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length: 12.00m</p> <p>Overall Width: 2.40m</p> <p>Overall Body Height: 2.40m</p> <p>Max Body Ground Clearance: 0.20m</p> <p>Lock to Lock Time: 6.00m</p> <p>Kerb to Kerb Turning Radius: 6.00m</p> |

| | |
|---|---|
| | |
| <p>Large Tipper</p> <p>Overall Length: 16.00m</p> <p>Overall Width: 2.85m</p> <p>Overall Body Height: 2.85m</p> <p>Max Body Ground Clearance: 0.20m</p> <p>Lock to Lock Time: 11.50m</p> <p>Kerb to Kerb Turning Radius: 11.50m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length: 4.60m</p> <p>Overall Width: 1.90m</p> <p>Overall Body Height: 1.90m</p> <p>Max Body Ground Clearance: 0.20m</p> <p>Lock to Lock Time: 4.60m</p> <p>Kerb to Kerb Turning Radius: 4.60m</p> |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|---------|-------|--------------------------------|-------|-------|
| P1 | 01/2024 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cowley Rd Junction
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

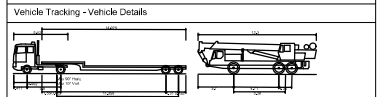
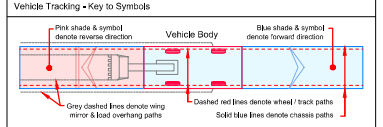
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| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



- Notes**
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 8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
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 14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



| | | | |
|--|---------|-----------------------------|---------|
| Overall Low Loader with Trailer (Steering 1820m) | 2460m | Overall Length | 12,300m |
| Overall Width | 2,460m | Overall Width | 2,460m |
| Overall Body Height | 3,400m | Overall Body Height | 3,300m |
| Min Body Ground Clearance | 330mm | Min Body Ground Clearance | 300mm |
| Max Track Width | 6,000m | Max Track Width | 6,000m |
| Lock to Lock Time | 6,00m | Lock to Lock Time | 6,00m |
| Kerb to Kerb Turning Radius | 11,500m | Kerb to Kerb Turning Radius | 11,500m |

| | | | |
|-----------------------------|---------|-------------------------------|---------|
| Large Tipper | 10,00m | Standard Design Vehicle (SDV) | 4,600m |
| Overall Width | 2,850m | Overall Width | 2,900m |
| Overall Body Height | 3,500m | Overall Body Height | 3,500m |
| Min Body Ground Clearance | 300mm | Min Body Ground Clearance | 300mm |
| Max Track Width | 6,000m | Max Track Width | 6,000m |
| Lock to Lock Time | 6,000m | Lock to Lock Time | 6,000m |
| Kerb to Kerb Turning Radius | 11,500m | Kerb to Kerb Turning Radius | 11,500m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|---------|----------|
| P1 | 01/07/22 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Approved |

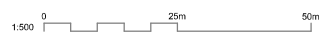


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Cowley Rd Junction
 Highways GA, Visibility Splay and
 Vehicle Tracking

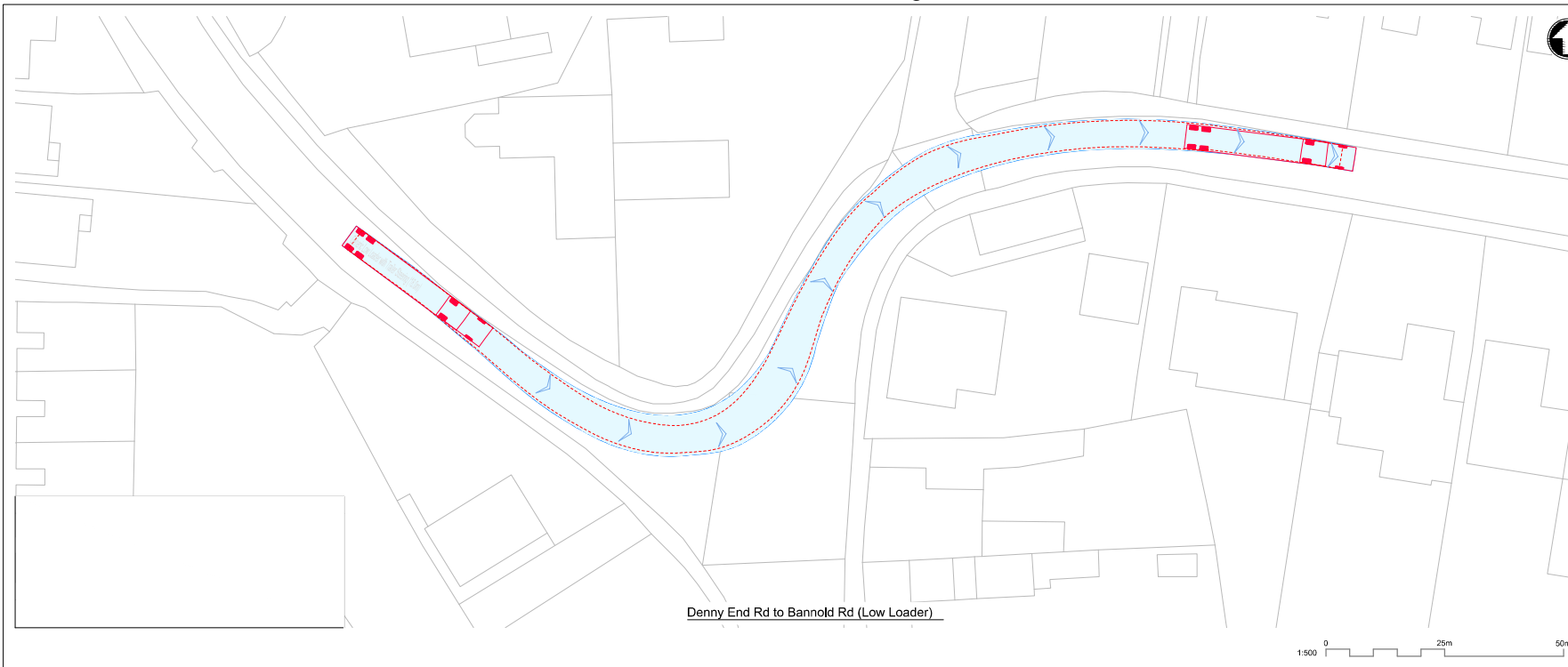
| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

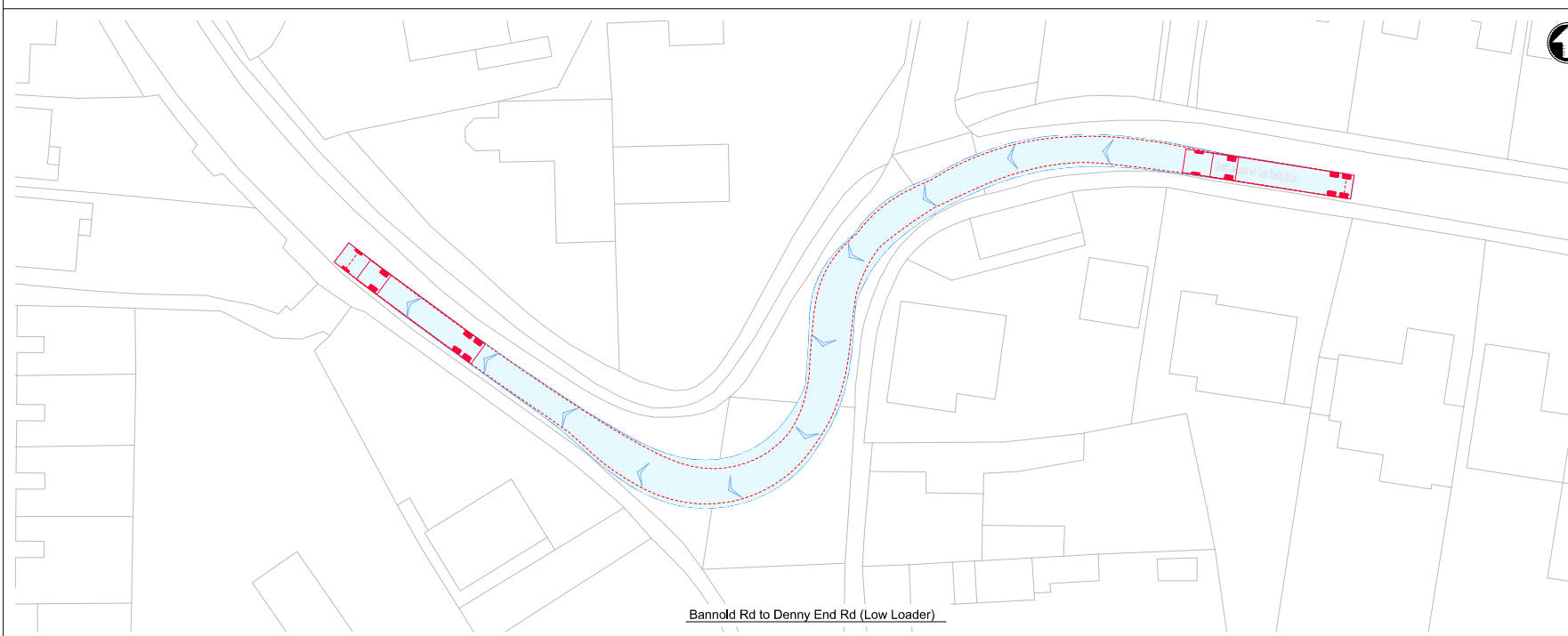
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Tipper



Denny End Rd to Bannold Rd (Low Loader)

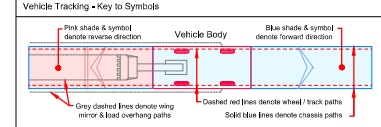


Bannold Rd to Denny End Rd (Low Loader)



- Notes**
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 6. The information is preliminary and subject to further detailed design.
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 8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed culverts or other existing assets that may need to be protected or diverted as part of the works.
 9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
 13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
 14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|---|---|
| <p>Standard Low Loader with Trailer (1620m)</p> <ul style="list-style-type: none"> Overall Width: 2.60m Overall Length: 7.97m Overall Body Height: 3.40m Min Body Ground Clearance: 0.30m Max Body Height: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 10.00m | <p>Large Mobile Crane</p> <ul style="list-style-type: none"> Overall Length: 12.00m Overall Width: 2.40m Overall Body Height: 3.50m Min Body Ground Clearance: 0.30m Max Body Height: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 10.00m |
| <p>Large Tipper</p> <ul style="list-style-type: none"> Overall Width: 2.65m Overall Length: 6.95m Overall Body Height: 3.50m Min Body Ground Clearance: 0.30m Max Body Height: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 11.50m | <p>Standard Design Vehicle (SDV)</p> <ul style="list-style-type: none"> Overall Length: 4.60m Overall Width: 2.00m Overall Body Height: 2.00m Min Body Ground Clearance: 0.30m Max Body Height: 4.00m Lock to Lock time: 4.00m Kerb to Kerb Turning Radius: 6.00m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/09/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |

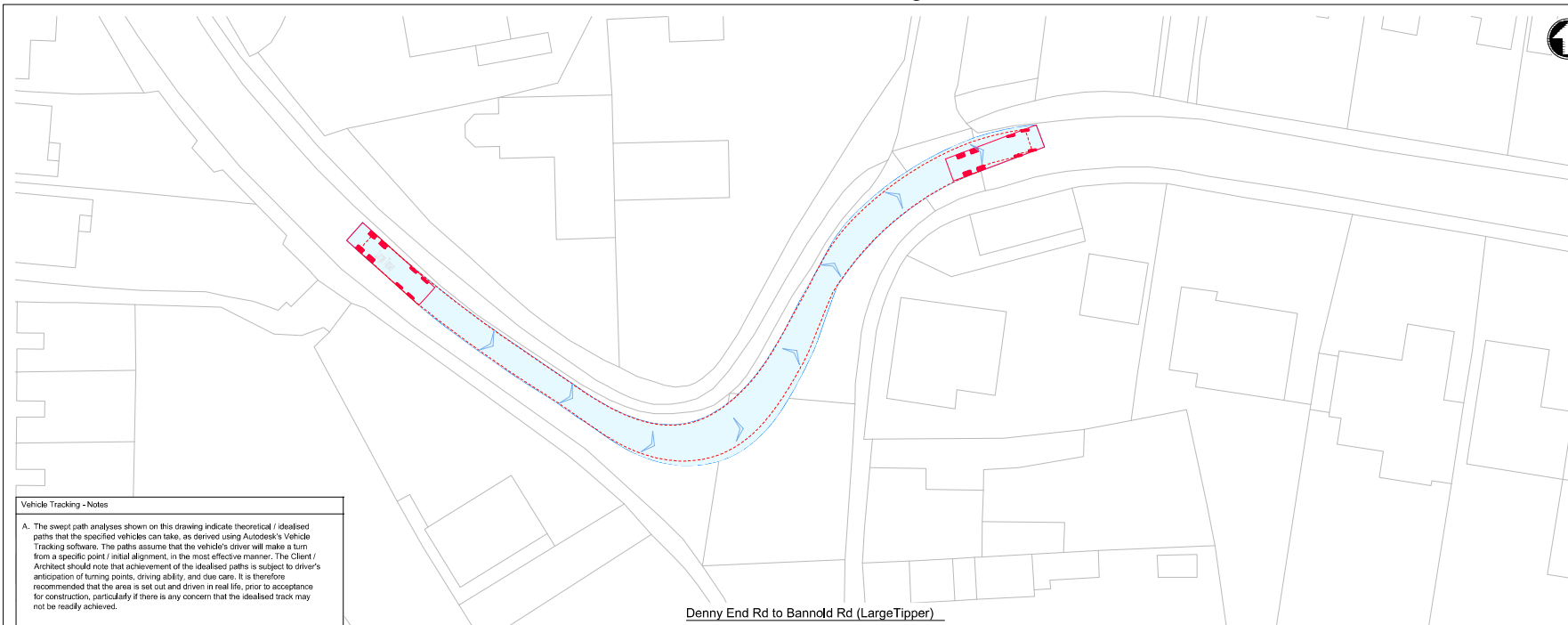


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Denny End Rd - Bannold Rd
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | | |
|-----------|-----------|-----|--------------|---|--|
| Designed | M Fonseca | M/F | Eng check | - | |
| Drawn | M Fonseca | M/F | Coordination | - | |
| Dwg check | - | | Approved | - | |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



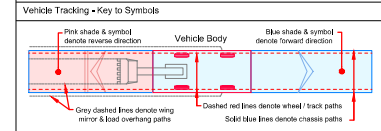
Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Denny End Rd to Bannold Rd (Large Tipper)



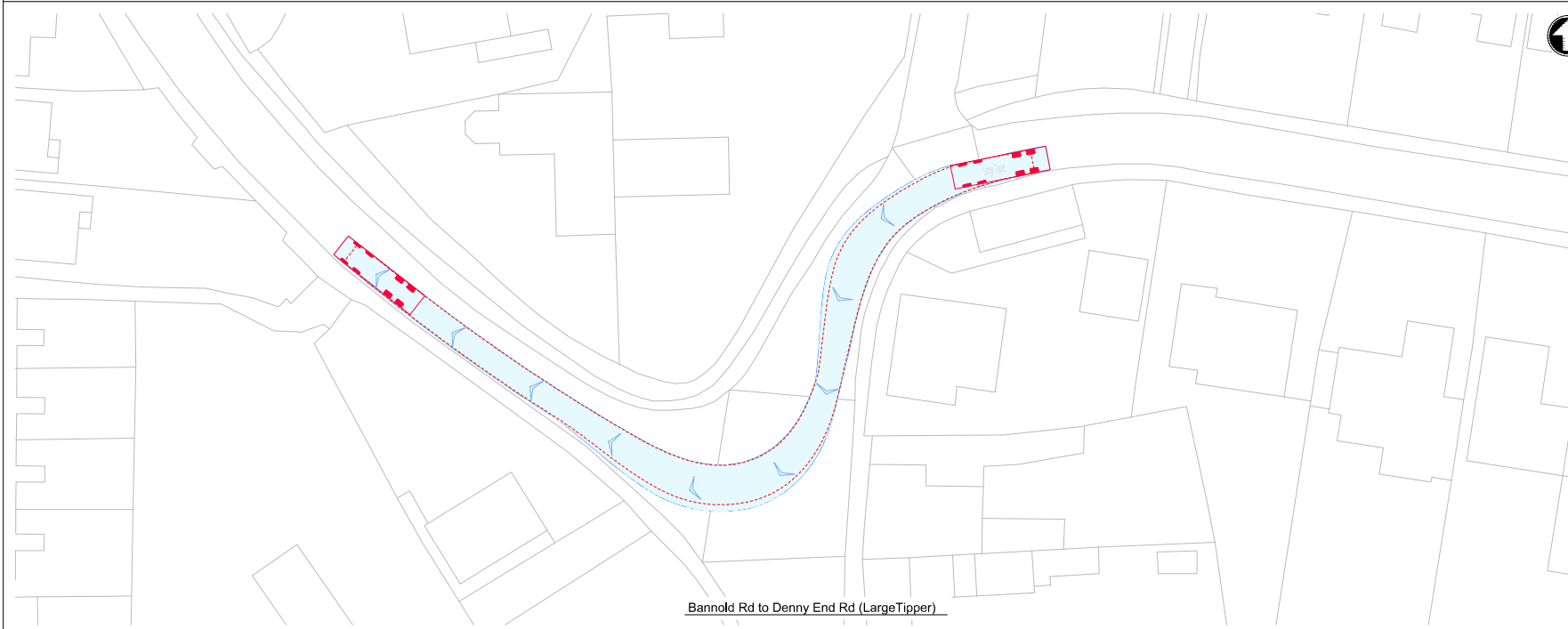
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 8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
 9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
 10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
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 14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.
 15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | | |
|---|--------|-----------------------------|-----------------------------|---------|
| Overall Load Limit with Trailer (1620m) | 2460m | Large Mobile Crane | Overall Length | 12.300m |
| Overall Length | 7.910m | Overall Width | Overall Width | 2.400m |
| Overall Width | 2.460m | Overall Height | Overall Body Height | 3.300m |
| Overall Height | 3.400m | Max Body Ground Clearance | Max Body Ground Clearance | 0.500m |
| Max Body Ground Clearance | 0.500m | Lock to Lock time | Lock to Lock time | 6.000m |
| Lock to Lock time | 6.000m | Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 10.000m |
| Kerb to Kerb Turning Radius | 6.000m | | | |

| | | | | |
|-----------------------------|---------|-------------------------------|---------------------------|--------|
| Overall Length | 10.000m | Standard Design Vehicle (SDV) | Overall Length | 4.600m |
| Overall Width | 2.460m | Overall Width | Overall Width | 2.000m |
| Overall Height | 3.400m | Overall Height | Overall Body Height | 2.000m |
| Max Body Ground Clearance | 0.500m | Max Body Ground Clearance | Max Body Ground Clearance | 0.500m |
| Lock to Lock time | 6.000m | Lock to Lock time | Lock to Lock time | 4.000m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | Vehicle Width | 2.000m |



Bannold Rd to Denny End Rd (Large Tipper)



- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/09/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |

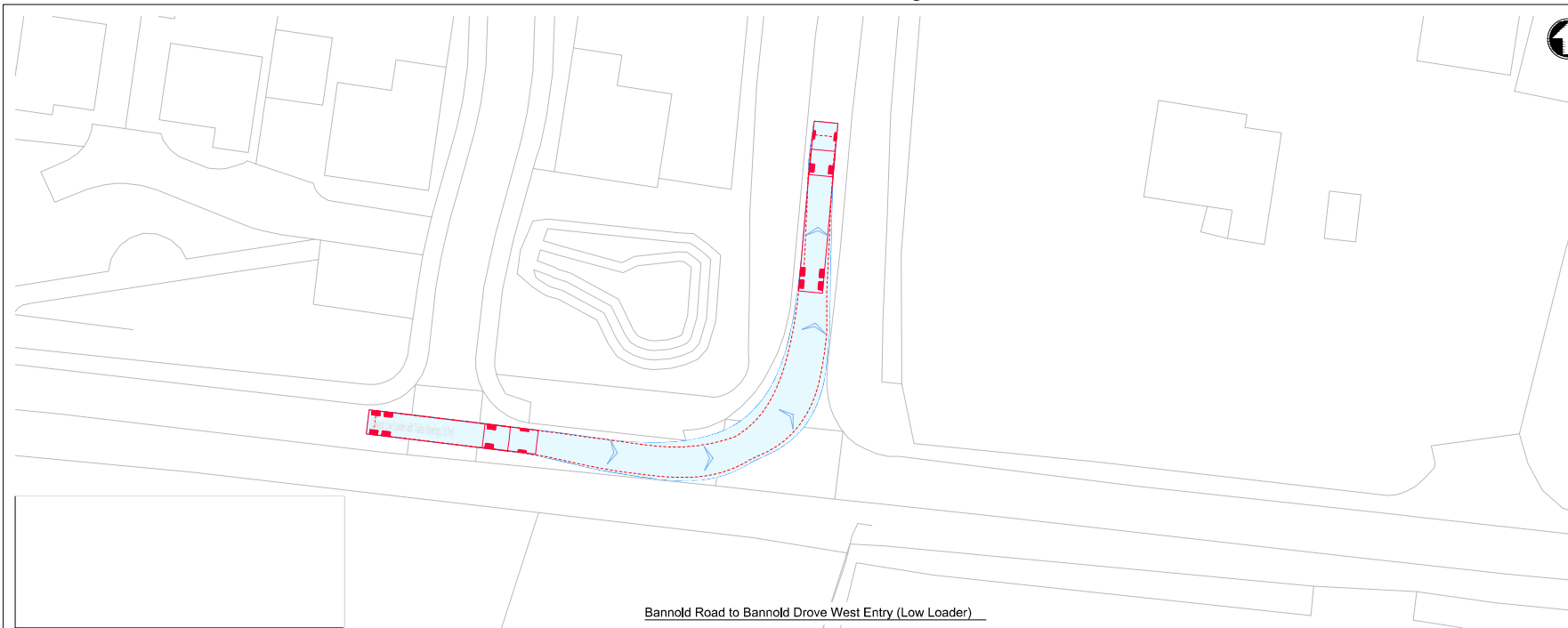


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and
Vehicle Tracking

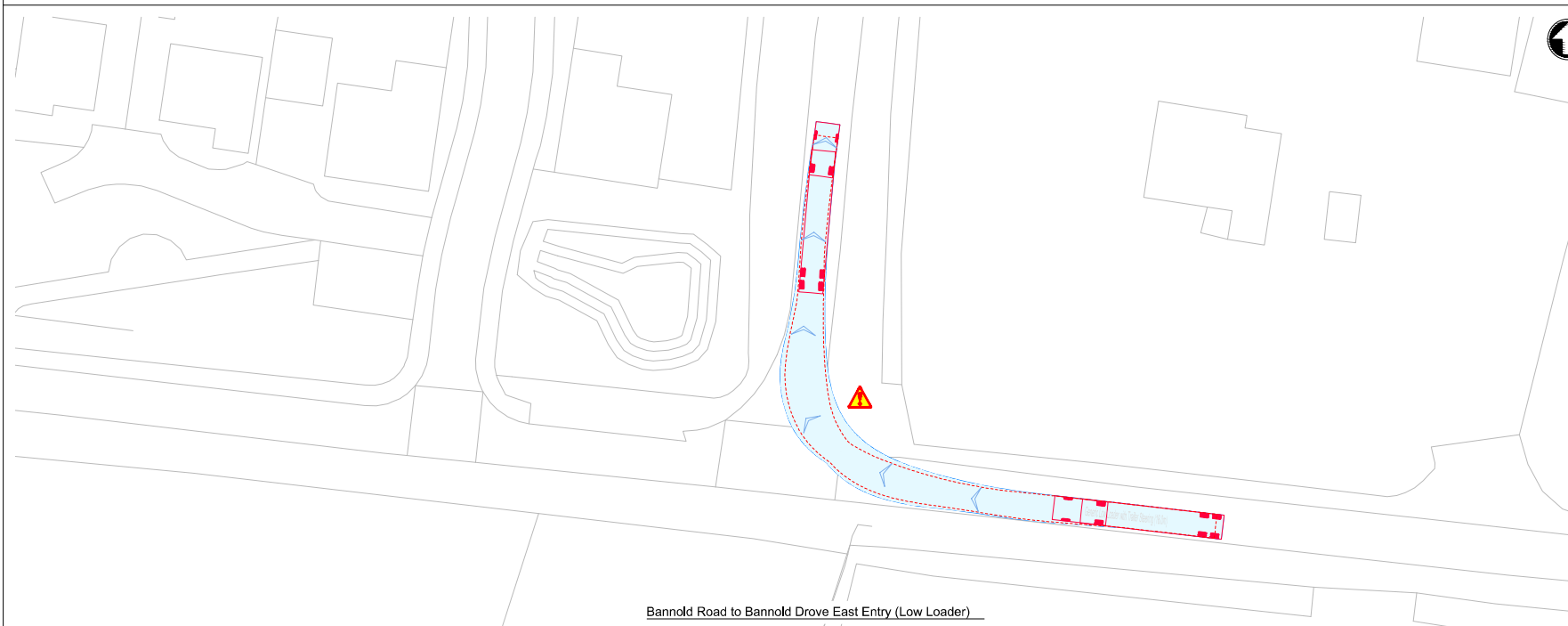
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|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Bannold Road to Bannold Drove West Entry (Low Loader)

