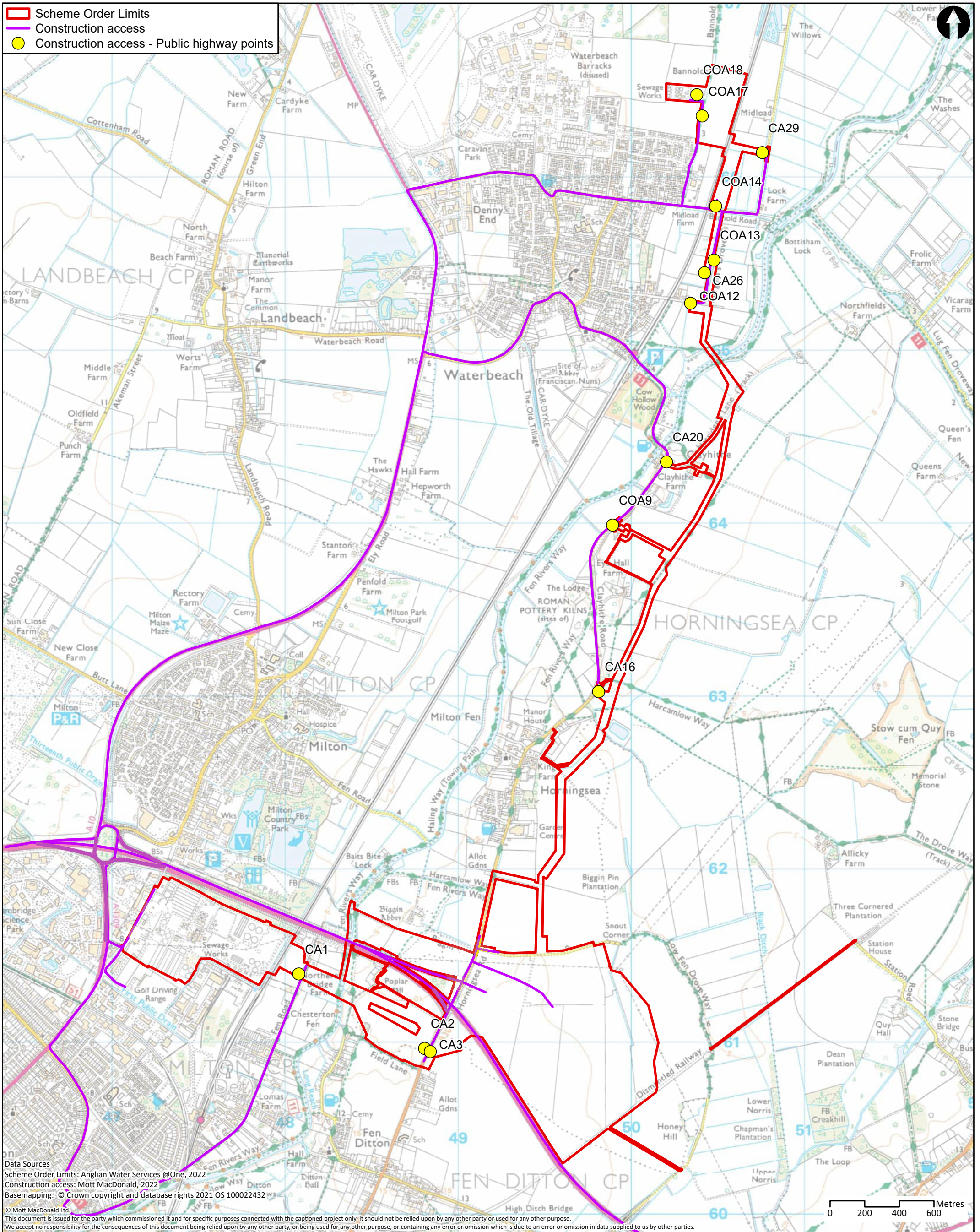


Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Appendix 19.3: Transport Assessment Part 2