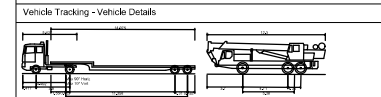
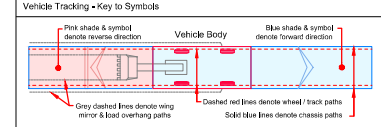


Bannold Road to Bannold Drove East Entry (Low Loader)



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 13. The proposal requires third party (and to be constructed). The extent of the land take is to be determined during future stages of the design development of this option.
 14. This drawing should be read in conjunction with the Technical Memo, Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



| | | | |
|--|---------|-----------------------------|---------|
| Overall Low Loader with Trailer (Steering 1820m) | 2460m | Overall Length | 12,300m |
| Overall Width | 2,910m | Overall Width | 2,430m |
| Overall Body Height | 3,430m | Overall Body Height | 3,300m |
| Min Body Ground Clearance | 630mm | Min Body Ground Clearance | 630mm |
| Max. Track Spacing | 6,070m | Max. Track Spacing | 6,070m |
| Lock to Lock Time | 6,070m | Lock to Lock Time | 6,070m |
| Kerb to Kerb Turning Radius | 11,550m | Kerb to Kerb Turning Radius | 11,550m |

| | | | |
|-----------------------------|---------|-------------------------------|---------|
| Large Tipper | 10,070m | Standard Design Vehicle (SDV) | 4,650m |
| Overall Width | 2,850m | Overall Width | 2,930m |
| Overall Body Height | 3,250m | Overall Body Height | 3,250m |
| Min Body Ground Clearance | 5,270m | Min Body Ground Clearance | 5,270m |
| Max. Track Spacing | 6,070m | Max. Track Spacing | 6,070m |
| Lock to Lock Time | 6,070m | Lock to Lock Time | 6,070m |
| Kerb to Kerb Turning Radius | 11,550m | Kerb to Kerb Turning Radius | 11,550m |

| | | | |
|-----------------------------|---------|-------------------------------|---------|
| Large Tipper | 10,070m | Standard Design Vehicle (SDV) | 4,650m |
| Overall Width | 2,850m | Overall Width | 2,930m |
| Overall Body Height | 3,250m | Overall Body Height | 3,250m |
| Min Body Ground Clearance | 5,270m | Min Body Ground Clearance | 5,270m |
| Max. Track Spacing | 6,070m | Max. Track Spacing | 6,070m |
| Lock to Lock Time | 6,070m | Lock to Lock Time | 6,070m |
| Kerb to Kerb Turning Radius | 11,550m | Kerb to Kerb Turning Radius | 11,550m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | | |
|----|-----|------|-------|-------------|-------|----------|
| P1 | Rev | Date | Drawn | Description | Drawn | Approved |
| | | | | | | |

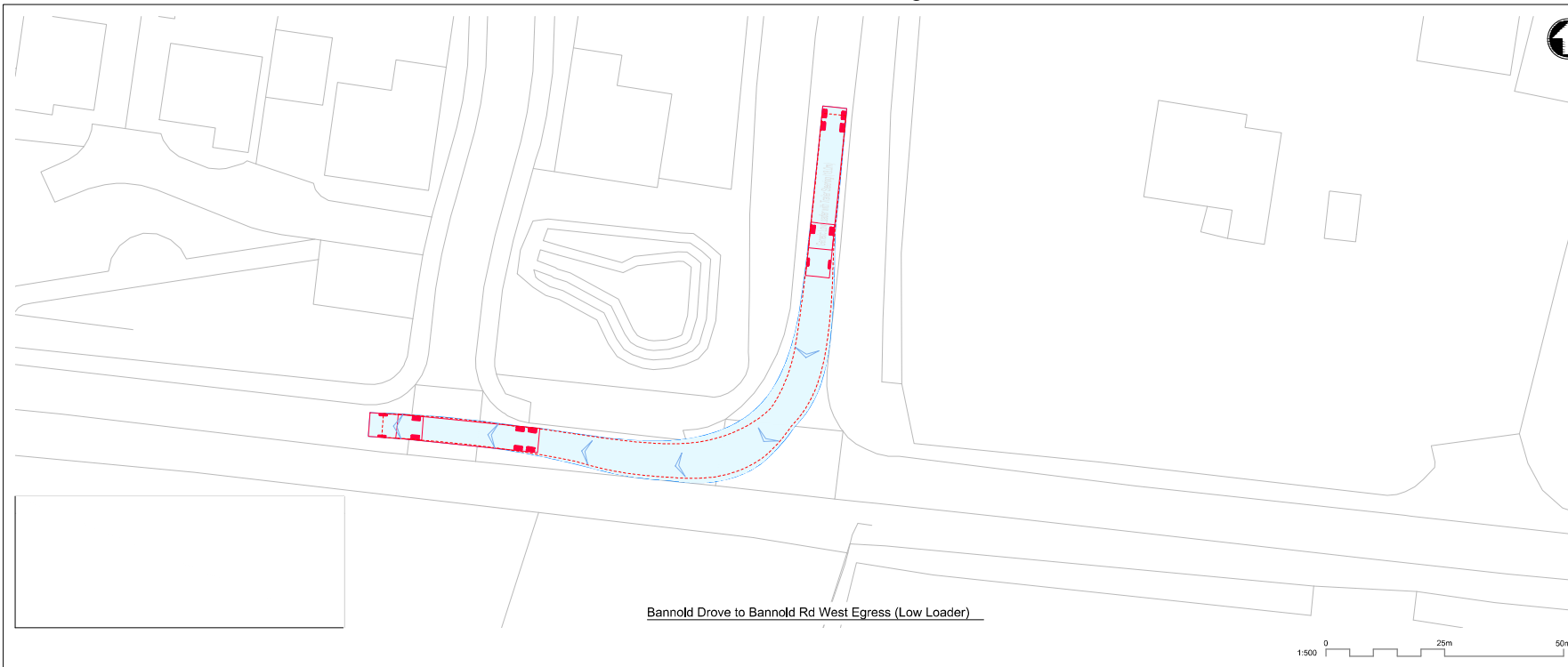


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

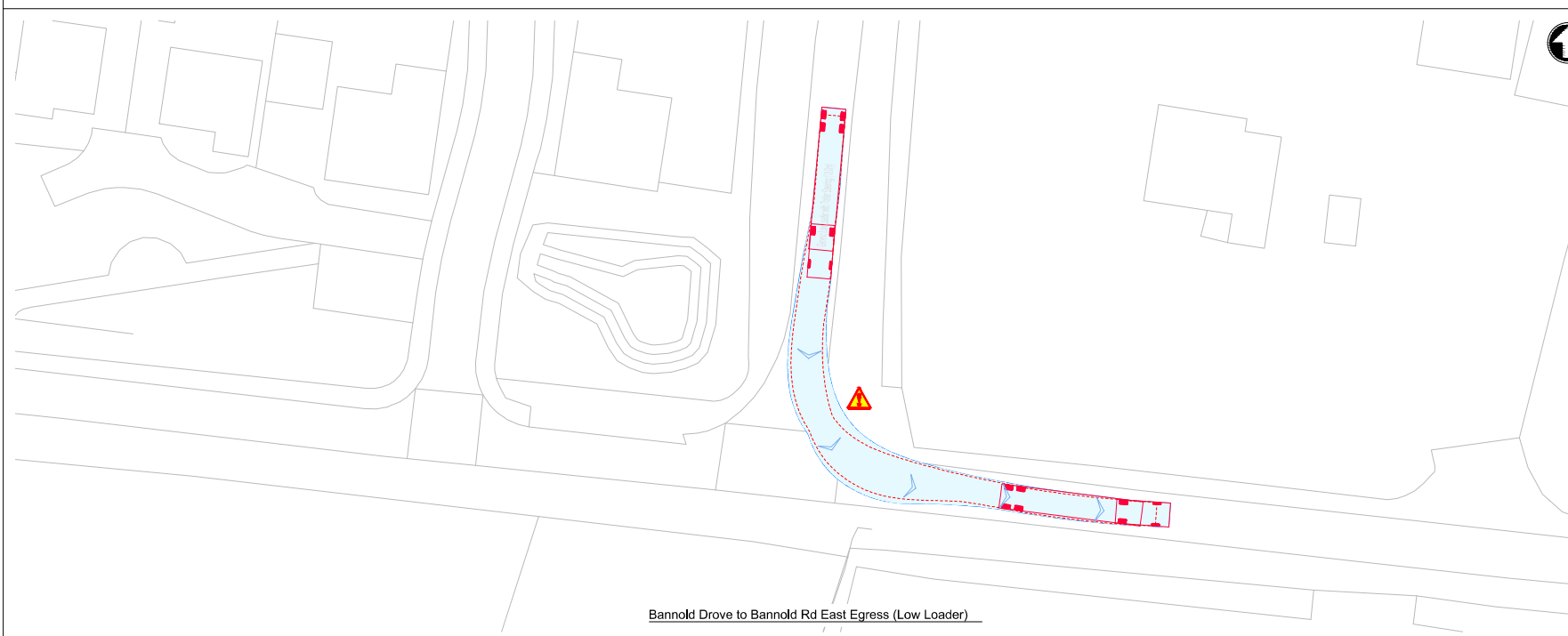
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|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Bannold Drive to Bannold Rd West Egress (Low Loader)

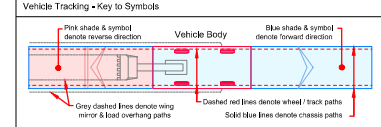


Bannold Drive to Bannold Rd East Egress (Low Loader)



- Notes
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 14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | | |
|--|--|---------|-----------------------------|---------|
| | General Low loader with Trailer (Steering 1820m) | 2460m | Overall Length | 12,300m |
| | Large Tipper | 10,070m | Overall Width | 2,450m |
| | Standard Design Vehicle (SDV) | 4,650m | Overall Height | 3,930m |
| | Overall Width | 2,450m | Overall Body Height | 2,950m |
| | Overall Body Height | 2,450m | Max Body Ground Clearance | 2,100m |
| | Max Body Ground Clearance | 2,100m | Max Body Overall Clearance | 2,100m |
| | Max. track front | 6,070m | Max. track rear | 2,100m |
| | Lock to lock time | 6,070m | Lock to lock time | 4,025m |
| | Lock to Kerb Turning Radius | 11,550m | Kerb to Kerb Turning Radius | 6,000m |

Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
 - Restrictive road width

| | | | | | | |
|----|-----|------|-------|-------------|-----|------|
| P1 | Rev | Date | Drawn | Description | Rev | Appr |
| | | | | | | |

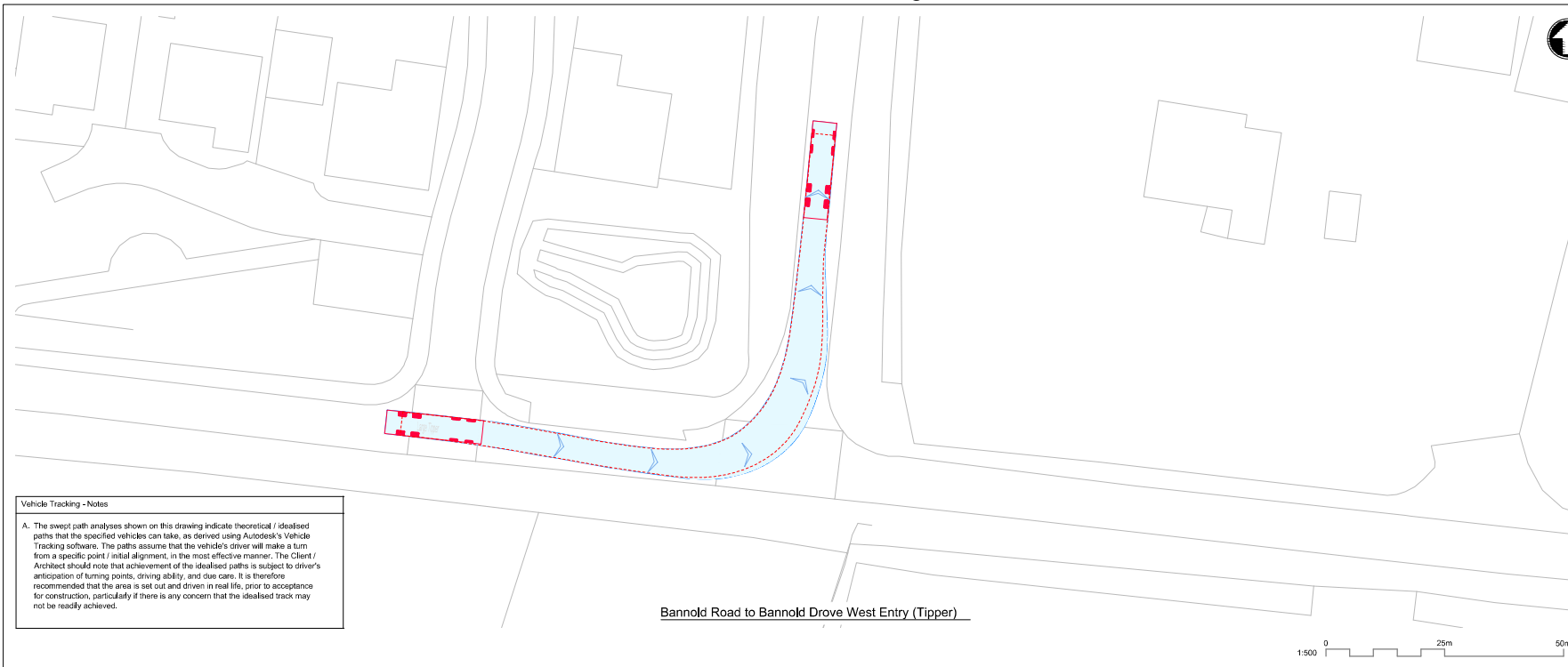


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drive
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

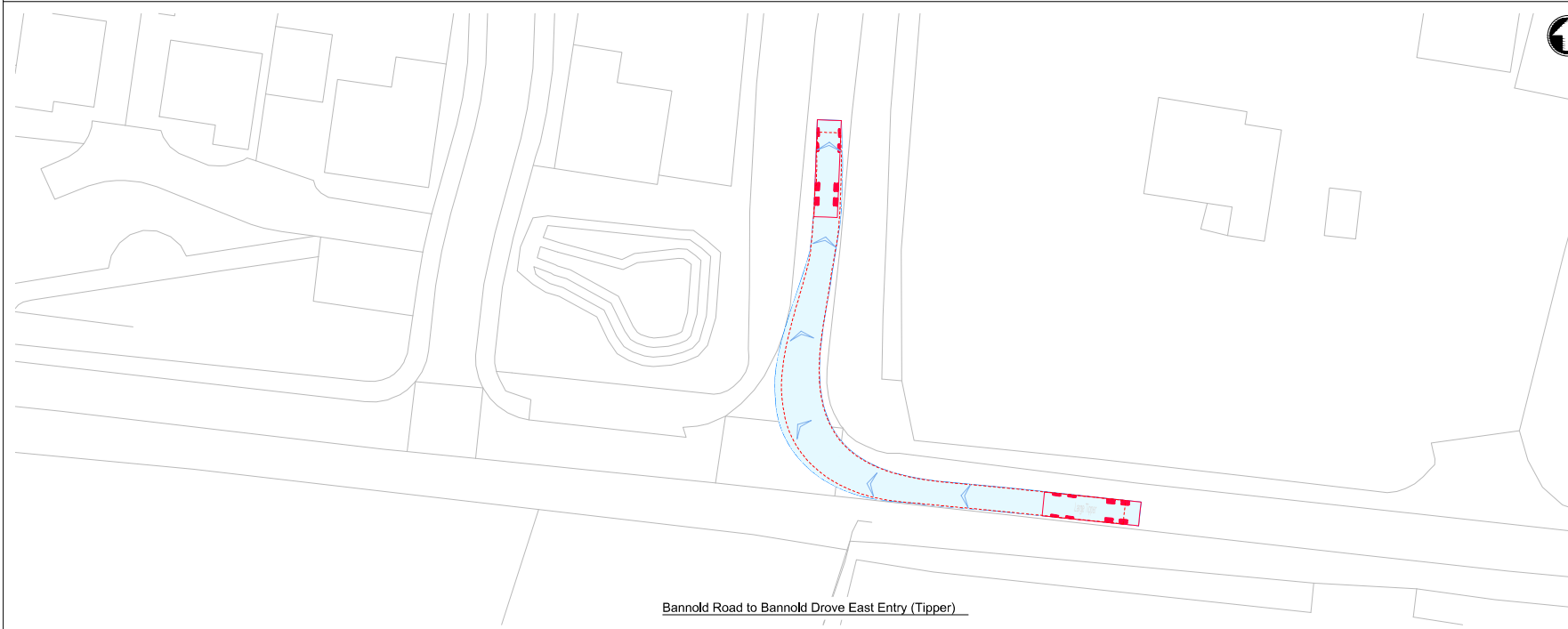
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Bannold Road to Bannold Drove West Entry (Tipper)

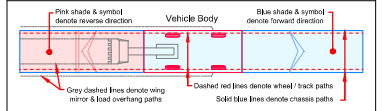


Bannold Road to Bannold Drove East Entry (Tipper)



- Notes**
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | | |
|--|-------|-----------------------------|-----------------------------|---------|
| Overall Length with Trailer Steering (1820m) | 2460m | Large Mobile Crane | Overall Length | 12.300m |
| Overall Width | 2.90m | Overall Height | Overall Width | 2.40m |
| Overall Body Height | 3.40m | Overall Body Height | Overall Body Height | 3.300m |
| Min Body Ground Clearance | 0.30m | Min Body Ground Clearance | Min Body Ground Clearance | 0.30m |
| Max. Track Time | 6.00m | Max. Track Time | Max. Track Time | 2.50m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | Lock to Lock Time | 6.00m |
| Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|---------|-------------------------------|--------|
| Large Tipper | 10.00m | Standard Design Vehicle (SDV) | 4.600m |
| Overall Width | 2.850m | Overall Height | 3.900m |
| Overall Body Height | 2.90m | Overall Body Height | 2.900m |
| Min Body Ground Clearance | 0.30m | Min Body Ground Clearance | 0.300m |
| Max. Track Time | 2.50m | Max. Track Time | 2.500m |
| Lock to Lock Time | 11.500m | Lock to Lock Time | 4.00m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 6.00m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/09/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |

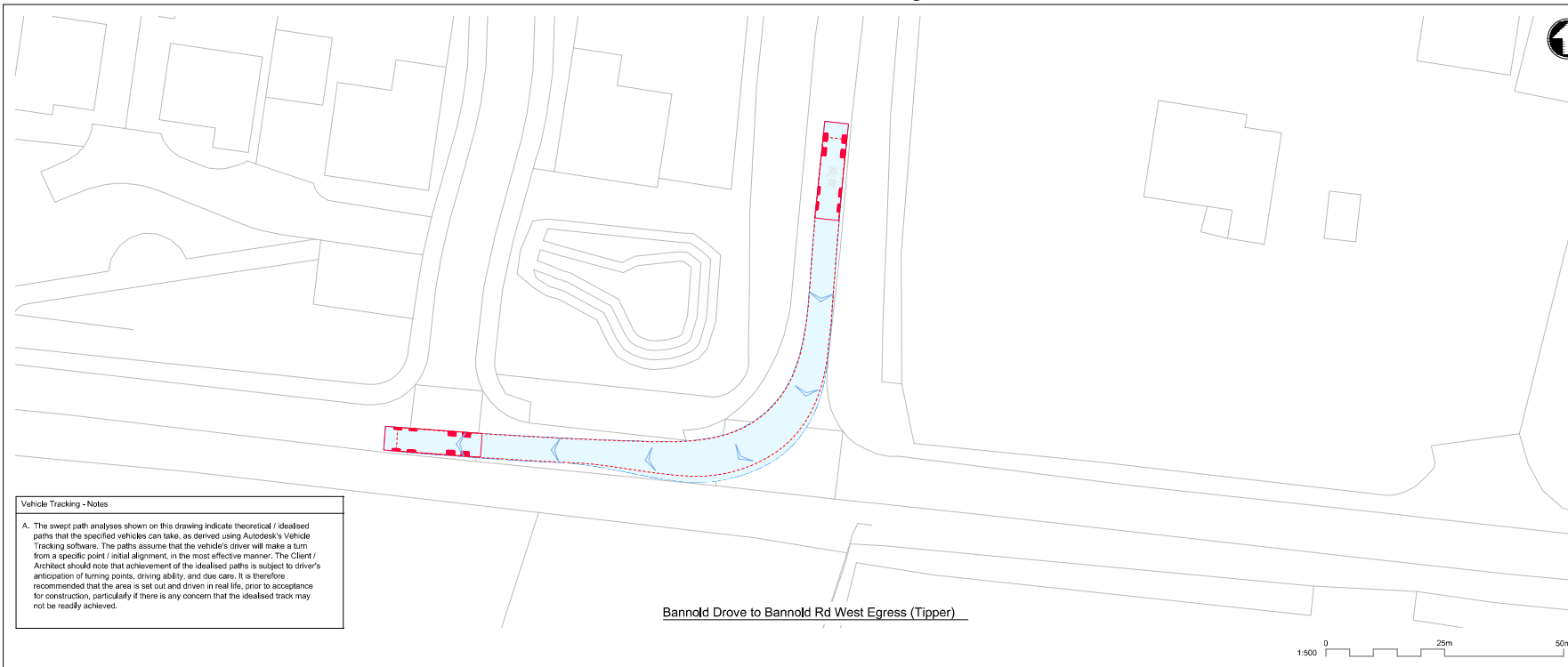


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

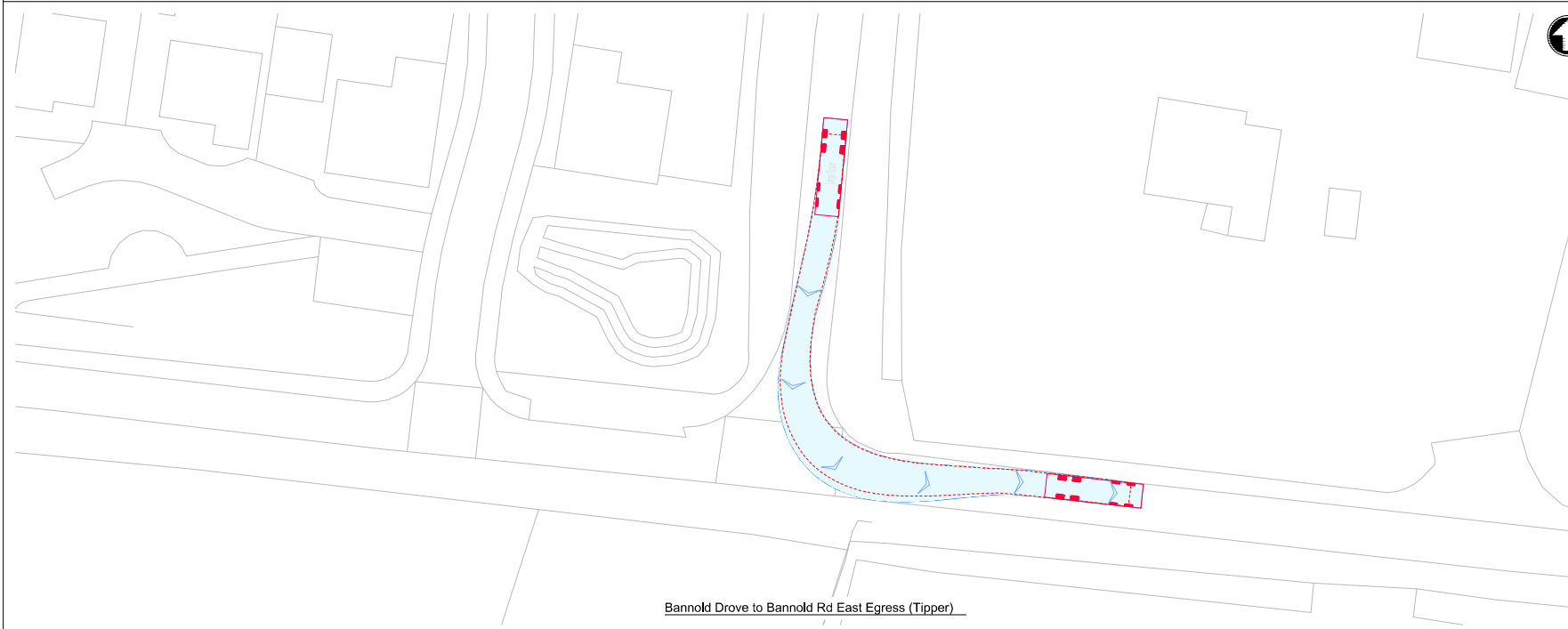
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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Bannold Drive to Bannold Rd West Egress (Tipper)

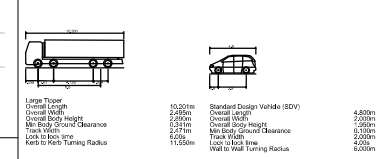
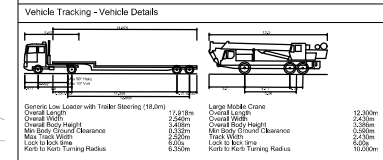
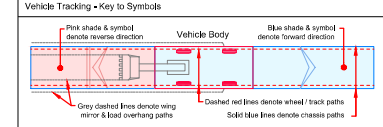


Bannold Drive to Bannold Rd East Egress (Tipper)



- Notes**
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 5. The drawing is based on OS mapping information and LIDAR data.
 6. The information is preliminary and subject to further detailed design.
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 8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
 9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
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 12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
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 14. This drawing should be read in conjunction with the Technical Memo, Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

15. DRAWING MUST BE READ IN COLOUR



- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | | |
|-----|-------|-------|--------------------------------|-------|-------|
| P1 | 12/22 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |

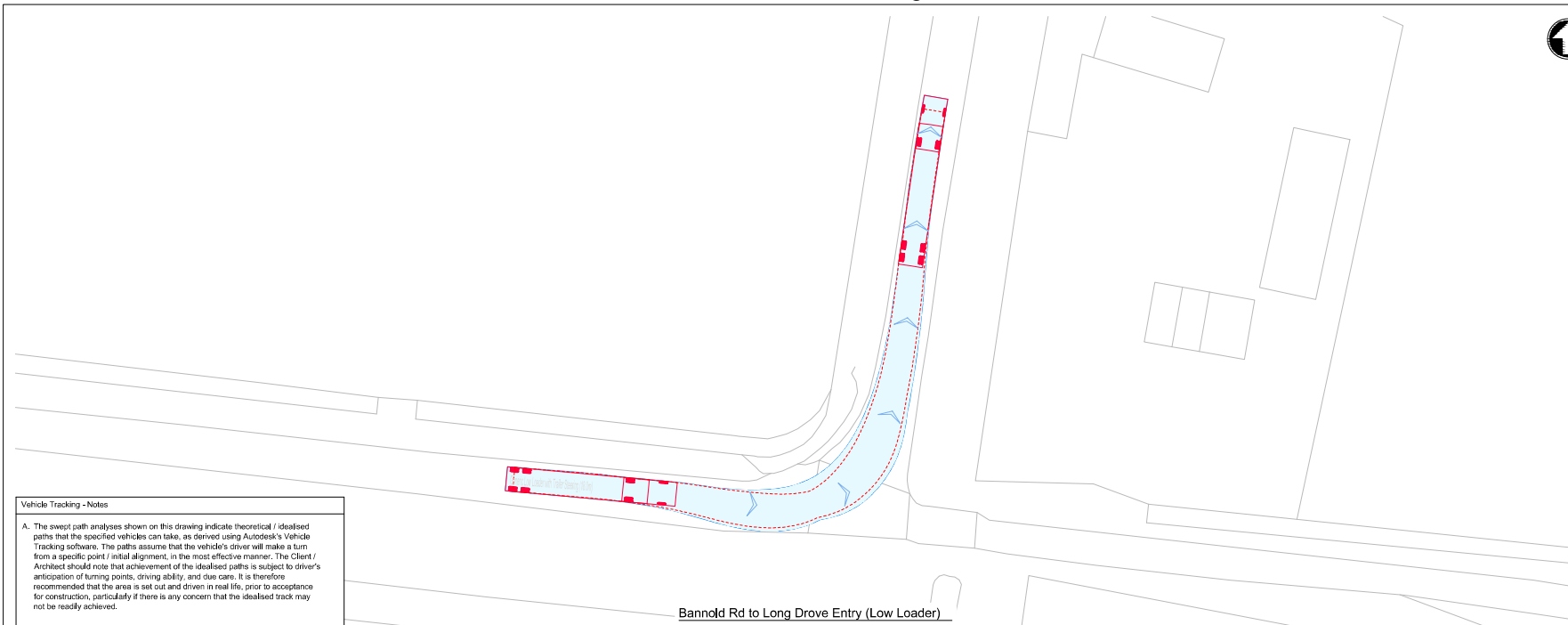


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Bannold Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

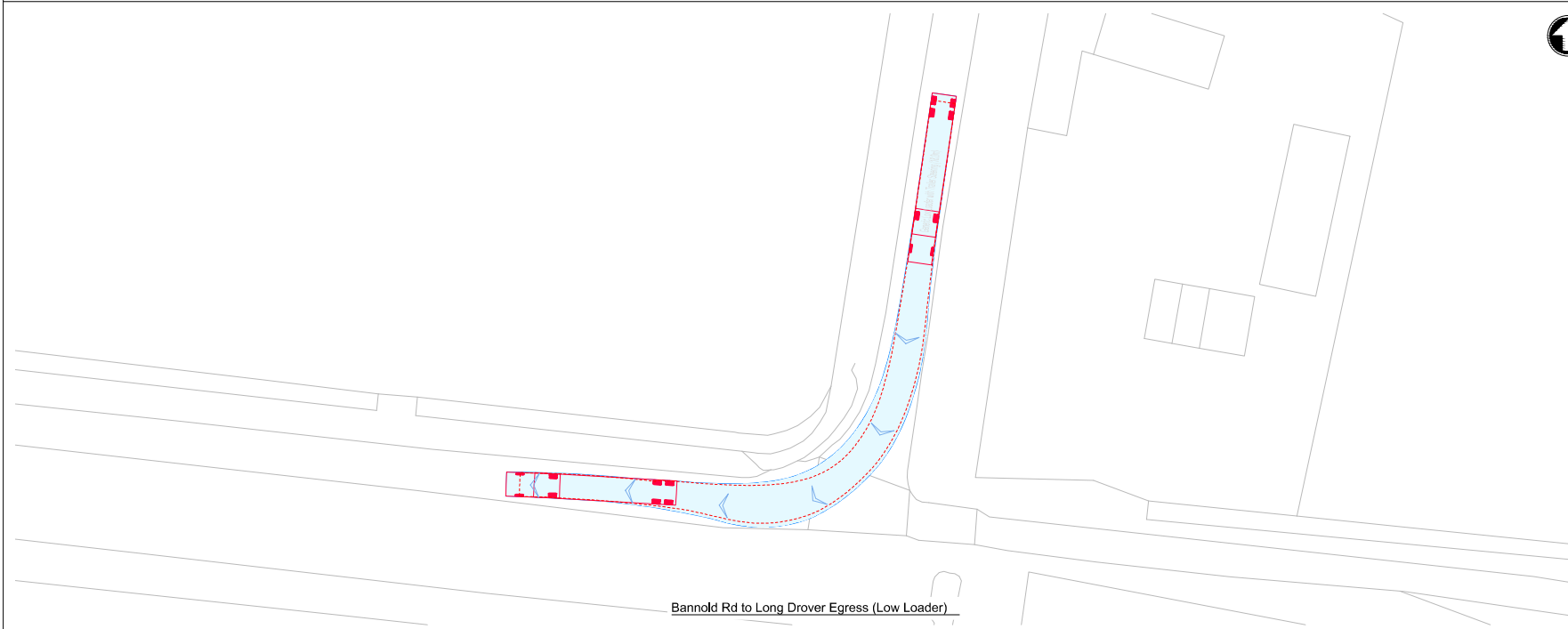
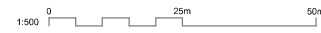
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



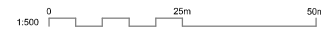
Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Bannold Rd to Long Drive Entry (Low Loader)

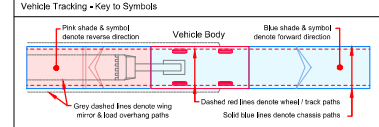


Bannold Rd to Long Drover Egress (Low Loader)



- Notes**
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 - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | |
|---|--|---|
| | | |
| <p>Overall Length with Trailer (Steering 1820m)</p> <p>Overall Width 2.46m</p> <p>Overall Height 3.49m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Body Height 6.07m</p> <p>Lock to Lock Time 6.07m</p> <p>Kerb to Kerb Turning Radius 6.07m</p> | <p>Overall Length 12.30m</p> <p>Overall Width 2.43m</p> <p>Overall Height 3.35m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Body Height 6.07m</p> <p>Lock to Lock Time 6.07m</p> <p>Kerb to Kerb Turning Radius 6.07m</p> | <p>Overall Length 4.60m</p> <p>Overall Width 1.93m</p> <p>Overall Height 2.00m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Body Height 2.50m</p> <p>Lock to Lock Time 4.00m</p> <p>Kerb to Kerb Turning Radius 4.00m</p> |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|---------|--------|
| P1 | 13/09/22 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Appr'd |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Long Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

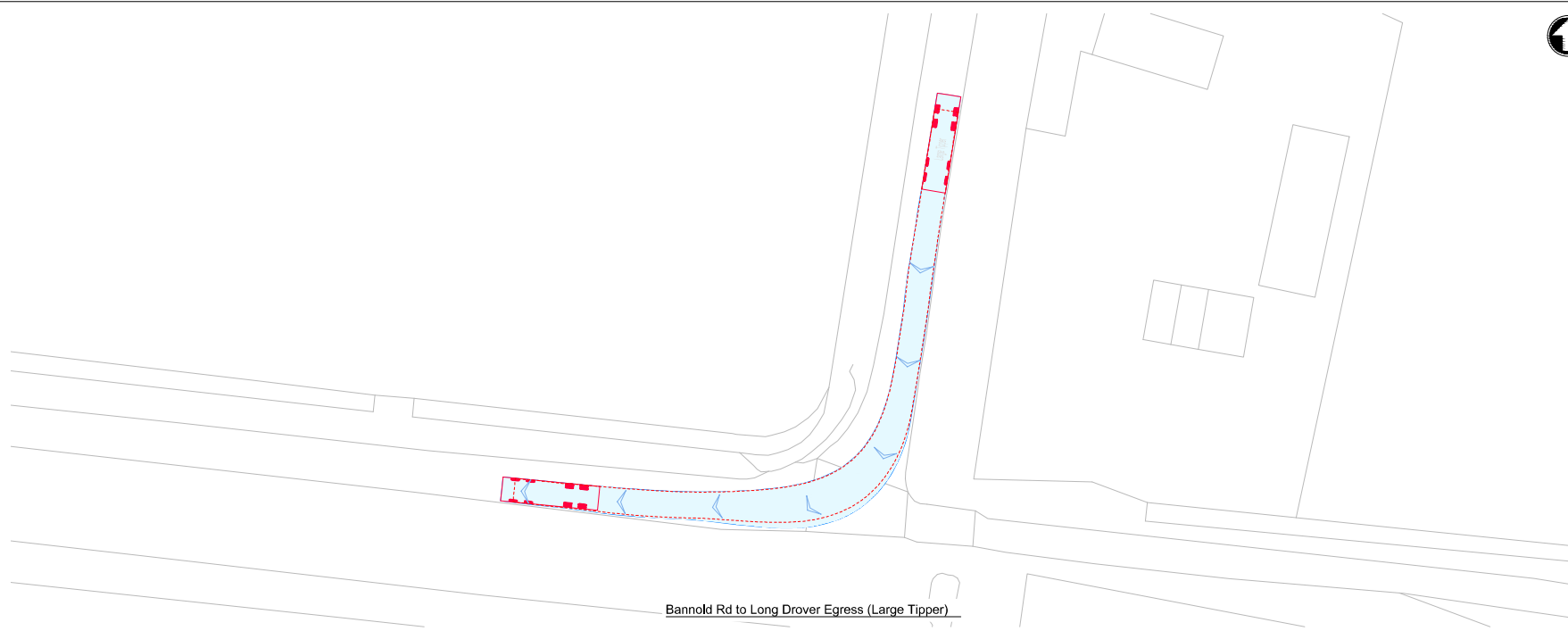
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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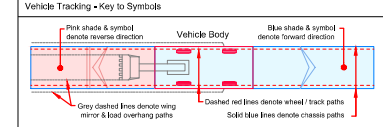
Bannold Rd to Long Drove Entry (Large Tipper)



Bannold Rd to Long Drove Egress (Large Tipper)

- Notes**
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|---|---|
| <p>Standard Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m Overall Width 2.40m Max Body Overall Clearance 3.40m Max. Body Height 2.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 6.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.00m Overall Width 2.40m Overall Body Height 3.00m Max. Body Overall Clearance 3.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 10.00m</p> |
|---|---|

| | |
|---|--|
| <p>Large Tipper</p> <p>Overall Length 10.00m Overall Width 2.85m Overall Body Height 2.95m Max. Body Overall Clearance 3.50m Lock to Lock time 11.50m Kerb to Kerb Turning Radius 4.00m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m Overall Width 1.90m Overall Body Height 1.90m Max. Body Overall Clearance 2.00m Lock to Lock time 4.00m Kerb to Kerb Turning Radius 4.00m</p> |
|---|--|

Vehicle Tracking - Risks & Compliance

Risks

| | |
|--|------------------------|
| | Kerb overrun |
| | Restrictive road width |

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 15/09/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |

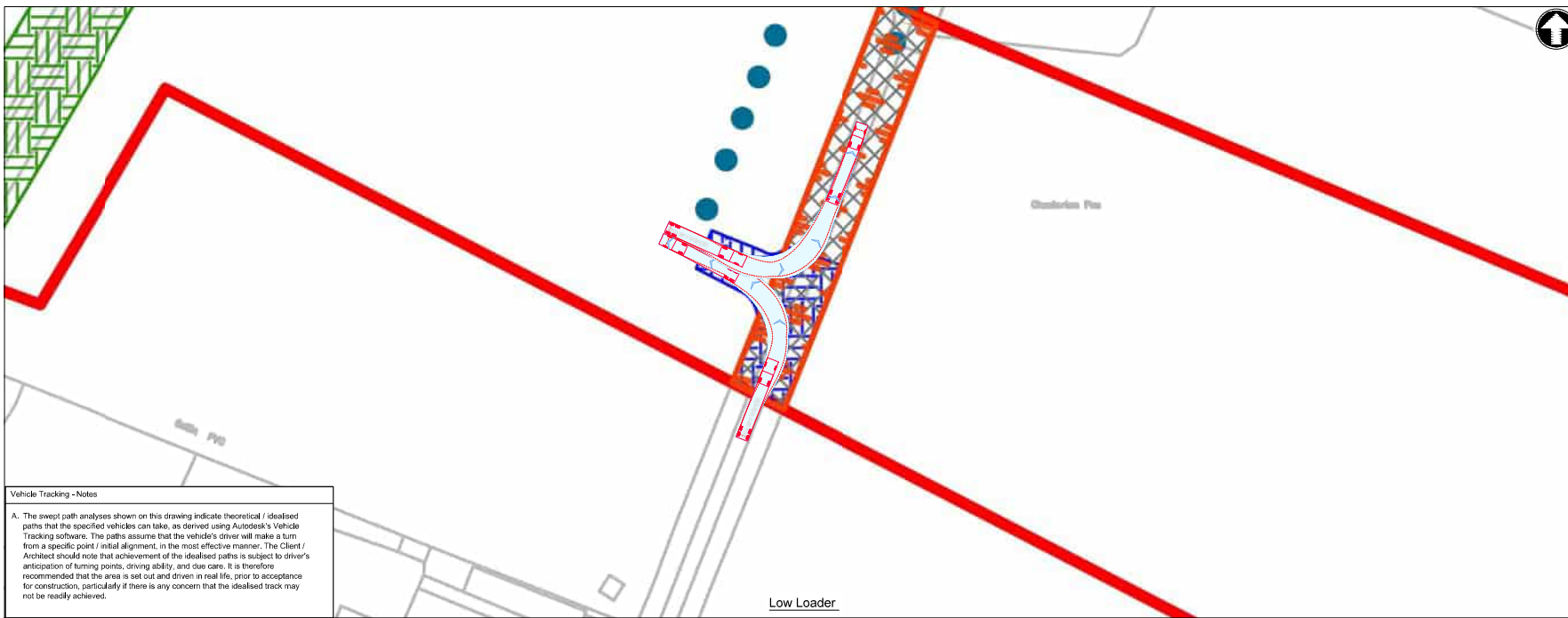


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Long Drove
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

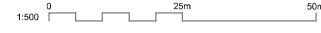
| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

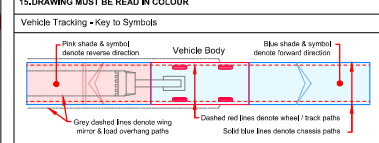


Vehicle Tracking - Notes

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Vehicle Tracking - Vehicle Details

| | | | | | | |
|---|-----------------------------|--------|-----------------------------|-------|-----------------------------|--------|
| Overall Low Loader with Trailer (Steering 180°) | Overall Length | 24.60m | Overall Width | 2.40m | Overall Height | 12.20m |
| | Overall Width | 2.40m | Overall Height | 2.40m | Max Body Forward Clearance | 0.20m |
| | Overall Body Height | 2.40m | Max Body Forward Clearance | 0.20m | Max Body Overall Clearance | 0.20m |
| | Max Body Overall Clearance | 0.20m | Max Body Overall Clearance | 0.20m | Max Body Overall Clearance | 0.20m |
| | Lock to lock time | 6.00m | Lock to lock time | 6.00m | Lock to Kerb Turning Radius | 10.00m |
| | Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 6.00m | Kerb to Kerb Turning Radius | 10.00m |

| | | | | | |
|---------------|-----------------------------|--------|-------------------------------|-----------------------------|-------|
| Large Trailer | Overall Length | 10.00m | Standard Design Vehicle (SDV) | Overall Length | 4.80m |
| | Overall Width | 2.85m | | Overall Width | 2.00m |
| | Overall Body Height | 2.85m | | Overall Body Height | 2.00m |
| | Max Body Overall Clearance | 0.20m | | Max Body Overall Clearance | 0.20m |
| | Lock to lock time | 6.00m | | Lock to lock time | 4.00m |
| | Kerb to Kerb Turning Radius | 11.50m | | Kerb to Kerb Turning Radius | 6.00m |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| | | | | | |
|-----|------|-------|--------------------------------|---------|----------|
| P1 | M | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Approved |

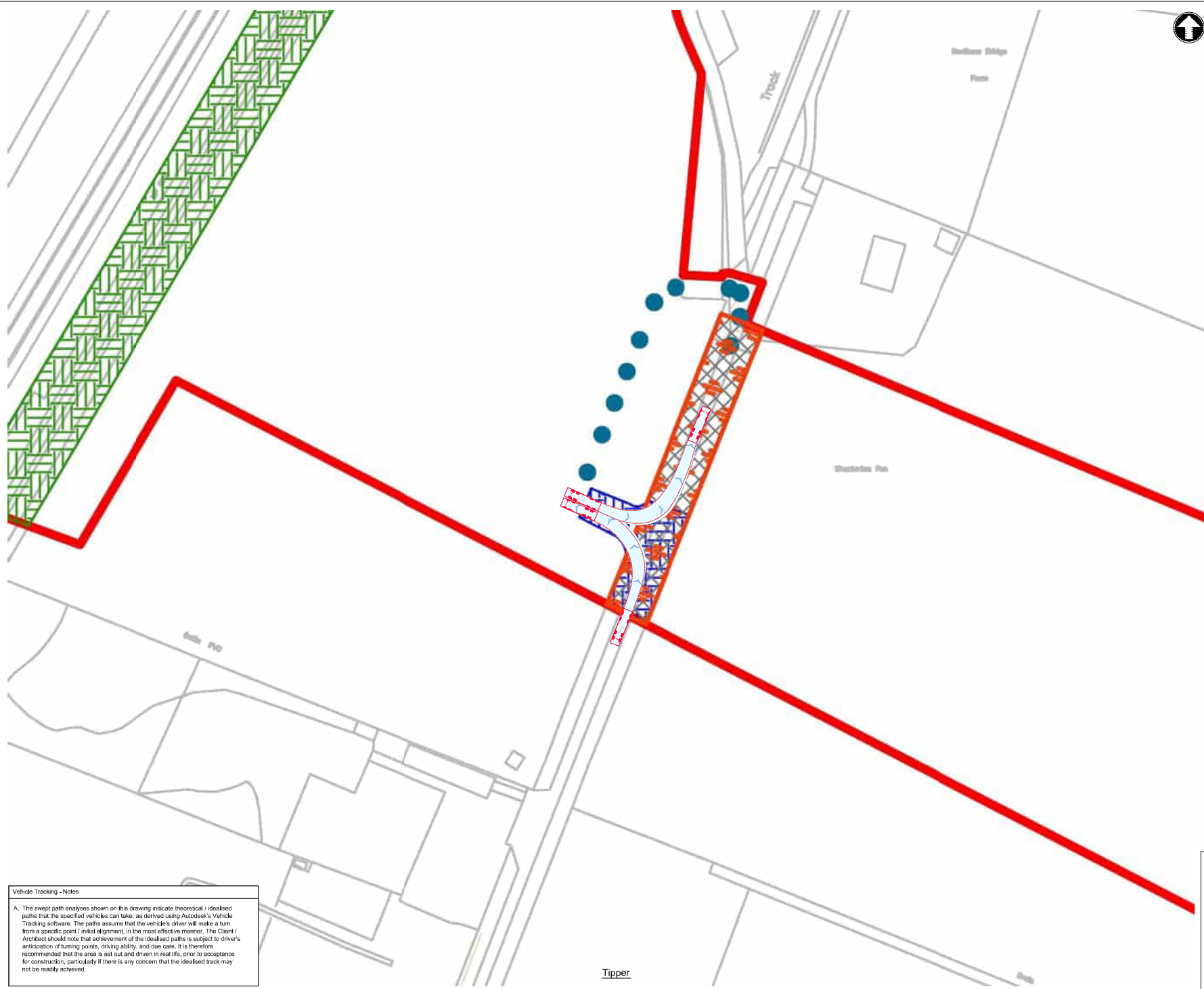


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9012
 Highways GA, Visibility Splay and
 Vehicle Tracking

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|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

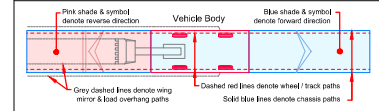
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