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

Appendix G: Swept Path Analysis



Data Sources
 Scheme Order Limits: Anglian Water Services @One, 2022
 Construction access: Mott MacDonald, 2022
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MOTT MACDONALD

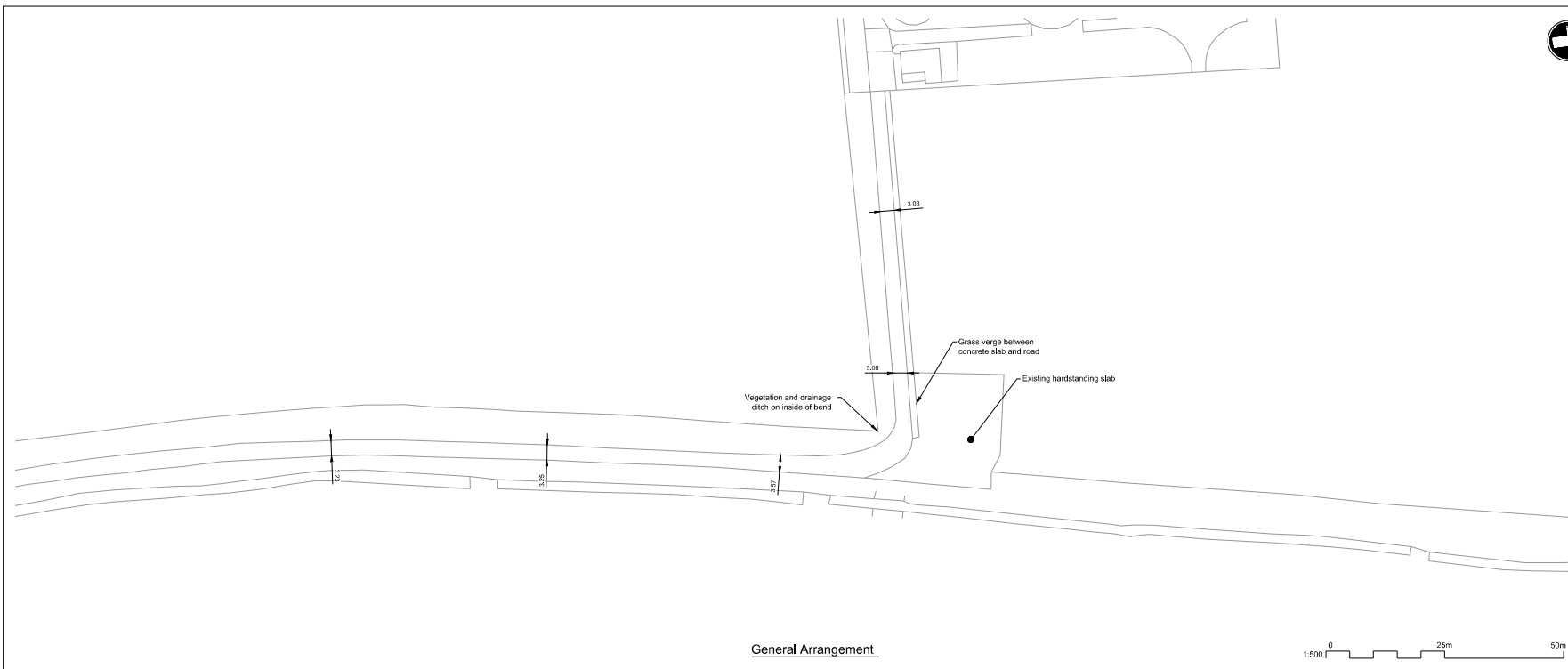
22 Station Road
 Cambridge CB1 2JD
 United Kingdom

T +44 (0)20 8774 2000
 F +44 (0)20 8681 5706
 W mottmac.com

Client					
Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	31/10/22	KL	First Draft	WT	CS
P2	18/12/23	CC	Revision 01	WT	GW