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15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

| | |
|---|---|
| General Low Loader with Trailer (Steering 1820m) Overall Length 24.60m Overall Width 2.40m Overall Body Height 3.30m Max Body Ground Clearance 0.20m Max Wheel 2.5m Lock to lock time 6.00m Kerb to Kerb Turning Radius 10.00m | Large Mobile Crane Overall Length 12.20m Overall Width 2.40m Overall Body Height 3.30m Max Body Ground Clearance 0.20m Max Wheel 2.5m Lock to lock time 6.00m Kerb to Kerb Turning Radius 10.00m |
| Large Tipper Overall Length 10.00m Overall Width 2.45m Overall Body Height 3.25m Max Body Ground Clearance 0.20m Max Wheel 2.5m Lock to lock time 11.50m Kerb to Kerb Turning Radius 4.00m | Standard Design Vehicle (EDV) Overall Length 4.80m Overall Width 1.90m Overall Body Height 1.90m Max Body Ground Clearance 0.20m Max Wheel 1.90m Lock to lock time 4.00m Kerb to Kerb Turning Radius 4.00m |

Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|-------|-------|
| P1 | 01/11/22 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9012
 Highways GA, Visibility Splay and
 Vehicle Tracking

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|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

Vehicle Tracking - Notes

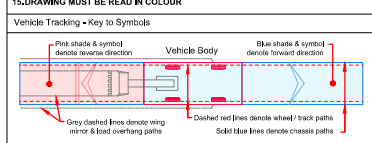
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Vehicle Tracking - Notes

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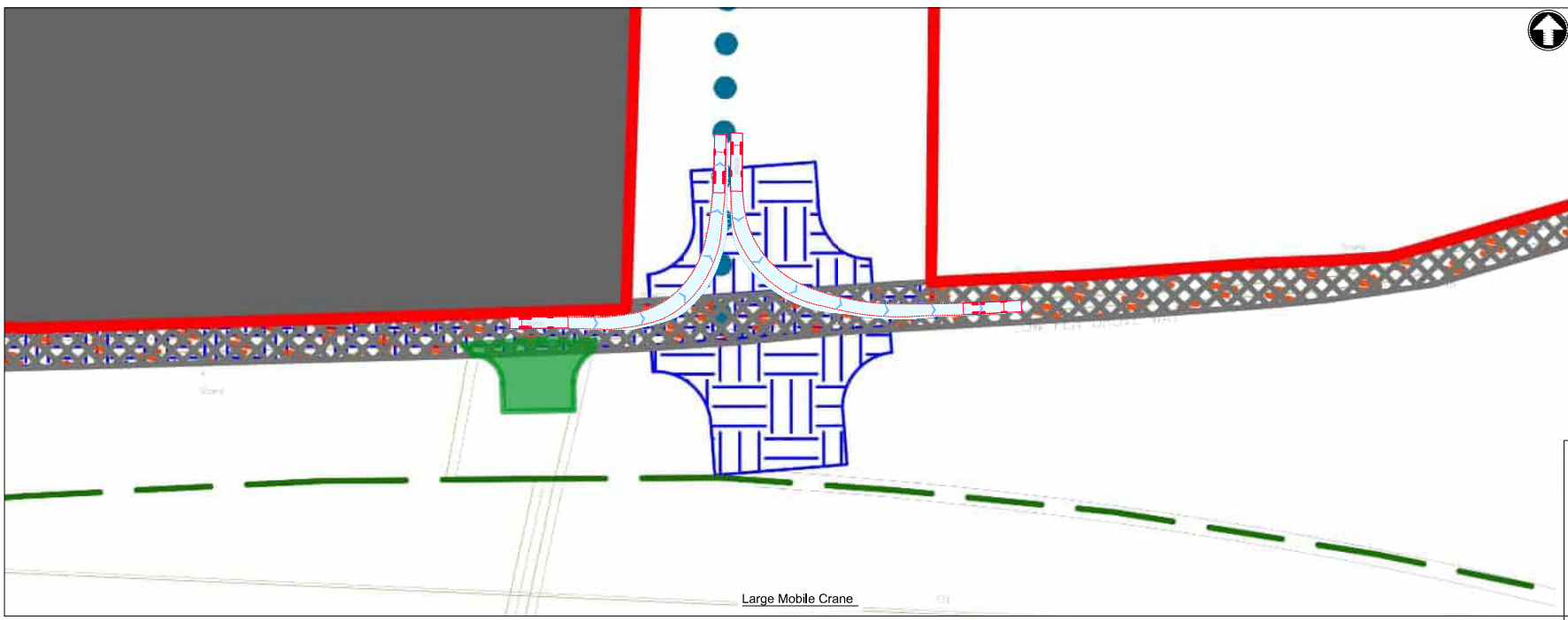
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Vehicle Tracking - Vehicle Details

| Vehicle | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance |
|--|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Low Loader with Trailer (Steering 1820m) | 24.60m | 2.40m | 3.40m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m |
| Large Mobile Crane | 12.00m | 2.40m | 3.40m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m |

| Vehicle | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance |
|-------------------------------|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Large Tipper | 10.00m | 2.40m | 3.40m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m |
| Standard Design Vehicle (SDV) | 4.80m | 2.00m | 2.00m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m | 0.30m |



Large Mobile Crane

- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| Rev | Date | Drawn | Description | CHK'd | App'd |
|-----|------|-------|--------------------------------|-------|-------|
| P1 | | M/F | Draft for Discussion / Review. | M/F | M/F |

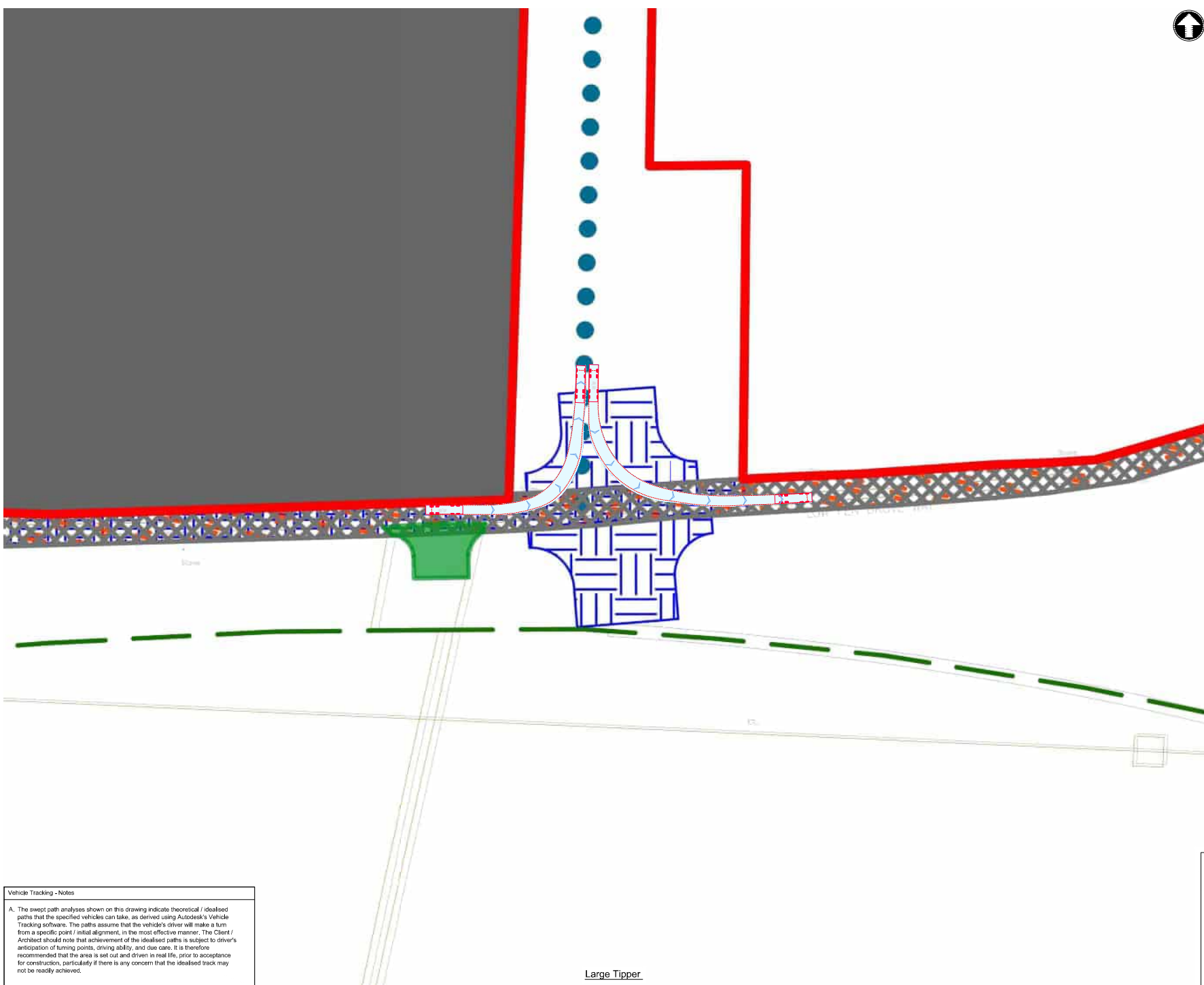


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9013
Highways GA, Visibility Splay and
Vehicle Tracking

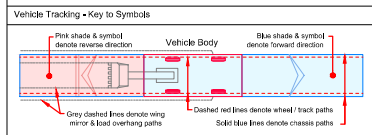
| Designed | M Fonseca | M/F | Eng check | - |
|-----------|-----------|-----|--------------|---|
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| Scale at A1 | Status | Rev | Security |
|-------------|--------|-----|----------|
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



- Notes**
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 15. **DRAWING MUST BE READ IN COLOUR**



Vehicle Tracking - Vehicle Details

| Parameter | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length | 12.00m | 4.80m |
| Overall Width | 2.40m | 2.00m |
| Overall Body Height | 3.40m | 1.90m |
| Min Body Ground Clearance | 0.30m | 0.10m |
| Max. Rear Overhang | 2.00m | 0.10m |
| Lock to Lock time | 6.00m | 4.00m |
| Kerb to Kerb Turning Radius | 10.00m | 6.00m |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| Rev | Date | Drawn | Description | Appr | Appr |
|-----|------|-------|--------------------------------|------|------|
| P1 | | MF | Draft for Discussion / Review. | MF | MF |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9013
Highways GA, Visibility Splay and
Vehicle Tracking

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|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | | Approved | - |

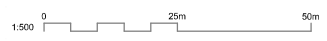
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

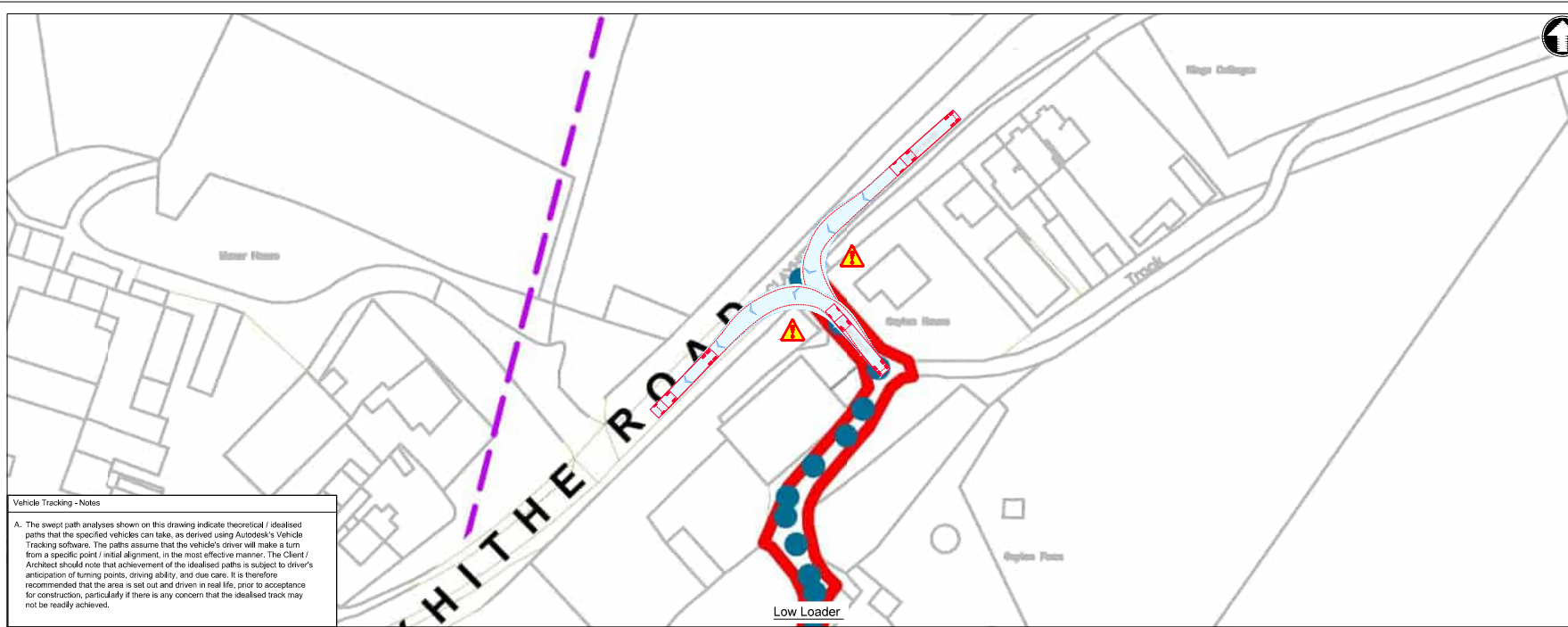
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

Vehicle Tracking - Notes

A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

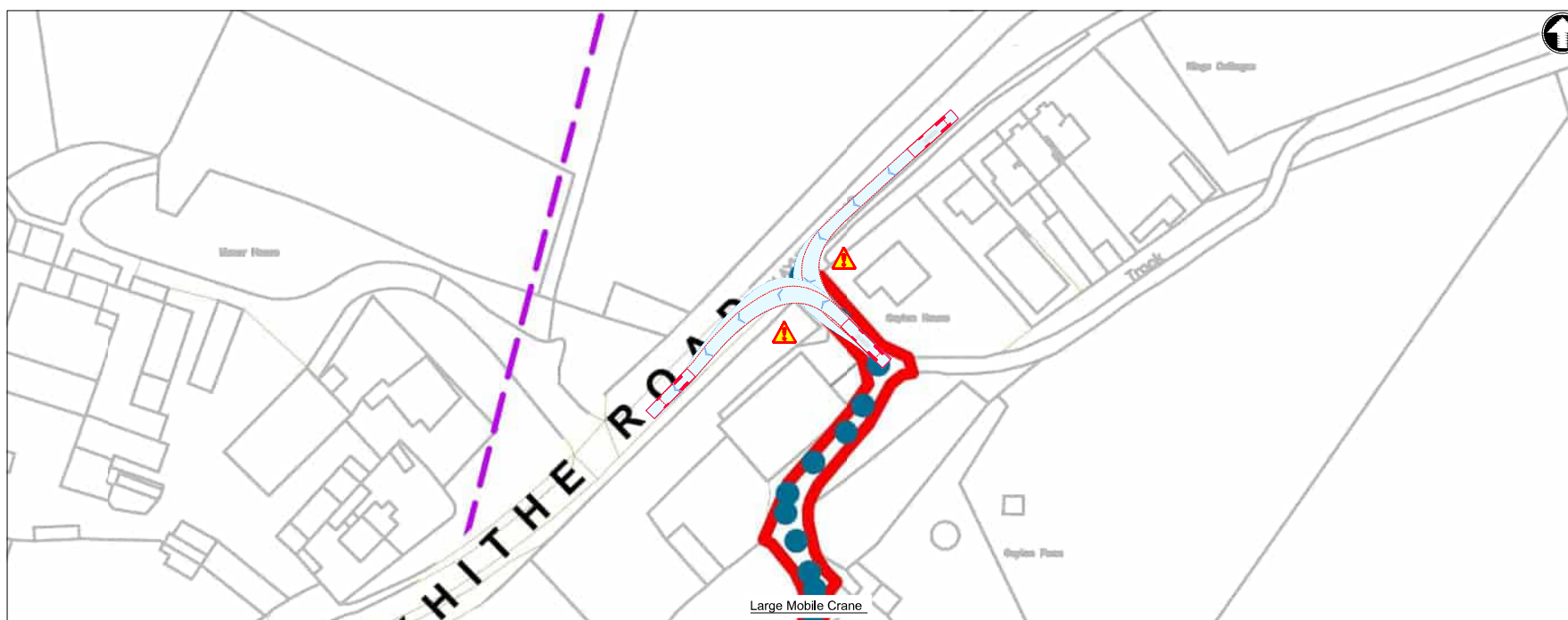
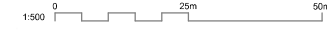
Large Tipper





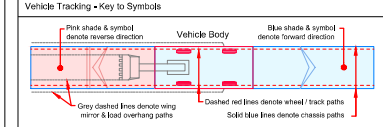
Vehicle Tracking - Notes

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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | |
|--|--|
| | |
| <p>General Low Loader with Trailer (Steering 1820m)</p> <ul style="list-style-type: none"> Overall Length: 24.60m Overall Width: 2.40m Overall Body Height: 2.40m Min Body Ground Clearance: 0.30m Max. Turn Time: 6.00m Lock to Lock Time: 6.00m Kerb to Kerb Turning Radius: 11.50m | <p>Large Mobile Crane</p> <ul style="list-style-type: none"> Overall Length: 12.30m Overall Width: 2.40m Overall Body Height: 3.30m Min Body Ground Clearance: 0.30m Max. Turn Time: 6.00m Lock to Lock Time: 6.00m Kerb to Kerb Turning Radius: 11.00m |

| | |
|--|---|
| | |
| <p>Large Tipper</p> <ul style="list-style-type: none"> Overall Length: 10.00m Overall Width: 2.85m Overall Body Height: 2.85m Min Body Ground Clearance: 0.30m Max. Turn Time: 6.00m Kerb to Kerb Turning Radius: 11.50m | <p>Standard Design Vehicle (SDV)</p> <ul style="list-style-type: none"> Overall Length: 4.80m Overall Width: 1.90m Overall Body Height: 1.90m Min Body Ground Clearance: 0.30m Max. Turn Time: 6.00m Lock to Lock Time: 6.00m Kerb to Kerb Turning Radius: 6.00m |

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/11/2022 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | Checked | Approved |



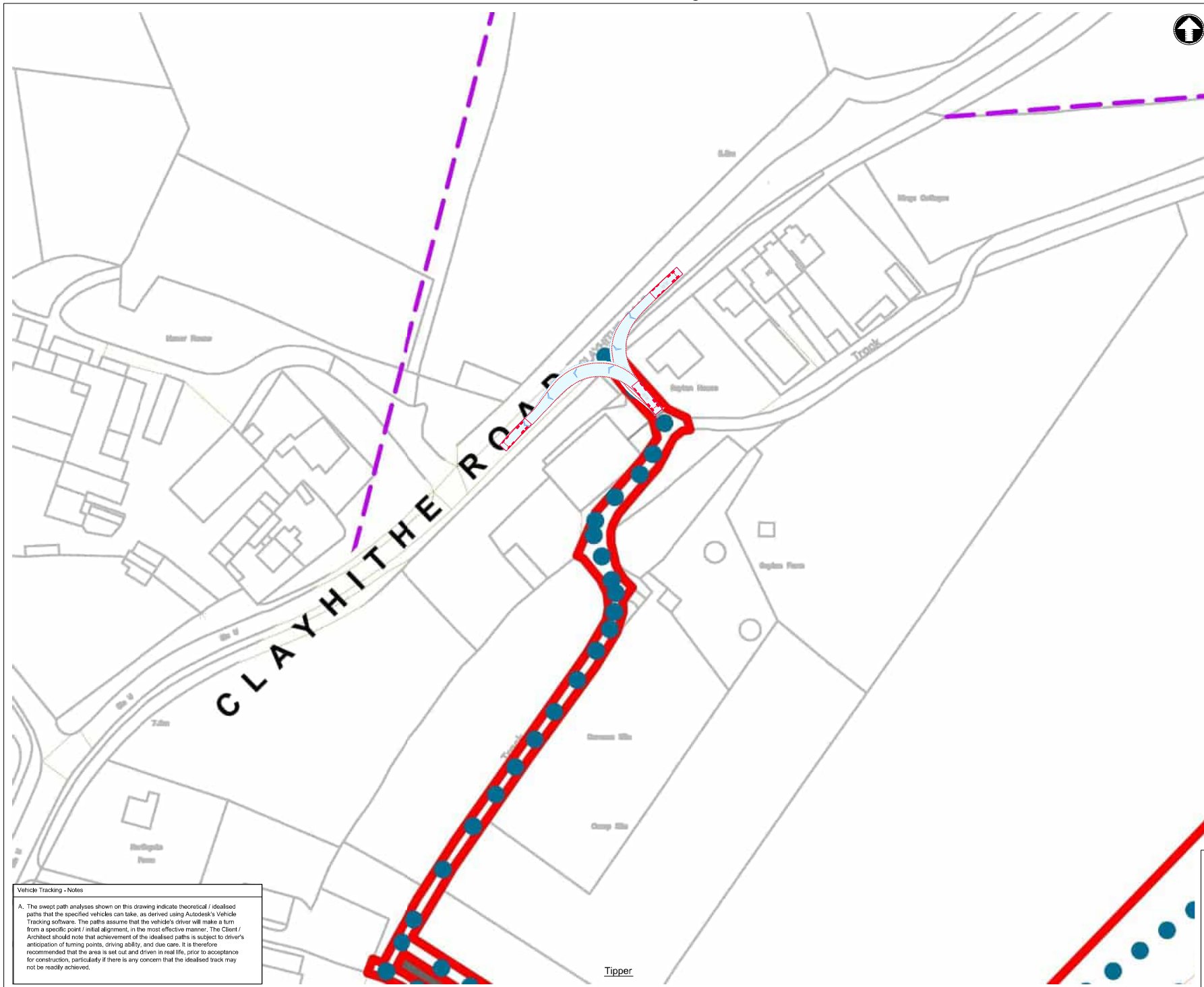
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9016
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

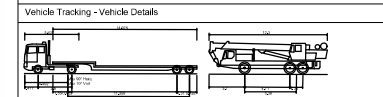
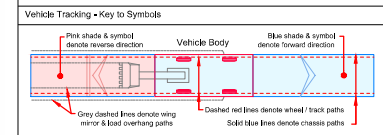
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT





- Notes
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 15. DRAWING MUST BE READ IN COLOUR



| | | | |
|--|--------|-----------------------------|---------|
| Container Load with Trailer (Steering 1820m) | 2.90m | Large Mobile Crane | 12.200m |
| Overall Length | 2.90m | Overall Length | 24.00m |
| Overall Width | 2.40m | Overall Width | 2.40m |
| Overall Body Height | 3.40m | Overall Body Height | 3.30m |
| Min Body Ground Clearance | 0.30m | Min Body Ground Clearance | 0.30m |
| Max. Rear Overhang | 4.00m | Max. Rear Overhang | 2.50m |
| Lock to Lock time | 6.00m | Lock to Lock time | 6.00m |
| Kerb to Kerb Turning Radius | 10.00m | Kerb to Kerb Turning Radius | 10.00m |

| | | | |
|-----------------------------|--------|-------------------------------|-------|
| Large Tipper | 10.00m | Standard Design Vehicle (SDV) | 4.80m |
| Overall Length | 10.00m | Overall Length | 4.80m |
| Overall Width | 2.85m | Overall Width | 2.00m |
| Overall Body Height | 3.50m | Overall Body Height | 2.00m |
| Min Body Ground Clearance | 0.30m | Min Body Ground Clearance | 0.30m |
| Max. Rear Overhang | 2.50m | Max. Rear Overhang | 1.50m |
| Lock to Lock time | 11.50m | Lock to Lock time | 4.00m |
| Kerb to Kerb Turning Radius | 11.50m | Kerb to Kerb Turning Radius | 6.00m |

- Vehicle Tracking - Risks & Compliance
- Risks
- Kerb overrun
 - Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|----------|
| P1 | 01/11/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Approved |

Vehicle Tracking - Notes

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Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9016
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | | Approved | - |

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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

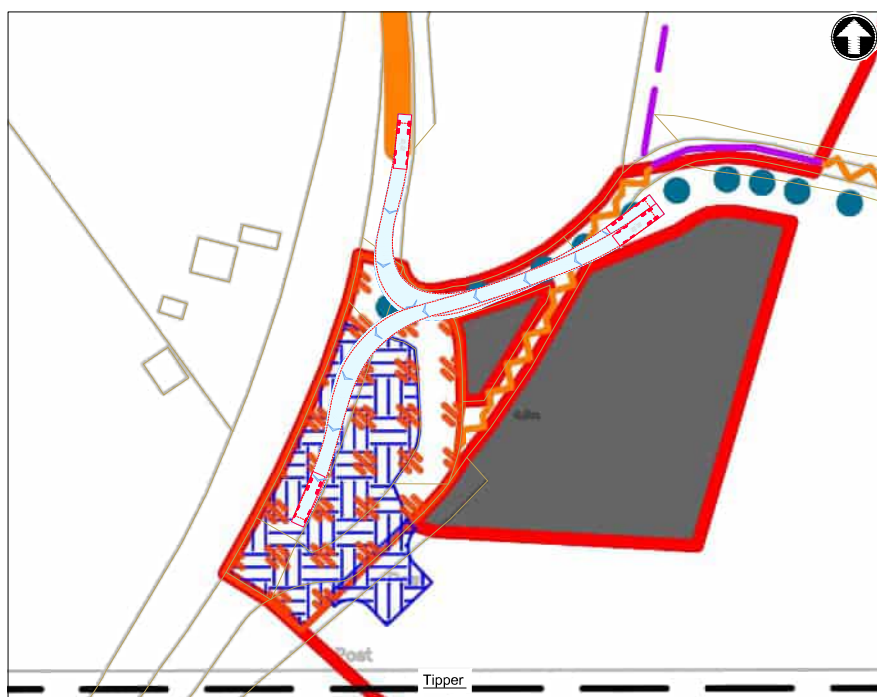
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



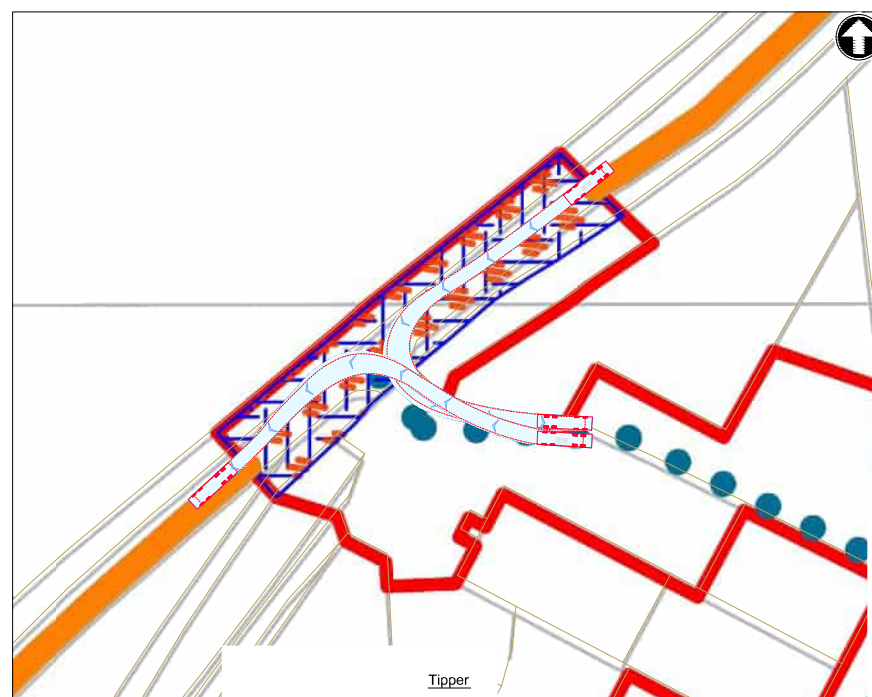
Low Loader



Large Mobile Crane



Tipper

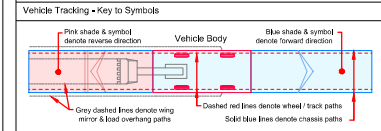


Tipper



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| Vehicle Type | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance |
|---|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Concrete Low Loader with Trailer (Steering 1820m) | 24.6m | 2.9m | 3.2m | 0.2m | 0.2m | 0.2m | 0.2m |
| Large Mobile Crane | 12.00m | 2.45m | 2.45m | 0.2m | 0.2m | 0.2m | 0.2m |
| Standard Design Vehicle (SDV) | 4.80m | 2.05m | 2.05m | 0.2m | 0.2m | 0.2m | 0.2m |
| Large Tipper | 10.00m | 2.85m | 2.85m | 0.2m | 0.2m | 0.2m | 0.2m |

| Vehicle Type | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance |
|-------------------------------|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Large Tipper | 10.00m | 2.85m | 2.85m | 0.2m | 0.2m | 0.2m | 0.2m |
| Standard Design Vehicle (SDV) | 4.80m | 2.05m | 2.05m | 0.2m | 0.2m | 0.2m | 0.2m |

Vehicle Tracking - Risks & Compliance

- Risks
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| Rev | Date | Drawn | Description | Rev | Appr |
|-----|------|-------|--------------------------------|-----|------|
| P1 | | M/F | Draft for Discussion / Review. | M/F | M/F |



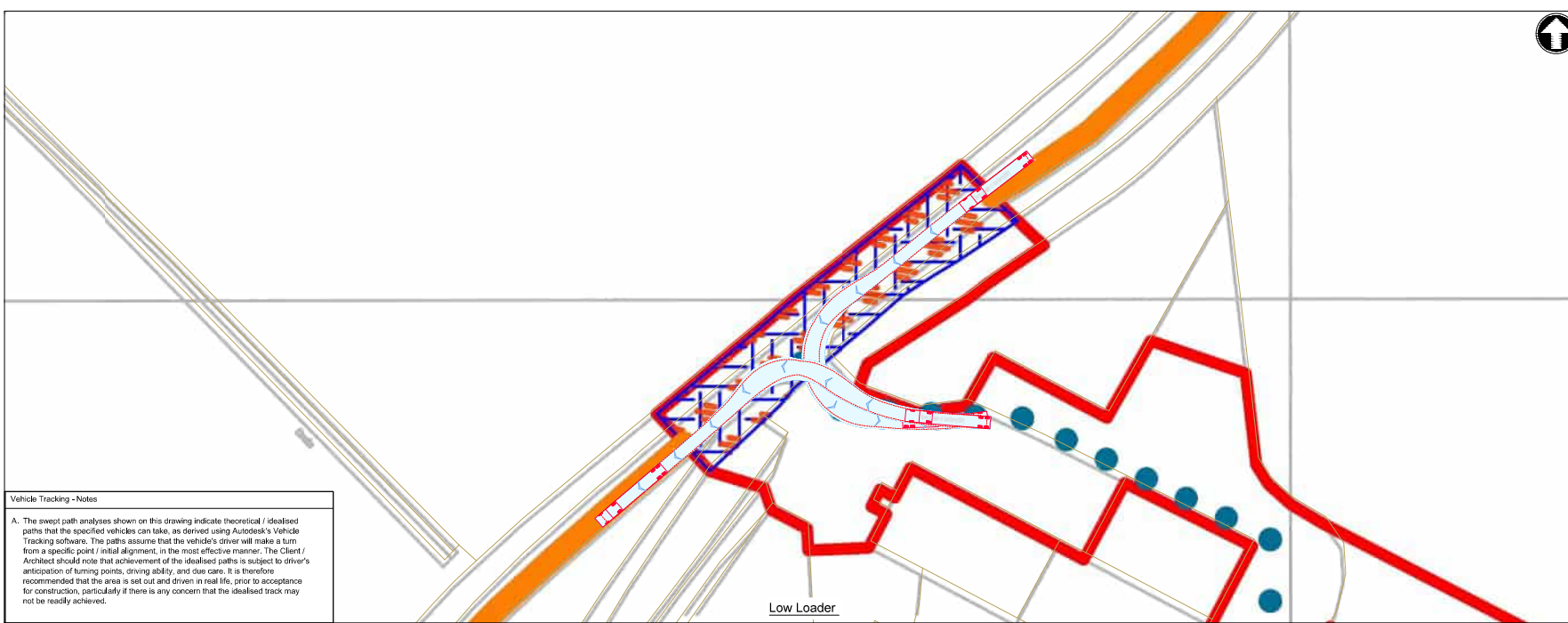
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9017
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

| Scale at A1 | Status | Rev | Security |
|-------------|--------|-----|----------|
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT

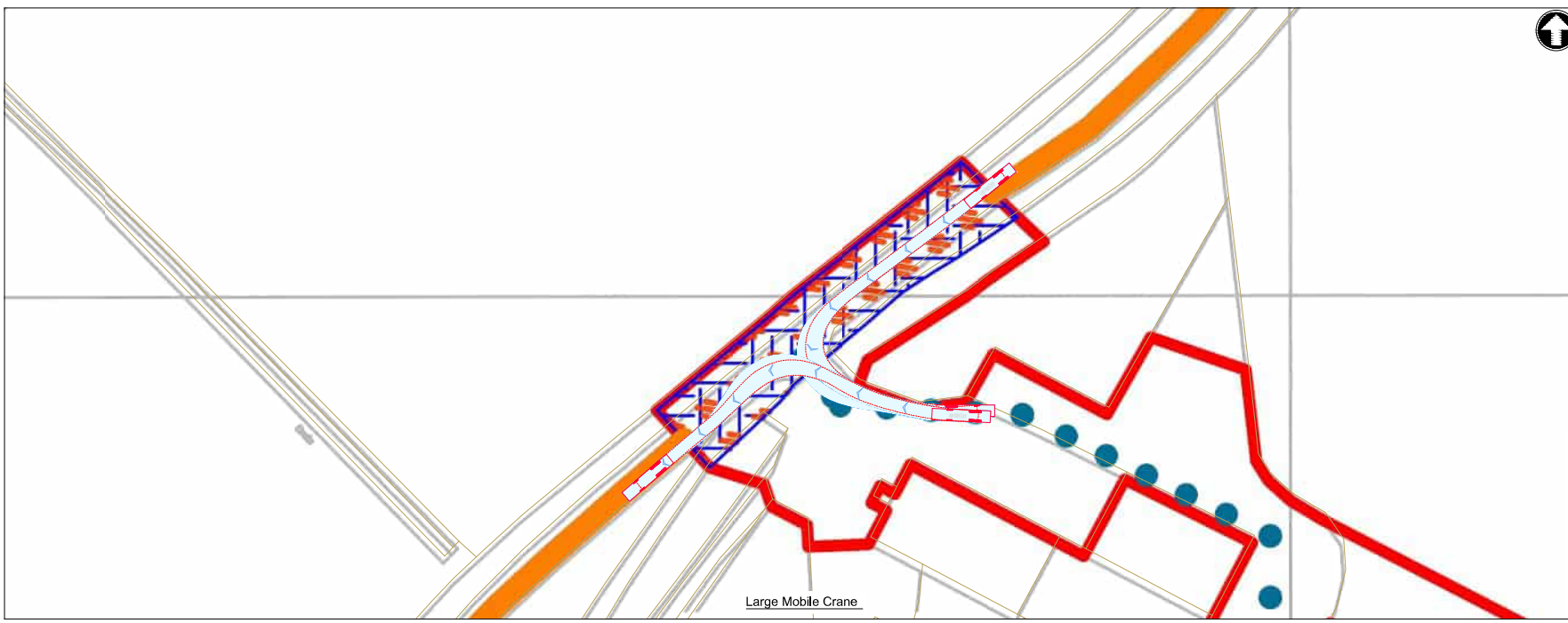
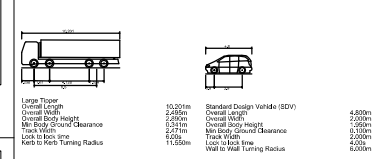
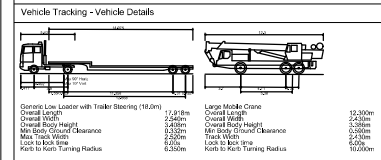
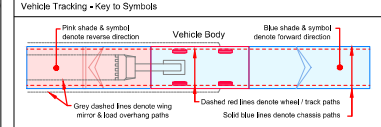
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Vehicle Tracking - Notes

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- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | | |
|-----|-------|-------|--------------------------------|---------|----------|
| P1 | 11/23 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Approved |

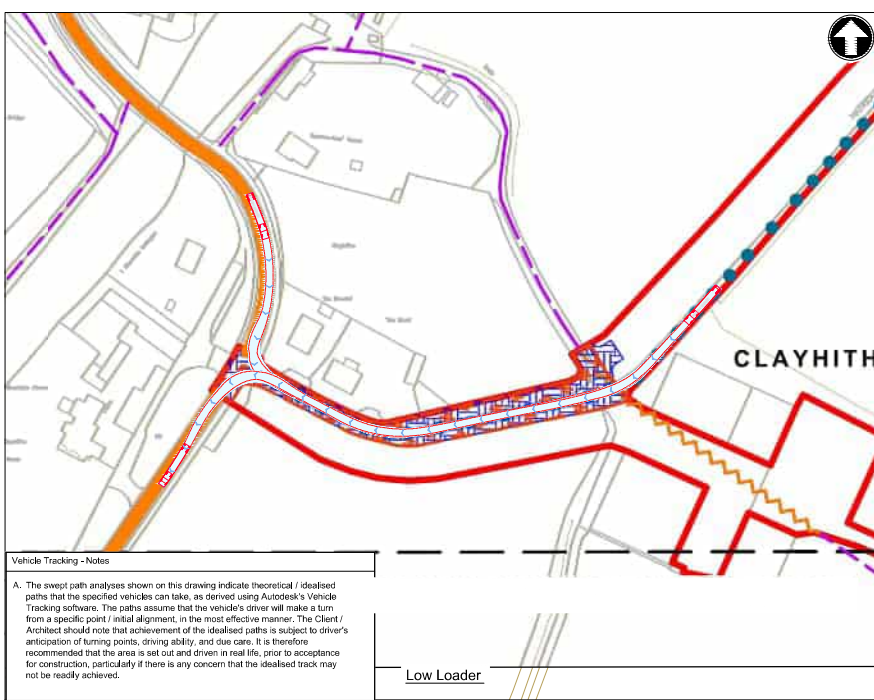


Title
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Temporary Access Junctions
9017
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

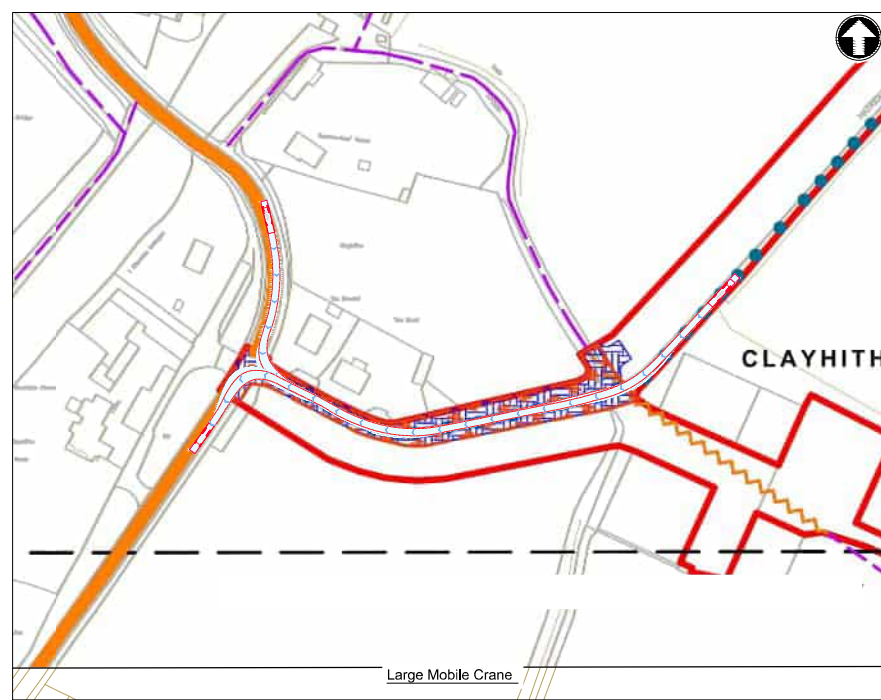
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



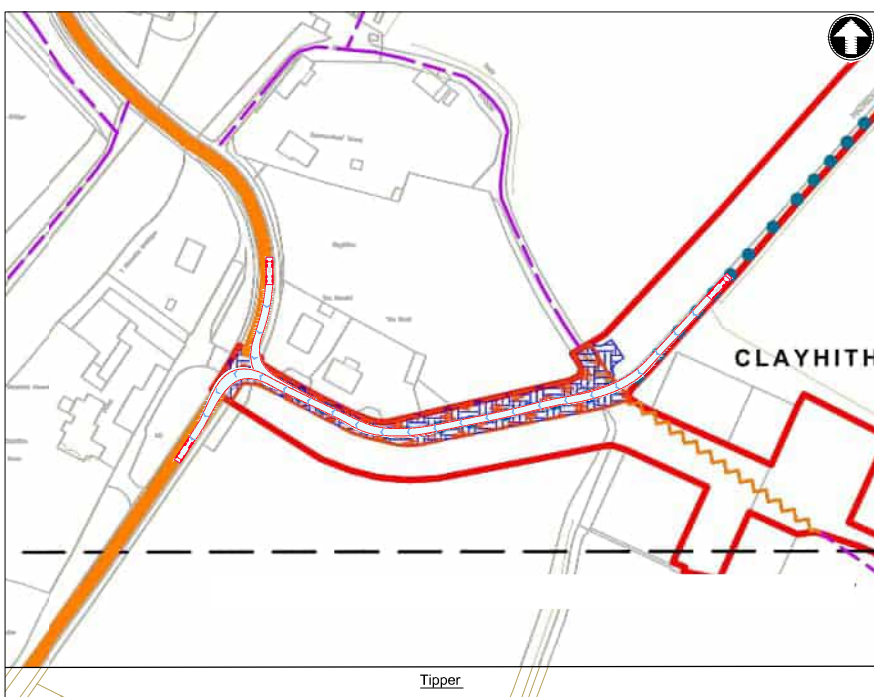
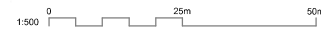
Vehicle Tracking - Notes

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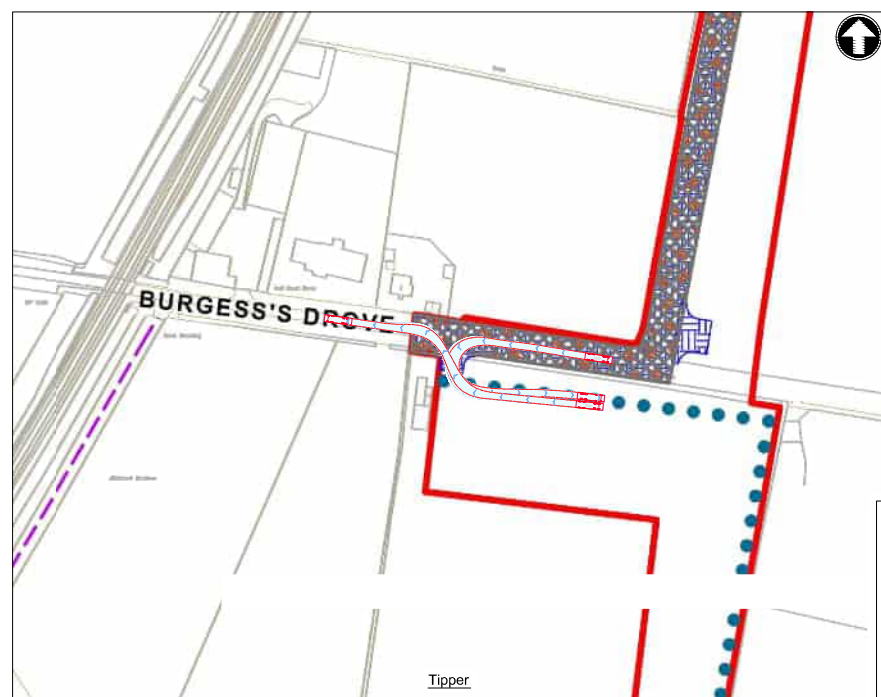
Low Loader



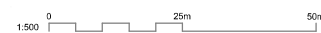
Large Mobile Crane



Tipper

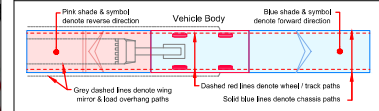


Tipper



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| Vehicle | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Overhang | Lock to Lock Time | Kerb to Kerb Turning Radius |
|---|----------------|---------------|----------------|---------------------------|-------------------|-------------------|-----------------------------|
| Low Loader with Trailer (Steering 180°) | 24.60m | 2.40m | 2.40m | 0.30m | 0.30m | 6.00s | 6.00m |
| Large Mobile Crane | 12.00m | 2.40m | 2.40m | 0.30m | 0.30m | 6.00s | 6.00m |
| Large Tipper | 10.00m | 2.40m | 2.40m | 0.30m | 0.30m | 6.00s | 6.00m |
| Standard Design Vehicle (SDV) | 4.50m | 1.90m | 1.90m | 0.30m | 0.30m | 6.00s | 6.00m |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| Rev | Date | Drawn | Description | Rev | Appr |
|-----|------|-------|-------------------------------|-----|------|
| P1 | | M/F | Draft for Discussion / Review | M/F | M/F |

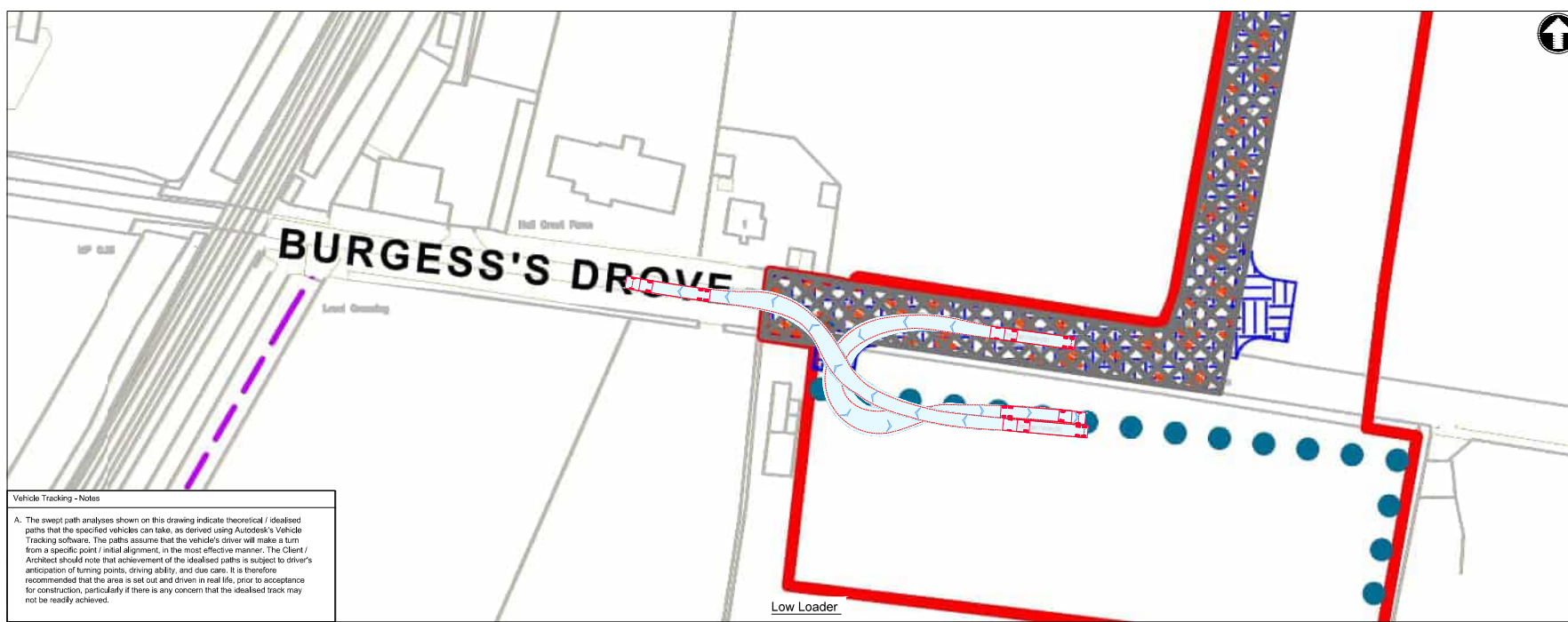
Client

Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and
Vehicle Tracking

| Designed | M Fonseca | M/F | Eng check | - |
|-----------|-----------|-----|--------------|---|
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