Title	
Cambridge Waste Water Treatment Plant Relocation Project	
Transport Assessment	
Construction route and access points	
Drawing Number	WW01003-CAMEST-MOT-05-XX-DR-X-0697

Drawn	KL	
Checked	WT	
Approved	CS	
Scale at A3	1:20,000	
Security	Status	Rev
STD	PRE	P2



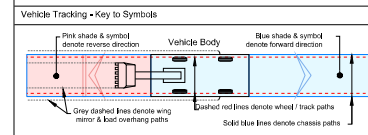
General Arrangement



Visibility Plan



- Notes
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 - 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 preliminary design and is subject to change 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	
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	3,400m
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.

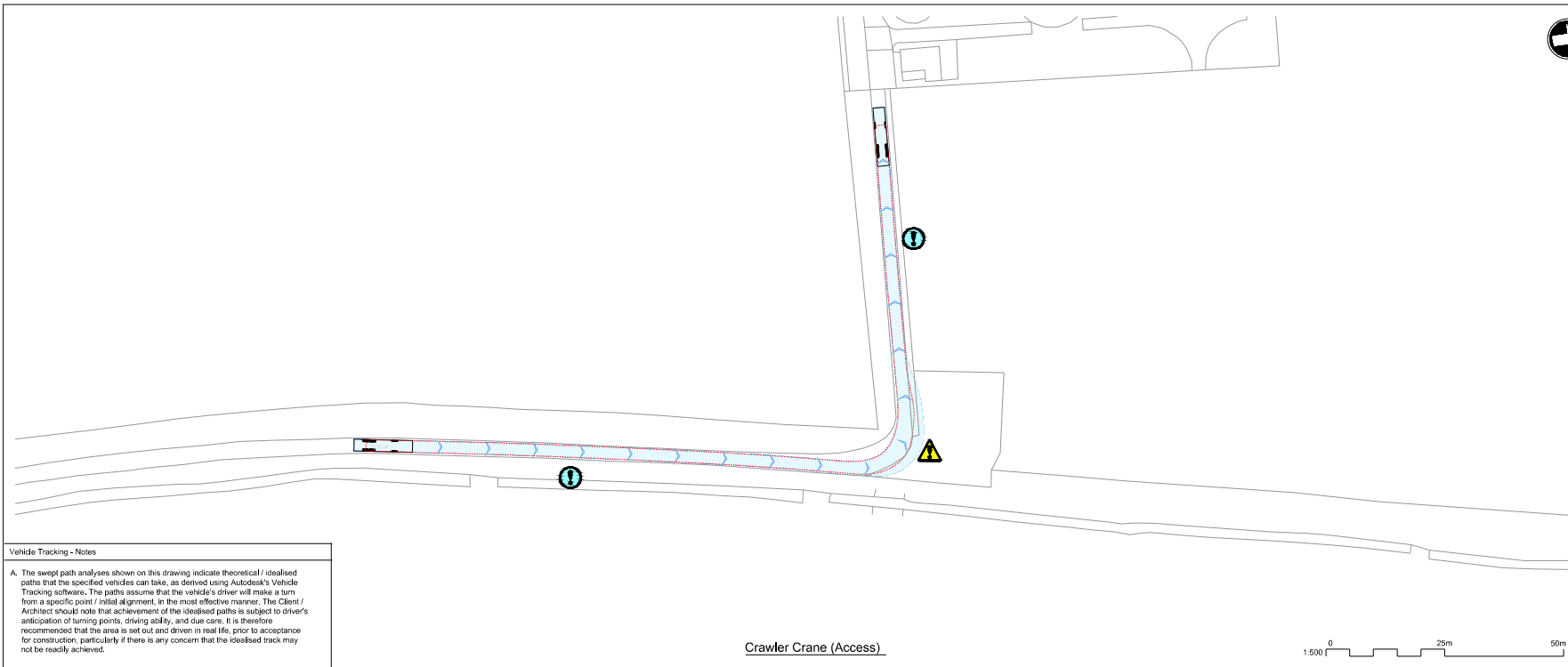
P1	10/23/25	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Drawn	Checked