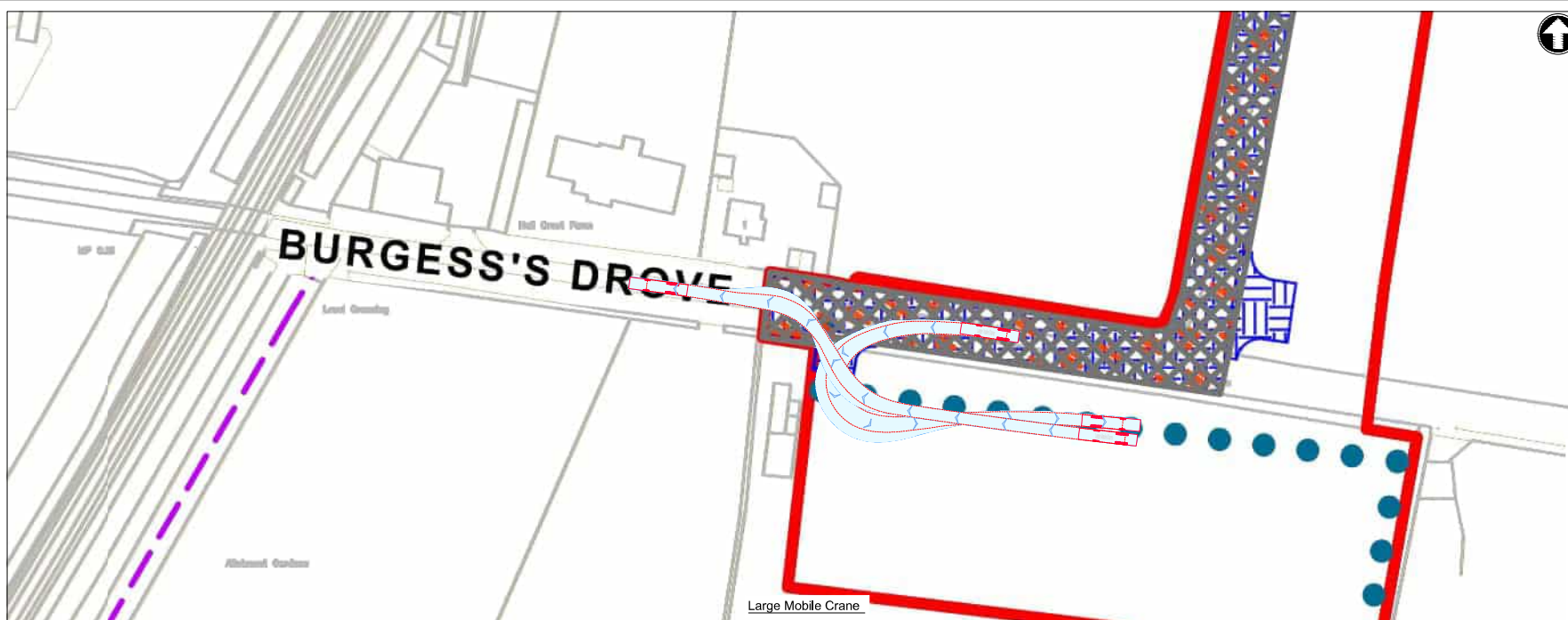
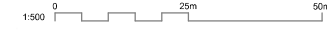
| Scale at A1 | Status | Rev | Security |
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| 1:1000 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

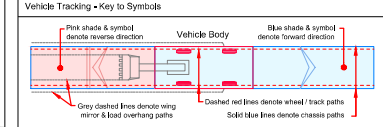


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 15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| | | | | |
|--|-----------------------------|--------|-----------------------------|---------|
| General Low Loader with Trailer (Steering 1820m) | Overall Length | 21.91m | Overall Height | 12.200m |
| | Overall Width | 2.66m | Overall Depth | 2.43m |
| | Max Body Height | 3.49m | Overall Body Height | 3.50m |
| | Max Body Ground Clearance | 0.32m | Max Body Ground Clearance | 0.32m |
| | Max. Turn Time | 6.07m | Max. Turn Time | 2.5m |
| | Lock to Lock time | 6.07m | Lock to Lock time | 6.07m |
| | Kerb to Kerb Turning Radius | 6.07m | Kerb to Kerb Turning Radius | 10.00m |

| | | | | |
|--------------|-----------------------------|--------|-------------------------------|-------|
| Large Tipper | Overall Length | 10.07m | Standard Design Vehicle (SDV) | 4.60m |
| | Overall Width | 2.85m | Overall Depth | 2.93m |
| | Overall Body Height | 3.51m | Overall Body Height | 3.51m |
| | Max. Turn Time | 5.27m | Max. Turn Time | 5.27m |
| | Lock to Lock time | 5.27m | Lock to Lock time | 5.27m |
| | Kerb to Kerb Turning Radius | 11.55m | Kerb to Kerb Turning Radius | 4.00m |
| | | | Wheeled Turning Radius | 6.00m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠ Kerb overrun
 - 🚫 Restrictive road width

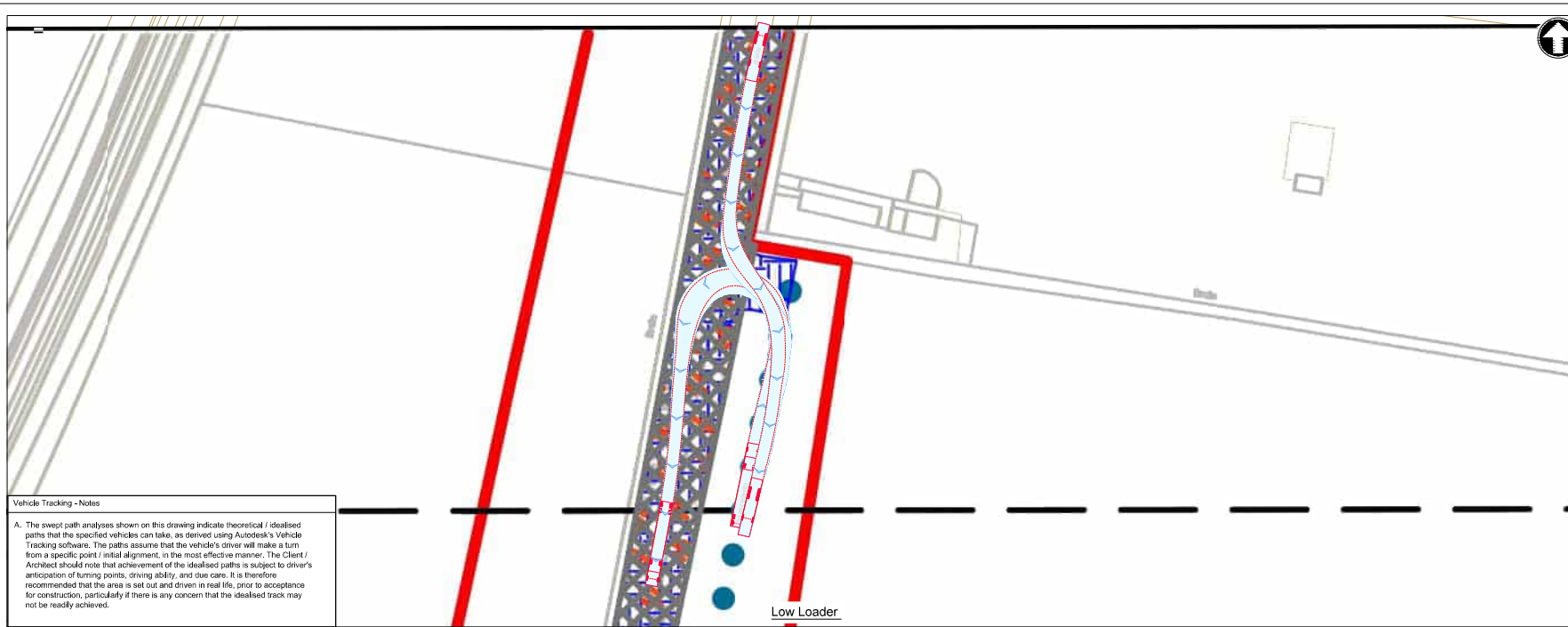
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| P1 | Rev | Date | Drawn | Description | Rev | Appr |
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Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and
Vehicle Tracking

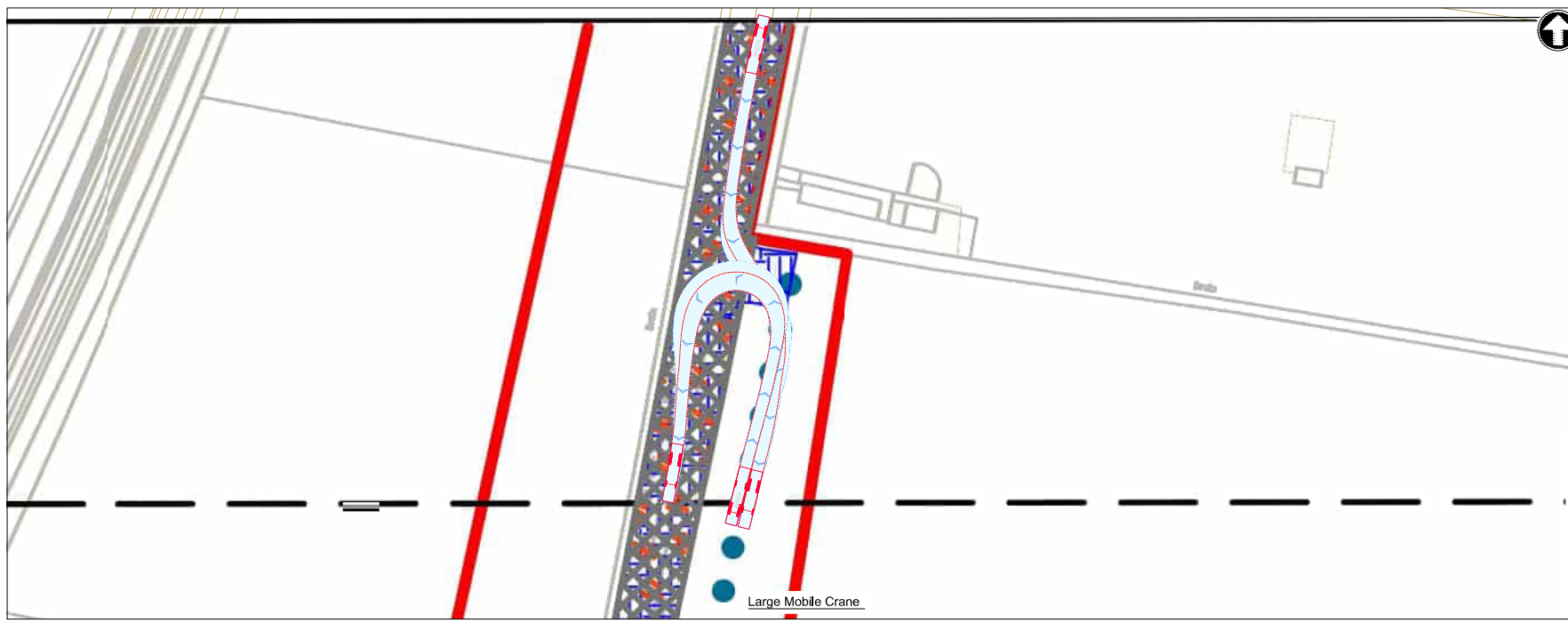
| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | | Approved | - |

| | | | |
|-----------------------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |
| Drawing Number | | | |
| 102375-MMD-01-XX-DR-C-DRAFT | | | |

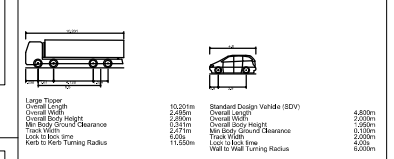
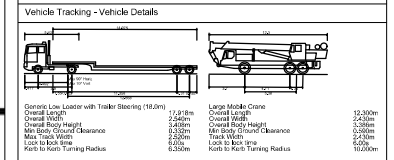
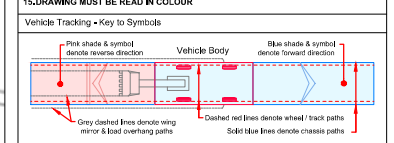


Vehicle Tracking - Notes

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- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | | |
|-----|----------|-------|--------------------------------|-------|-------|
| P1 | 13/07/22 | M/F | Draft for Discussion / Review. | M/F | M/F |
| Rev | Date | Drawn | Description | CHK'd | App'd |

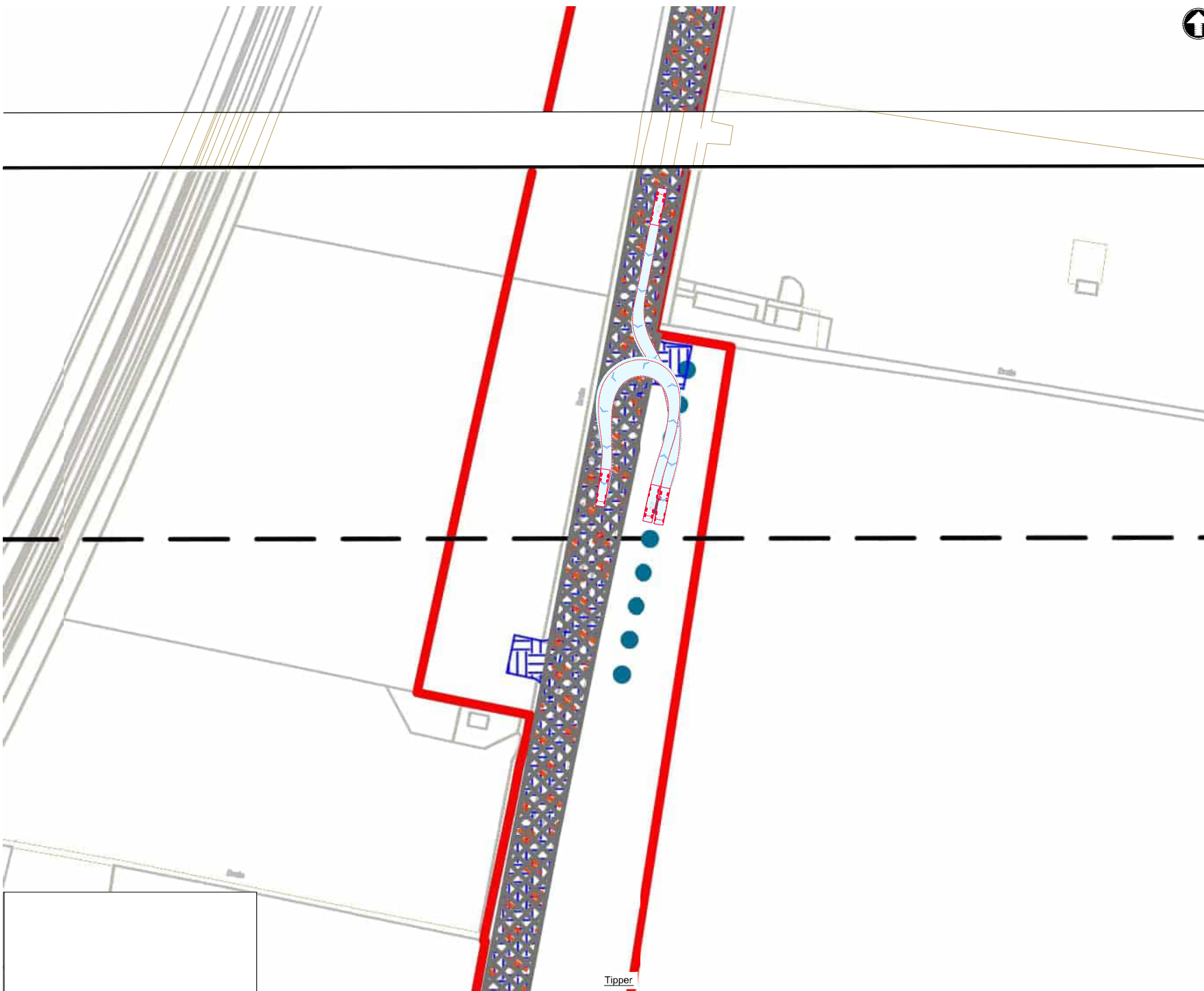


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9018
 Highways GA, Visibility Splay and
 Vehicle Tracking

| | | | | |
|-----------|-----------|-----|--------------|---|
| Designed | M Fonseca | M/F | Eng check | - |
| Drawn | M Fonseca | M/F | Coordination | - |
| Dwg check | - | - | Approved | - |

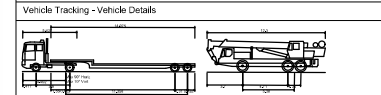
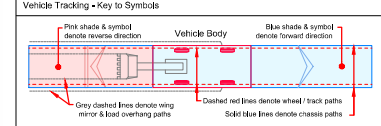
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| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



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15. DRAWING MUST BE READ IN COLOUR



| | |
|---|-------------------------------------|
| Standard Low Loader with Trailer Steering (1620m) | Large Mobile Crane |
| Overall Length 24.60m | Overall Length 12.300m |
| Overall Width 2.460m | Overall Width 2.430m |
| Overall Body Height 3.430m | Overall Body Height 3.300m |
| Min Body Ground Clearance 0.320m | Min Body Ground Clearance 0.300m |
| Max Wheel Overhang 2.20m | Max Wheel Overhang 2.10m |
| Lock to Lock time 6.07m | Lock to Lock time 6.07m |
| Kerb to Kerb Turning Radius 10.500m | Kerb to Kerb Turning Radius 10.000m |



| | |
|-------------------------------------|------------------------------------|
| Large Tipper | Standard Design Vehicle (SDV) |
| Overall Length 10.070m | Overall Length 4.600m |
| Overall Width 2.850m | Overall Width 2.050m |
| Overall Body Height 3.560m | Overall Body Height 3.000m |
| Min Body Ground Clearance 0.270m | Min Body Ground Clearance 0.250m |
| Lock to Lock time 4.8m | Lock to Lock time 4.800m |
| Kerb to Kerb Turning Radius 11.550m | Kerb to Kerb Turning Radius 6.000m |

Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
 - Restrictive road width

| | | | |
|-----|--------------------------------|-------|-------------|
| P1 | Draft for Discussion / Review. | | |
| Rev | Date | Drawn | Description |



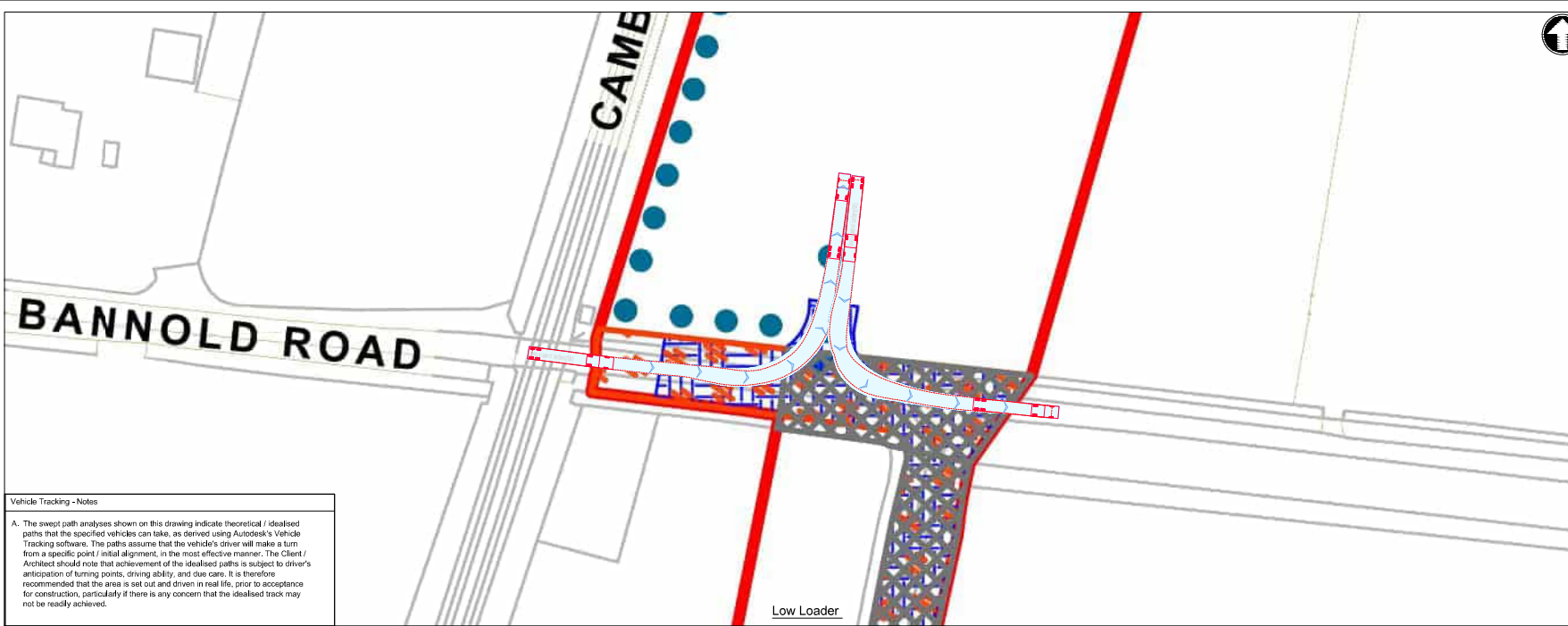
Title
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9018
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | | Approved | - |

| | | | |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

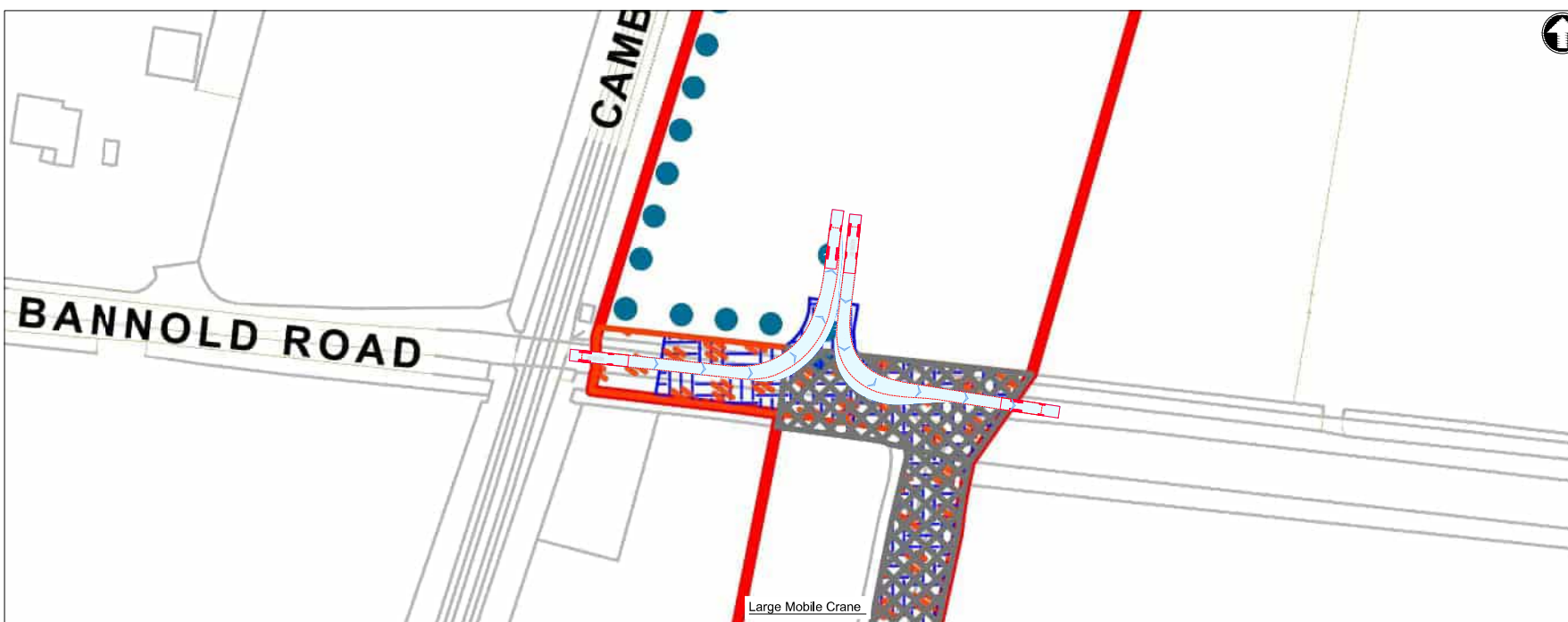
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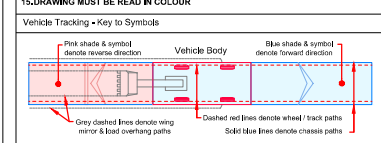


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Vehicle Tracking - Vehicle Details

| | | | |
|-----------------------------|---------|-----------------------------|---------|
| Overall Length | 24.60m | Overall Length | 12.200m |
| Overall Width | 2.460m | Overall Width | 2.460m |
| Overall Body Height | 3.400m | Overall Body Height | 3.300m |
| Min Body Ground Clearance | 0.300m | Min Body Ground Clearance | 0.300m |
| Max. Trail Over | 2.00m | Trail Over | 2.00m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | 6.00m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 11.500m |

| | | | |
|-----------------------------|---------|-----------------------------|---------|
| Overall Length | 16.000m | Overall Length | 4.600m |
| Overall Width | 2.850m | Overall Width | 2.850m |
| Overall Body Height | 3.500m | Overall Body Height | 3.500m |
| Min Body Ground Clearance | 0.300m | Min Body Ground Clearance | 0.300m |
| Max. Trail Over | 2.00m | Trail Over | 2.00m |
| Lock to Lock Time | 6.00m | Lock to Lock Time | 6.00m |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 11.500m |

- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|---------|------|
| P1 | 01/07/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | Checked | Appr |



Title
Cambridge Waste Water Treatment Works Relocation
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9019
Highways GA, Visibility Splay and
Vehicle Tracking

| | | | | |
|-----------|-----------|----|--------------|---|
| Designed | M Fonseca | MF | Eng check | - |
| Drawn | M Fonseca | MF | Coordination | - |
| Dwg check | - | - | Approved | - |

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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500 | PRE | P1 | STD |

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

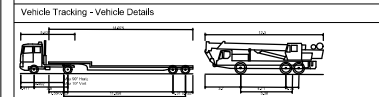
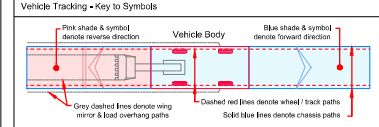


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15. DRAWING MUST BE READ IN COLOUR



| | | | | |
|---|-----------------------------|--------|-----------------------------|---------|
| Container Lorry with Trailer (Steering 1820m) | Overall Length | 24.60m | Overall Width | 2.40m |
| | Overall Body Height | 3.40m | Overall Body Height | 12.200m |
| | Max Body Ground Clearance | 0.30m | Max Body Ground Clearance | 2.40m |
| | Lock to Lock time | 6.00m | Lock to Lock time | 2.50m |
| | Kerb to Kerb Turning Radius | 11.50m | Kerb to Kerb Turning Radius | 10.00m |

| | | | | | |
|--------------|-----------------------------|--------|-------------------------------|------------------------------|-------|
| Large Tipper | Overall Length | 10.00m | Standard Design Vehicle (SDV) | Overall Length | 4.80m |
| | Overall Width | 2.85m | | Overall Width | 2.00m |
| | Overall Body Height | 3.50m | | Overall Body Height | 2.00m |
| | Max Body Ground Clearance | 0.30m | | Max Body Ground Clearance | 0.30m |
| | Lock to Lock time | 6.00m | | Lock to Lock time | 4.00m |
| | Kerb to Kerb Turning Radius | 11.50m | | Vehicle Wheel Turning Radius | 6.00m |

Vehicle Tracking - Risks & Compliance

Risks

- ⚠️ Kerb overrun
- 🚫 Restrictive road width

| | | | | | |
|-----|------------|-------|--------------------------------|-------|-------|
| P1 | 01/07/2022 | MF | Draft for Discussion / Review. | MF | MF |
| Rev | Date | Drawn | Description | CHK'd | App'd |

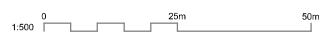
Client

Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9019
 Highways GA, Visibility Splay and
 Vehicle Tracking

Designed M Fonseca MF Eng check -
 Drawn M Fonseca MF Coordination -
 Dwg check - Approved -

Scale at A1 1:500 Status PRE Rev P1 Security STD

Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT





Appendix H: Discovery Centre TRICS® Data

Calculation Reference: AUDIT-704113-220804-0830

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

16 ULSTER (REPUBLIC OF IRELAND)
 DN DONEGAL 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: Gross floor area
 Actual Range: 750 to 750 (units: sqm)
 Range Selected by User: 200 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/19

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:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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 undertaken using machines.

Selected Locations:

Edge of Town Centre 1

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:

High Street 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:

F1(c) 1 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 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

*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 1 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 DN-07-I-02 COUNTY MUSEUM DONEGAL
HIGH ROAD
LETTERKENNY
BALLYBOE GLENCAR
Edge of Town Centre
High Street
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY 10/10/18 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 |
|------------|------------------------|
| DU-07-I-01 | Location unsuitable |
| ES-07-I-01 | Location unsuitable |

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.400 |
| 10:00 - 11:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00 - 12:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 12:00 - 13:00 | 1 | 750 | 0.133 | 1 | 750 | 0.000 | 1 | 750 | 0.133 |
| 13:00 - 14:00 | 1 | 750 | 0.133 | 1 | 750 | 0.133 | 1 | 750 | 0.266 |
| 14:00 - 15:00 | 1 | 750 | 0.400 | 1 | 750 | 0.267 | 1 | 750 | 0.667 |
| 15:00 - 16:00 | 1 | 750 | 0.533 | 1 | 750 | 0.267 | 1 | 750 | 0.800 |
| 16:00 - 17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.667 | 1 | 750 | 0.800 |
| 17:00 - 18:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.599 | | | 1.733 | | | 3.332 |

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.*

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Parameter summary

| | |
|---|------------------------|
| Trip rate parameter range selected: | 750 - 750 (units: sqm) |
| Survey date date range: | 01/01/14 - 23/11/19 |
| Number of weekdays (Monday-Friday): | 1 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 2 |

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.

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.400 |
| 10:00 - 11:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00 - 12:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 12:00 - 13:00 | 1 | 750 | 0.133 | 1 | 750 | 0.000 | 1 | 750 | 0.133 |
| 13:00 - 14:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.400 |
| 14:00 - 15:00 | 1 | 750 | 0.533 | 1 | 750 | 0.533 | 1 | 750 | 1.066 |
| 15:00 - 16:00 | 1 | 750 | 0.933 | 1 | 750 | 0.533 | 1 | 750 | 1.466 |
| 16:00 - 17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.800 | 1 | 750 | 0.933 |
| 17:00 - 18:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.266 | | | 2.398 | | | 4.664 |

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.

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 10:00 - 11:00 | 1 | 750 | 0.400 | 1 | 750 | 0.400 | 1 | 750 | 0.800 |
| 11:00 - 12:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 12:00 - 13:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 13:00 - 14:00 | 1 | 750 | 0.400 | 1 | 750 | 0.133 | 1 | 750 | 0.533 |
| 14:00 - 15:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 15:00 - 16:00 | 1 | 750 | 0.000 | 1 | 750 | 0.267 | 1 | 750 | 0.267 |
| 16:00 - 17:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 17:00 - 18:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.800 | | | 0.800 | | | 1.600 |

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.

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.400 |
| 10:00 - 11:00 | 1 | 750 | 0.400 | 1 | 750 | 0.533 | 1 | 750 | 0.933 |
| 11:00 - 12:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 12:00 - 13:00 | 1 | 750 | 0.133 | 1 | 750 | 0.000 | 1 | 750 | 0.133 |
| 13:00 - 14:00 | 1 | 750 | 0.667 | 1 | 750 | 0.267 | 1 | 750 | 0.934 |
| 14:00 - 15:00 | 1 | 750 | 0.533 | 1 | 750 | 0.533 | 1 | 750 | 1.066 |
| 15:00 - 16:00 | 1 | 750 | 0.933 | 1 | 750 | 0.800 | 1 | 750 | 1.733 |
| 16:00 - 17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.800 | 1 | 750 | 0.933 |
| 17:00 - 18:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.066 | | | 3.199 | | | 6.265 |

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.

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.400 |
| 10:00 - 11:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00 - 12:00 | 1 | 750 | 0.000 | 1 | 750 | 0.000 | 1 | 750 | 0.000 |
| 12:00 - 13:00 | 1 | 750 | 0.133 | 1 | 750 | 0.000 | 1 | 750 | 0.133 |
| 13:00 - 14:00 | 1 | 750 | 0.133 | 1 | 750 | 0.133 | 1 | 750 | 0.266 |
| 14:00 - 15:00 | 1 | 750 | 0.400 | 1 | 750 | 0.267 | 1 | 750 | 0.667 |
| 15:00 - 16:00 | 1 | 750 | 0.533 | 1 | 750 | 0.267 | 1 | 750 | 0.800 |
| 16:00 - 17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.667 | 1 | 750 | 0.800 |
| 17:00 - 18:00 | 1 | 750 | 0.000 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00 - 19:00 | | | | | | | | | |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.599 | | | 1.733 | | | 3.332 |

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.

TRICS 7.9.2**Trip Rate Parameter: Gross floor area**

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00-09:00 | | | | | | | | | |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.4 |
| 10:00-11:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 1 | 750 | 0 | 1 | 750 | 0.133 |
| 13:00-14:00 | 1 | 750 | 0.133 | 1 | 750 | 0.133 | 1 | 750 | 0.266 |
| 14:00-15:00 | 1 | 750 | 0.4 | 1 | 750 | 0.267 | 1 | 750 | 0.667 |
| 15:00-16:00 | 1 | 750 | 0.533 | 1 | 750 | 0.267 | 1 | 750 | 0.8 |
| 16:00-17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.667 | 1 | 750 | 0.8 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00-19:00 | | | | | | | | | |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 1.599 | | | 1.733 | | | 3.332 |

TRICS 7.9.2**Trip Rate Parameter: Gross floor area**

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00-09:00 | | | | | | | | | |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.4 |
| 10:00-11:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 1 | 750 | 0 | 1 | 750 | 0.133 |
| 13:00-14:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.4 |
| 14:00-15:00 | 1 | 750 | 0.533 | 1 | 750 | 0.533 | 1 | 750 | 1.066 |
| 15:00-16:00 | 1 | 750 | 0.933 | 1 | 750 | 0.533 | 1 | 750 | 1.466 |
| 16:00-17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.8 | 1 | 750 | 0.933 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00-19:00 | | | | | | | | | |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 2.266 | | | 2.398 | | | 4.664 |

TRICS 7.9.2**Trip Rate Parameter: Gross floor area**

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00-09:00 | | | | | | | | | |
| 09:00-10:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 10:00-11:00 | 1 | 750 | 0.4 | 1 | 750 | 0.4 | 1 | 750 | 0.8 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 12:00-13:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 13:00-14:00 | 1 | 750 | 0.4 | 1 | 750 | 0.133 | 1 | 750 | 0.533 |
| 14:00-15:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 15:00-16:00 | 1 | 750 | 0 | 1 | 750 | 0.267 | 1 | 750 | 0.267 |
| 16:00-17:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 18:00-19:00 | | | | | | | | | |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.8 | | | 0.8 | | | 1.6 |

TRICS 7.9.2**Trip Rate Parameter: Gross floor area**

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00-09:00 | | | | | | | | | |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.4 |
| 10:00-11:00 | 1 | 750 | 0.4 | 1 | 750 | 0.533 | 1 | 750 | 0.933 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 1 | 750 | 0 | 1 | 750 | 0.133 |
| 13:00-14:00 | 1 | 750 | 0.667 | 1 | 750 | 0.267 | 1 | 750 | 0.934 |
| 14:00-15:00 | 1 | 750 | 0.533 | 1 | 750 | 0.533 | 1 | 750 | 1.066 |
| 15:00-16:00 | 1 | 750 | 0.933 | 1 | 750 | 0.8 | 1 | 750 | 1.733 |
| 16:00-17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.8 | 1 | 750 | 0.933 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00-19:00 | | | | | | | | | |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 3.066 | | | 3.199 | | | 6.265 |

TRICS 7.9.2**Trip Rate Parameter: Gross floor area**

TRIP RATE for Land Use 07 - LEISURE/I - ART

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: CARS

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | | | | | | | | | |
| 08:00-09:00 | | | | | | | | | |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 750 | 0.133 | 1 | 750 | 0.4 |
| 10:00-11:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 750 | 0 | 1 | 750 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 1 | 750 | 0 | 1 | 750 | 0.133 |
| 13:00-14:00 | 1 | 750 | 0.133 | 1 | 750 | 0.133 | 1 | 750 | 0.266 |
| 14:00-15:00 | 1 | 750 | 0.4 | 1 | 750 | 0.267 | 1 | 750 | 0.667 |
| 15:00-16:00 | 1 | 750 | 0.533 | 1 | 750 | 0.267 | 1 | 750 | 0.8 |
| 16:00-17:00 | 1 | 750 | 0.133 | 1 | 750 | 0.667 | 1 | 750 | 0.8 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 750 | 0.133 | 1 | 750 | 0.133 |
| 18:00-19:00 | | | | | | | | | |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 1.599 | | | 1.733 | | | 3.332 |

TRICS 7.9.2**Trip Rate Parameter: Gross floor area****Mode split**

| Mode | Total number of trips | Mode split |
|--------------------|------------------------------|-------------------|
| Taxis | 0 | 0.0% |
| OGVs | 0 | 0.0% |
| PSVs | 0 | 0.0% |
| LGVs | 0 | 0.0% |
| Cars | 7 | 34.7% |
| Cyclists | 0 | 0.0% |
| Pedestrians | 13 | 65.3% |
| Bus | 0 | 0.0% |
| Rail | 0 | 0.0% |
| Motorcycles | 0 | 0.0% |
| Total | 20 | 100.0% |

Total people

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|---------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site1 | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip Rate2 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.4 | 1 |
| 10:00-11:00 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.533 | 1 | 1 | 750 | 0.933 | 2 |
| 11:00-12:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 13:00-14:00 | 1 | 750 | 0.667 | 1 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.934 | 2 |
| 14:00-15:00 | 1 | 750 | 0.533 | 1 | 1 | 750 | 0.533 | 1 | 1 | 750 | 1.066 | 2 |
| 15:00-16:00 | 1 | 750 | 0.933 | 2 | 1 | 750 | 0.8 | 2 | 1 | 750 | 1.733 | 4 |
| 16:00-17:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.8 | 2 | 1 | 750 | 0.933 | 2 |
| 17:00-18:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | 3.066 | 6 | | | 3.199 | 7 | | | 6.265 | 13 |

Total proposed floorspace (sqm) 209 100sqm conversion factor 2.09

Total vehicles

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip Rate2 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.4 | 1 |
| 10:00-11:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 11:00-12:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 13:00-14:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.266 | 1 |
| 14:00-15:00 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.667 | 1 |
| 15:00-16:00 | 1 | 750 | 0.533 | 1 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.8 | 2 |
| 16:00-17:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.667 | 1 | 1 | 750 | 0.8 | 2 |
| 17:00-18:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | 1.599 | 3 | | | 1.733 | 4 | | | 3.332 | 7 |

Total proposed
floorspace (sqm) 209
100sqm
conversion factor 2.09

Taxis

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|----------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site22 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm) 209**
**100sqm
conversion
factor 2.09**

Vehicle occupants

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip Rate2 |
| 00:00-01:00 | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | |
| 05:00-06:00 | | | | 0 | | | | 0 | | | | 0 |
| 06:00-07:00 | | | | 0 | | | | 0 | | | | 0 |
| 07:00-08:00 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.4 | 1 |
| 10:00-11:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 11:00-12:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 13:00-14:00 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.4 | 1 |
| 14:00-15:00 | 1 | 750 | 0.533 | 1 | 1 | 750 | 0.533 | 1 | 1 | 750 | 1.066 | 2 |
| 15:00-16:00 | 1 | 750 | 0.933 | 2 | 1 | 750 | 0.533 | 1 | 1 | 750 | 1.466 | 3 |
| 16:00-17:00 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.8 | 2 | 1 | 750 | 0.933 | 2 |
| 17:00-18:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | 0 | | | | 0 | | | | 0 |
| 20:00-21:00 | | | | 0 | | | | 0 | | | | 0 |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | 2.266 | 5 | | | 2.398 | 5 | | | 4.664 | 10 |

Total proposed
floorspace (sqm) 209
100sqm
conversion factor 2.09

Cars

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site3 |
| 00:00-01:00 | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | |
| 05:00-06:00 | | | | 0 | | | | 0 | | | | 0 |
| 06:00-07:00 | | | | 0 | | | | 0 | | | | 0 |
| 07:00-08:00 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.4 | 1 |
| 10:00-11:00 | 1 | 750 | 0 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 11:00-12:00 | 1 | 750 | 0 | 1 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 |
| 12:00-13:00 | 1 | 750 | 0.133 | 1 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 13:00-14:00 | 1 | 750 | 0.133 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.266 | 1 |
| 14:00-15:00 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.667 | 1 |
| 15:00-16:00 | 1 | 750 | 0.533 | 1 | 1 | 750 | 0.267 | 1 | 1 | 750 | 0.8 | 2 |
| 16:00-17:00 | 1 | 750 | 0.133 | 1 | 1 | 750 | 0.667 | 1 | 1 | 750 | 0.8 | 2 |
| 17:00-18:00 | 1 | 750 | 0 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.133 | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | 0 | | | | 0 | | | | 0 |
| 20:00-21:00 | | | | 0 | | | | 0 | | | | 0 |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | 1.599 | 3 | | | 1.733 | 4 | | | 3.332 | 7 |

Total proposed
floorspace (sqm) 209
100sqm
conversion 2.09
factor

Pedestrians

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA2 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA3 | Trip Rate2 | Trip rate for site3 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.4 | 1 |
| 10:00-11:00 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.933 | 2 |
| 11:00-12:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 |
| 12:00-13:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 13:00-14:00 | 1 | 750 | 0.4 | 1 | 1 | 750 | 0.133 | 0 | 1 | 750 | 0.934 | 2 |
| 14:00-15:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 1.066 | 2 |
| 15:00-16:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0.267 | 1 | 1 | 750 | 1.733 | 4 |
| 16:00-17:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.933 | 2 |
| 17:00-18:00 | 1 | 750 | 0 | 0 | 1 | 750 | 0 | 0 | 1 | 750 | 0.133 | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | 0.8 | 2 | | | 0.8 | 2 | | | 6.265 | 13 |

Total proposed
 floorspace (sqm) 209
 100sqm
 conversion factor 2.09

OGVs

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site3 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm) 209**
**100sqm
conversion factor 2.09**

PSVs

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site3 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor** **209

2.09**

LGVs

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site3 |
| 00:00-01:00 | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | |
| 05:00-06:00 | | | | 0 | | | | 0 | | | | 0 |
| 06:00-07:00 | | | | 0 | | | | 0 | | | | 0 |
| 07:00-08:00 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | 0 | | | | 0 | | | | 0 |
| 20:00-21:00 | | | | 0 | | | | 0 | | | | 0 |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor** **209

2.09**

Bus passengers

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA2 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA3 | Trip Rate2 | Trip rate for site3 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor**

0

Cyclists

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site3 |
| 00:00-01:00 | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | |
| 05:00-06:00 | | | | 0 | | | | 0 | | | | 0 |
| 06:00-07:00 | | | | 0 | | | | 0 | | | | 0 |
| 07:00-08:00 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | 0 | | | | 0 | | | | 0 |
| 20:00-21:00 | | | | 0 | | | | 0 | | | | 0 |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor** **209

2.09**

Motorcyclists

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA2 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA3 | Trip Rate2 | Trip rate for site3 |
| 00:00-01:00 | | | | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | | | | |
| 05:00-06:00 | | | | 0 | | | | 0 | | | | 0 |
| 06:00-07:00 | | | | 0 | | | | 0 | | | | 0 |
| 07:00-08:00 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | 0 | | | | 0 | | | | 0 |
| 20:00-21:00 | | | | 0 | | | | 0 | | | | 0 |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor** **209

2.09**

Rail passengers

Calculation factor: 100sqm

| Time Range | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
| | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2 | Ave. GFA2 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA3 | Trip Rate2 | Trip rate for site3 |
| 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 | | | | 0 | | | | 0 | | | | 0 |
| 08:00-09:00 | | | | 0 | | | | 0 | | | | 0 |
| 09:00-10:00 | | | | 0 | | | | 0 | | | | 0 |
| 10:00-11:00 | | | | 0 | | | | 0 | | | | 0 |
| 11:00-12:00 | | | | 0 | | | | 0 | | | | 0 |
| 12:00-13:00 | | | | 0 | | | | 0 | | | | 0 |
| 13:00-14:00 | | | | 0 | | | | 0 | | | | 0 |
| 14:00-15:00 | | | | 0 | | | | 0 | | | | 0 |
| 15:00-16:00 | | | | 0 | | | | 0 | | | | 0 |
| 16:00-17:00 | | | | 0 | | | | 0 | | | | 0 |
| 17:00-18:00 | | | | 0 | | | | 0 | | | | 0 |
| 18:00-19:00 | | | | 0 | | | | 0 | | | | 0 |
| 19:00-20:00 | | | | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | | | | |
| Daily Trip Rates: | | | | 0 | | | | 0 | | | | 0 |

**Total proposed
floorspace (sqm)
100sqm
conversion
factor**

0



Appendix I: MCC and ATC comparisons



Document Control

| | |
|-----------------------------------|---------------------------------|
| Document title | 5.4.19.13 ATC to MCC Comparison |
| Version No. | 1 |
| Date Approved | 17 October 2022 |
| Date 1st Issued | |

Version History

| Version | Date | Author | Checked | Approved | Description of change |
|---------|------|--------|---------|----------|-----------------------|
| 1 | | — | — | — | Final |
| | | | | | |
| | | | | | |

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| | | |
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Tables

| | | |
|-------------------|--|----------|
| Table 1.1: | Summary of sites surveyed | 1 |
|-------------------|--|----------|

1 Sites surveyed

1.1 Overview

Table 1.1: Summary of sites surveyed

| Site number | Road name | % difference | Summary |
|-------------|-----------------|-----------------------------------|---|
| Site 1 | Denny End Road | 8.0% | ATC is around 8% higher than MCC counts in both AM and PM peak. A possible explanation for the higher ATC figures than MCC is that the ATC captures traffic accessing and egressing the construction site access point along Denny End Lane at the Cambridgeshire Army Cadets Force from the Waterbeach direction whereas the MCC does not as the MCC is placed at the A10/Denny End Lane junction. Traffic could choose to egress from the construction site by turning left as there are queues on the right hand turn towards the A10 from the site construction access point and the MCC would not capture this movement. |
| Site 2 | Car Dyke Road | 1.1% | MCC is 10% higher than ATC in AM Peak, However ATC is 7% higher than MCC in the PM peak |
| Site 3 | Clayhithe Road | Comparable location not available | N/A |
| Site 4 | Bannold Road | 3.5% | ATC is 2% higher than MCC in AM Peak and around 5% higher in the PM peak |
| Site 5 | Horningsea Road | 1.0% | MCC is around 109% higher than ATC counts in AM peak and 91% higher in PM peak |
| Site 6 | Miltom Road | 0.4% | MCC is 4% higher than ATC counts in AM peak, however ATC is 3% higher in PM peak |
| Site 7 | Fen Road | Comparable location not available | N/A |
| Site 8 | Green End Road | 3.1% | MCC is 11% higher than ATC counts in AM peak, however ATC is 5% higher in PM peak |
| Site 9 | Water Street | 10.5% | MCC is around 14% higher than ATC counts in AM peak and around 8% higher in PM peak |
| Average | | 3.9% | |

1.2 ATC Site – Denny End Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|------|-----------------------|---|
| | ATC | MCC | Percentage Difference | |
| 7000-1000 | 1472 | 1359 | 8.3% | ATC is around 8% higher than MCC counts in both AM and PM peak. A possible explanation for the higher ATC figures than MCC is that the ATC captures traffic accessing and egressing the construction site access point along Denny End Lane at the Cambridgeshire Army Cadets Force from the Waterbeach direction whereas the MCC does not as the MCC is placed at the A10/Denny End Lane junction. Traffic could choose to egress from the construction site by turning left as there are queues on the right hand turn towards the A10 from the site construction access point and the MCC would not capture this movement. |
| 1600-1800 | 1494 | 1388 | 7.6% | |
| Total | 2966 | 2747 | 8.0% | |

ATC Site 1 location



ATC location



MCC location



1.3 ATC Site 2 – Car Dyke Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|------|-----------------------|---|
| | ATC | MCC | Percentage difference | |
| 7000-1000 | 1067 | 1176 | 10.2% | MCC is 10% higher than ATC in AM Peak, However ATC is 7% higher than MCC in the PM peak |
| 1600-1800 | 1205 | 1121 | 7.4% | |
| Total | 2272 | 2297 | 1.1% | |

1.4 ATC Site 3 – Clayhithe Road

| | 3-day Average (Tue-Thur) | | |
|-----------|--------------------------|-----|-----------------------------------|
| | ATC | MCC | Percentage difference |
| 7000-1000 | 908 | NA | |
| 1600-1800 | 1025 | NA | |
| Total | 1933 | 0 | Comparable location not available |

1.5 ATC Site 4 – Clayhithe Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|------|-----------------------|--|
| | ATC | MCC | Percentage difference | |
| 7000-1000 | 628 | 615 | 2.1% | ATC is 2% higher than MCC in AM Peak and around 5% higher in the PM peak |
| 1600-1800 | 722 | 689 | 4.7% | |
| Total | 1350 | 1304 | 3.5% | |

1.6 ATC Site 5 – Horningsea Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|------|-----------------------|--|
| | ATC | MCC | Percentage difference | |
| | | | | MCC is around 109% higher than ATC counts in AM peak and 91% higher in PM peak |
| 7000-1000 | 1108 | 1147 | 3.5% | |
| 1600-1800 | 1206 | 1144 | 5.4% | |
| Total | 2314 | 2291 | 1.0% | |

1.7 ATC Site 6 - Milton Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|------|-----------------------|--|
| | ATC | MCC | Percentage difference | |
| | | | | MCC is 4% higher than ATC counts in AM peak, however ATC is 3% higher in PM peak |
| 7000-1000 | 4369 | 4542 | 4.0% | |
| 1600-1800 | 4269 | 4132 | 3.3% | |
| Total | 8639 | 8674 | 0.4% | |

1.8 ATC Site 7 – Fen Road

| | 3-day Average (Tue-Thur) | | |
|-----------|--------------------------|------------------|-----------------------------------|
| | ATC (Fen Road) | MCC (Water Lane) | Percentage Difference |
| 7000-1000 | | 521 | |
| 1600-1800 | | 600 | |
| Total | | 1121 | Comparable location not available |

1.9 ATC Site 8 – Green End Road

| | 3-day Average (Tue-Thur) | | | Summary |
|-----------|--------------------------|---------------------------|-----------------------|---|
| | ATC (Green End Road) | MCC (Green End Road) (NE) | Percentage Difference | |
| | | | | MCC is 11% higher than ATC counts in AM peak, however ATC is 5% higher in PM peak |
| 7000-1000 | | 1848 | 2055 | 11.2% |
| 1600-1800 | | 1862 | 1768 | 5.3% |
| Total | | 3710 | 3823 | 3.1% |

1.10 ATC Site 9 – Water Street

| | 3-day Average (Tue-Thur) | | | Summary |
|---------------|--------------------------|-------------------------------------|--------------------------|---|
| | ATC (Water Street) | MCC (Site 20 Water Lane (SE)) | Percentage difference | |
| 7000- 1000 | 998 | 1135 | 13.7% | MCC is around 14% higher than ATC counts in AM peak and around 8% higher in PM peak |
| 1600- 1800 | 1100 | 1183 | 7.6% | |
| Total | 2098 | 2318 | 10.5% | |



Appendix J: Consultation 2 Stakeholder Feedback

Cambridge Waste Water Treatment Relocation Project
Appendix J: Consultation 2 stakeholder feedback

| Date | Consultee | Points raised | How and where addressed |
|----------------|---|--|---|
| 18/08/21 | Cambridge Past, Present & Future (CPPF) | The main area of uncertainty is the vehicle access. CPPF strongly objects to any proposals to provide vehicular access into the site from the farm access bridge at Honey Hill via Junction 35 (Option 2). | Option 2 was not selected, the access within the Proposed Development is Option 1b, which does not interact directly with Junction 35. The selection of vehicle access and consideration of all options is discussed further within Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3). The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b. |
| 12 August 2021 | National Highways | Access option 1a remains National Highways' preferred option, closely followed by Option 1b. Access option 3 would be contrary to policy 'The Strategic Road Network and the delivery of sustainable development' and therefore National Highways object to this proposal. | Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on National Highways' feedback – the access is Option 1b. The selection of vehicle access and consideration of all options is discussed in further within Chapter 3: Alternatives Considered. The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b. |
| 12 August 2021 | National Highways | The TA should also consider any other development that makes up part of the application, such as the proposed recreation facilities. | Noted and accepted. The Transport Assessment Application Document Reference 5.4.19.3) covers all aspects of Proposed Development, including the proposed visitor centre. |
| 13 August 2021 | East Cambridge District Council | Most acceptable options are options 1a and 1b. To create an additional access from the A14 is unlikely to be acceptable. | The preferred access option is Option 1b. |
| 18 August 2021 | Urban and Civic | U&C offers a preliminary view that a new junction off the A14 appears, without the benefit of the detailed assessments that will follow, to be preferable and justified given the strategic importance of the proposed facility. | Noted. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based feedback provided by National Highways– the access is Option 1b. The selection of vehicle access and consideration of all options is discussed in further detail within Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3). The assessment provided in Section 4 (Assessment of Effects) of this chapter assesses Option 1b. |
| 16 August 2021 | Natural England | Access assessment needs to include air quality assessment. A CEMP is also needed. | Noted. An air quality assessment has been undertaken as part of Chapter 7: Air Quality (Application Document Reference 5.2.7). The CoCP Part A and B (Application Document Reference. 5.4.2.1, 5.4.2.2) requires a CEMP to be produced prior to any works commencing on site. |

Cambridge Waste Water Treatment Relocation Project
Appendix J: Consultation 2 stakeholder feedback

| Date | Consultee | Points raised | How and where addressed |
|----------------|----------------------------------|--|--|
| 17 August 2021 | Cambridgeshire County Council | Cambridgeshire County Council (CCC) has worked with the applicant to ensure that this junction (junction 34 of the A14) has been modelled in accordance with CCC requirements and the modelling done so far shows that this junction will operate within capacity. This is subject to further work on the flows and so is the preliminary findings of the modelling. The assessment will need to include the construction traffic as well as the operational, and visitor traffic once built. Improvements are proposed to the cycle and pedestrian route on the north and south of the proposed Waste Water Treatment Plant site access. The Applicant is asked to continue to ensure that the drawings for this area are coordinated with the Greater Cambridge Partnership and the Horningsea Greenway project. | Noted and accepted. As stated, Junction 34 of the A14 has been modelling in accordance with CCC requirements, whereby preliminary findings show that the junction works within capacity. The Transport Assessment (Application Document Reference. 5.4.19.3) includes information on modelling during construction, operation (including visitor traffic) and decommissioning. Mitigation proposals and drawings for Horningsea Road have taken into account the Horningsea Greenway project. |
| 17 August 2021 | South Cambridge District Council | If Option 1b remains, the District Council will expect to see within the DCO, carefully detailed designs for the junction and details of control systems to prevent vehicles travelling to and from the site using any access routes other than the A14 during the construction and operation stages. Given the rationale presented by Anglian Water for the choice of Option 1b, the District Council's recommendation again if this remains the proposed option, it should also deliver enhanced pedestrian and cycle access, cycling facilities. Importantly, details indicating how access to the site would not compromise cycling safety along Horningsea Road, in the vicinity of the new junction/4th arm will be required as part of the DCO. In addition, the District Council considers that measures to avoid traffic queuing/congestion on Denny End Road and Bannold Road need to be incorporated into the DCO proposals as this route is prone to congestion. The District Council remains of the opinion that direct access from the A14 would be the preferred option rather than Option 1b and asks Anglian Water to reconsider. | Option 1b-has been selected and taken forward into the Proposed Development. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on feedback provided by National Highways. The Transport Assessment (Application Document Reference.- 5.4.19.3) provides details on the mitigation measures on Horningsea Road, which is also summarised in the section 2.8 of this chapter. These mitigation measures ensure that access to the site does not compromise safety along Horningsea Road. The Transport Assessment Application Document Reference. 5.4.19.3) includes a review of the junctions with the A10 / Denny End Road and A10 / Car Dyke Lane to assess capacity and delay during the construction works. Bannold Road at its junction with Denny End Road is noted as narrow (Application Document Reference. 5.4.19.3) and mitigation will be in place to prevent parking on that corner to minimise traffic conflicts. The CTMP (Application Document Reference. 5.4.19.7) and CoCP (Application Document Reference. 5.4.2.1, 5.4.2.2) set out the construction route to and from the proposed WWTP site. |

Cambridge Waste Water Treatment Relocation Project
 Appendix J: Consultation 2 stakeholder feedback

| Date | Consultee | Points raised | How and where addressed |
|----------------|---------------------------|---|--|
| 17 August 2021 | Fen Ditton Parish Council | FDPC considers extra mitigation is required and should include: <ul style="list-style-type: none"> • Commitment to model overall traffic performance with historic data as a baseline and not rely on AWS surveys since these were at a time when traffic into Cambridge was below historic levels. | The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference.- 5.4.19.3) is supported by additional surveys completed to verify the data used. |
| 24 August 2021 | Horningsea Parish Council | HPC is not aware of any evaluation assessment material being published by AWS and would like to request this information to allow HPC a full understanding of the relevant facts. We also request a copy of the determination by Highways that found it was not possible to access the site from the A14, Option 3. | Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3) provides details of the access options considered for the project. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on feedback from National Highways. |
| 24 August 2021 | Horningsea Parish Council | We fear that the traffic volume has been underestimated. We would like to see this analysis including all of the access routes into the site; including A14 westbound and A14 eastbound. | The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure that survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference. 5.4.19.3) is supported by additional surveys completed to verify the data used. |
| 24 August 2021 | Horningsea Parish Council | HPC also supports reduced speed limits on Horningsea Road. Suggest reduce to 30mph and 20mph in the village and enforce with speed cameras and traffic calming measures. We also want confirmation that this mitigation is within the control of AWS. | A set of mitigation measures for Horningsea Road have been included in the design and are outlined in mitigation measures adopted as part of the Proposed Development. |
| 24 August 2021 | Horningsea Parish Council | It is a significant concern that we believe AWS has failed to factor in the cumulative traffic impact of previous recorded congestion at junction 34, reduction in traffic flows (due to Covid) during the 2021 AWS surveys, CWWTP Construction traffic, CWWTP operational traffic, the proposed additional J34 arm, Waterbeach New Town, Marleigh, development at Fulbourn, dualling of the A10, general traffic growth and the pending development of the airport site. | The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by the Applicant are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Document Reference.- 5.4.19.3) is supported by additional surveys completed to verify the data used. Impacts associated with committed developments in the area are accounted for within the TEMPro growth factors used, which has been agreed with CCC. |
| 24 August 2021 | Horningsea Parish Council | We request forecast operational HGV movements. Most of the movements are liquid sludge imports and septic tank | The Transport Assessment (Application Document Reference. 5.4.19.3) provides information on operational HGV movements. The routing of |

Cambridge Waste Water Treatment Relocation Project
Appendix J: Consultation 2 stakeholder feedback

| Date | Consultee | Points raised | How and where addressed |
|------|-----------|--|---|
| | | <p>movements, why are these being trucked here from destinations such as Ely and Huntingdon? We request forecast for operational HGV movements and an alternative plan for the movement of sludge lorries to more appropriate sites.</p> | <p>HGVs in operation has been based on sludge imports at the existing Cambridge WWTP. A technical note (Appendix C, Application Document Ref: 5.4.19.3) outlines the origins of sludge imports during operation in 2020 at the existing Cambridge WWTP.</p> |



Appendix K: TEMPro Growth Factor Technical Note

Document Control

| | |
|-----------------------------------|---|
| Document title | Technical Note:Modelkling Overview and TEMPro Growth Factor |
| Version No. | 0 |
| Date Approved | |
| Date 1st Issued | |

Version History

| Version | Date | Author | Description of change |
|----------------|-------------|---------------|------------------------------|
| 0 | 12/01/2022 | - | Technical note at PEI |
| | | | |
| | | | |

1 Technical Note: Modelling Overview and TEMPro Growth Factors

1.1 Preliminary modelling overview

- 1.1.1 Each option has been assessed using the industry-standard software of either Junctions 9 (PICADY) or LinSig (Version 3) to anticipate if the proposed junction designs would be predicted to operate within capacity.
- 1.1.2 Junctions9 software measures performance as the ratio of flow to capacity (RFC). An RFC value is greater than one means that a turning movement has a higher level of traffic flow than its theoretical capacity. As a result, queues may occur. An RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth.
- 1.1.3 LinSig is a computer software package for assessing and designing traffic signal junctions either individually or as a network comprised of several junctions. It is used by traffic engineers to construct a model of the junction or network which can then be used to assess different designs and methods of operation. LinSig v3 software measures performance as the degree of saturation (DoS). A DoS value of greater than 100% means that a lane movement has a higher level of traffic flow than its theoretical capacity. As a result, queues may occur. A DoS below 90% is considered acceptable as there is still scope to accommodate future growth.

1.2 Survey and TEMPro growth factors

- 1.2.1 Survey (December 2021) data has been used to inform the base years. To estimate the future 2025 base, a TEMPro 7.2 growth factors for Cambridgeshire have been applied to the base flows. The applied factors are outlined in the table below:

| Base Year to Scenario Year | TEMPro growth factors |
|----------------------------|-----------------------|
| 2021 – 2025 | 1.0451 |
| 2021 – 2028 | 1.0726 |
| 2021 – 2038 | 1.1464 |

- 1.2.2 To predict future growth as accurate as possible, TEMPro 7.2 reflects all planned growth in the area. TEMPro 7.2 growth factors are in line with the most recent Road Traffic Forecast (2018). However, as land use developments are a source of uncertainty, TEMPro 7.2 growth factors are blanket, and they do not predict where exactly growth will appear.

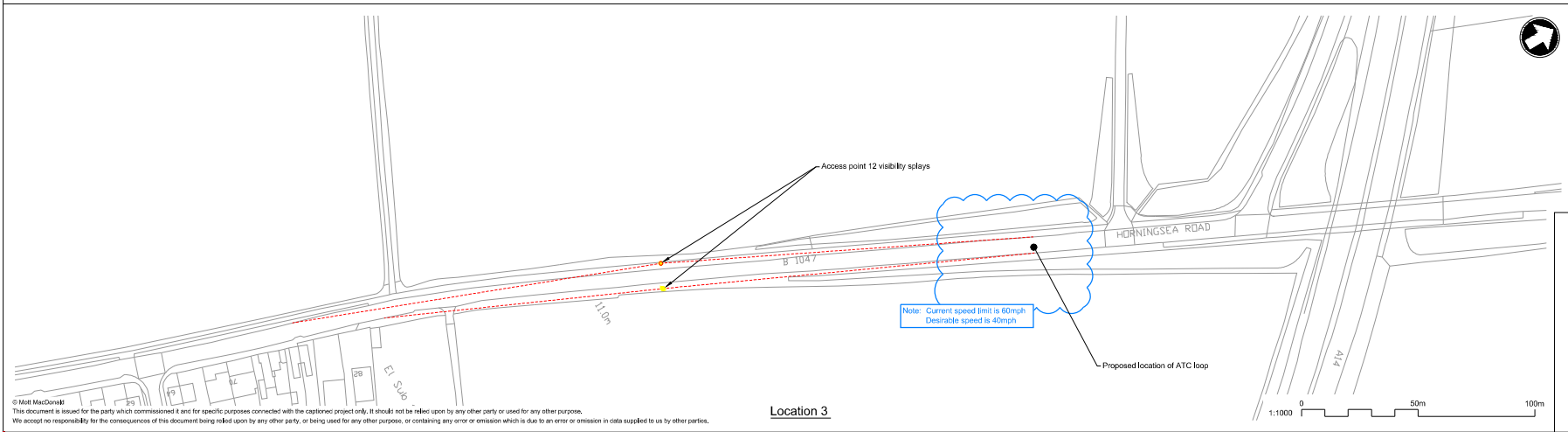
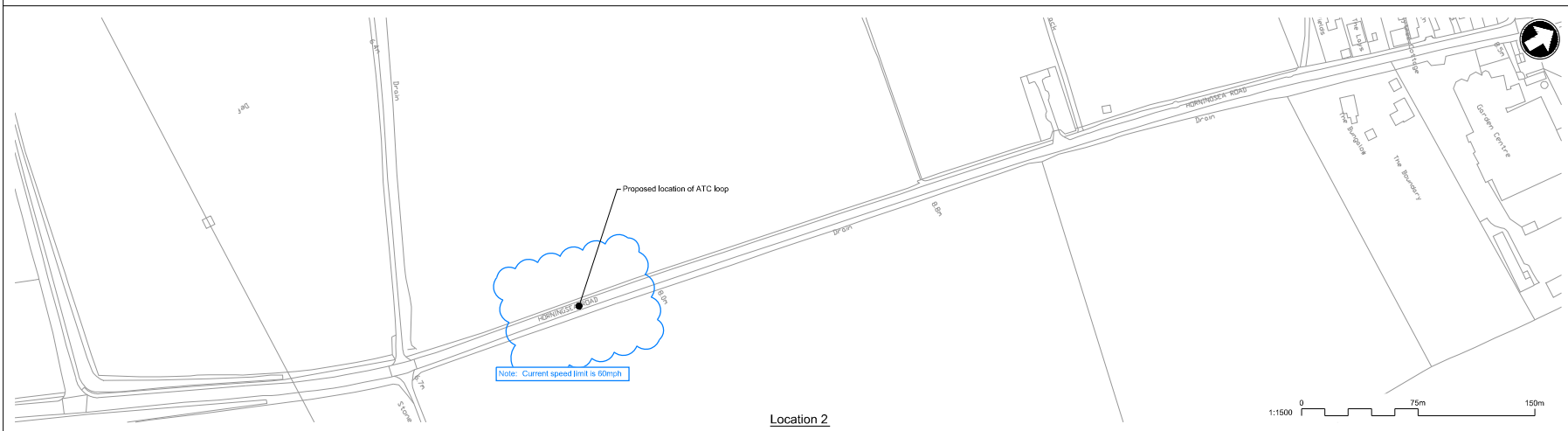
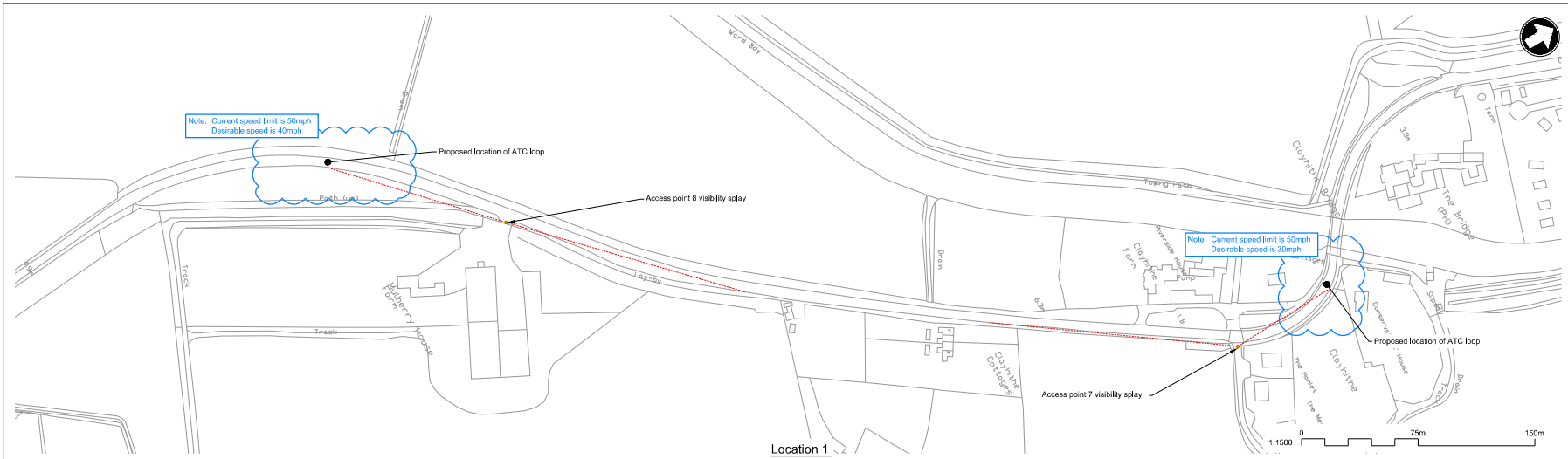
1.2.3 It is suggested to apply unadjusted growth factors to estimate the future base as the Cambridge Wastewater Treatment plant will not generate a significant number of homes or jobs in the area.

1.2.4 However, if any significant developments appear in the area, forecasted trips could be excluded from the growth to avoid double counting. In this case, the developments and the number of excluded trips should be agreed with CCC. The factors after 8,000 dwellings adjustment:

| Base Year to Scenario Year | TEMPro growth factors | Adjusted factors |
|----------------------------|-----------------------|------------------|
| 2021 – 2025 | 1.0451 | 1.0353 |
| 2021 – 2028 | 1.0726 | 1.0586 |
| 2021 – 2038 | 1.1464 | 1.1211 |



Appendix L: ATC Speed / Count Surveys

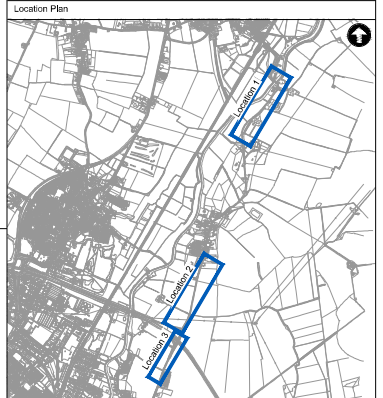


Notes

- Do not scale from this drawing.
- All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
- Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald at the address shown in the title block.
- DRAWING MUST BE READ IN COLOUR**

Key to Symbols

Generic Title... replace this text



| | | | | |
|-----|------|--------------------------------|-------------|---------------|
| P1 | ADC | Draft for Discussion / Review. | AMR | AMR |
| Rev | Date | Drawn | Description | CHK'd / App'd |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
ATC Speed Count Surveys
Proposed Locations

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

| | | | |
|-----------------------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| As Shown | PRE | P1 | STD |
| Drawing Number | | | |
| 102375-MMD-01-XX-DR-C-DRAFT | | | |

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You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/>