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	-	-

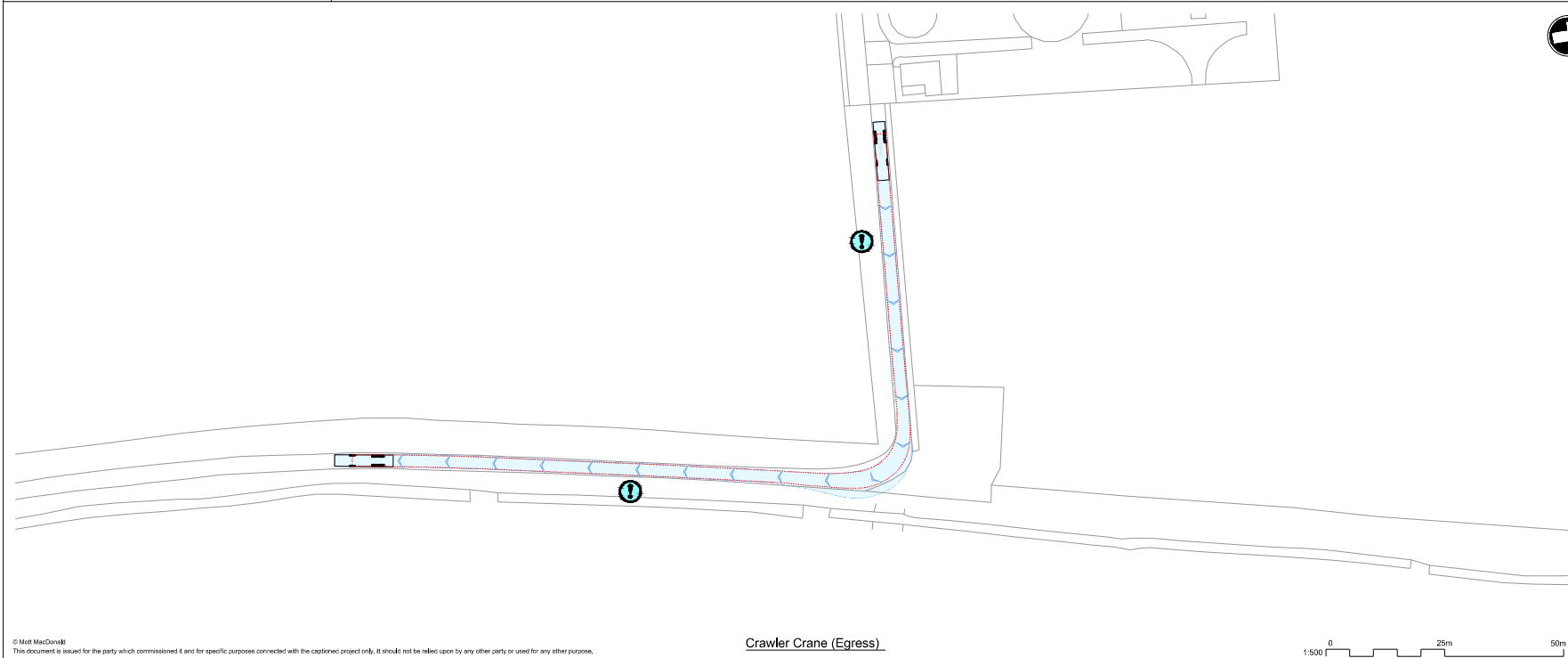
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 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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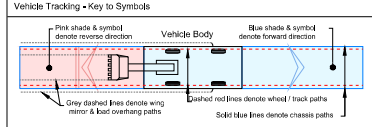
Crawler Crane (Access)



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	17,700m

	Large Mobile Crane	Overall Length	12,200m
		Overall Width	2,450m
		Overall Body Height	3,400m
		Trailer 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

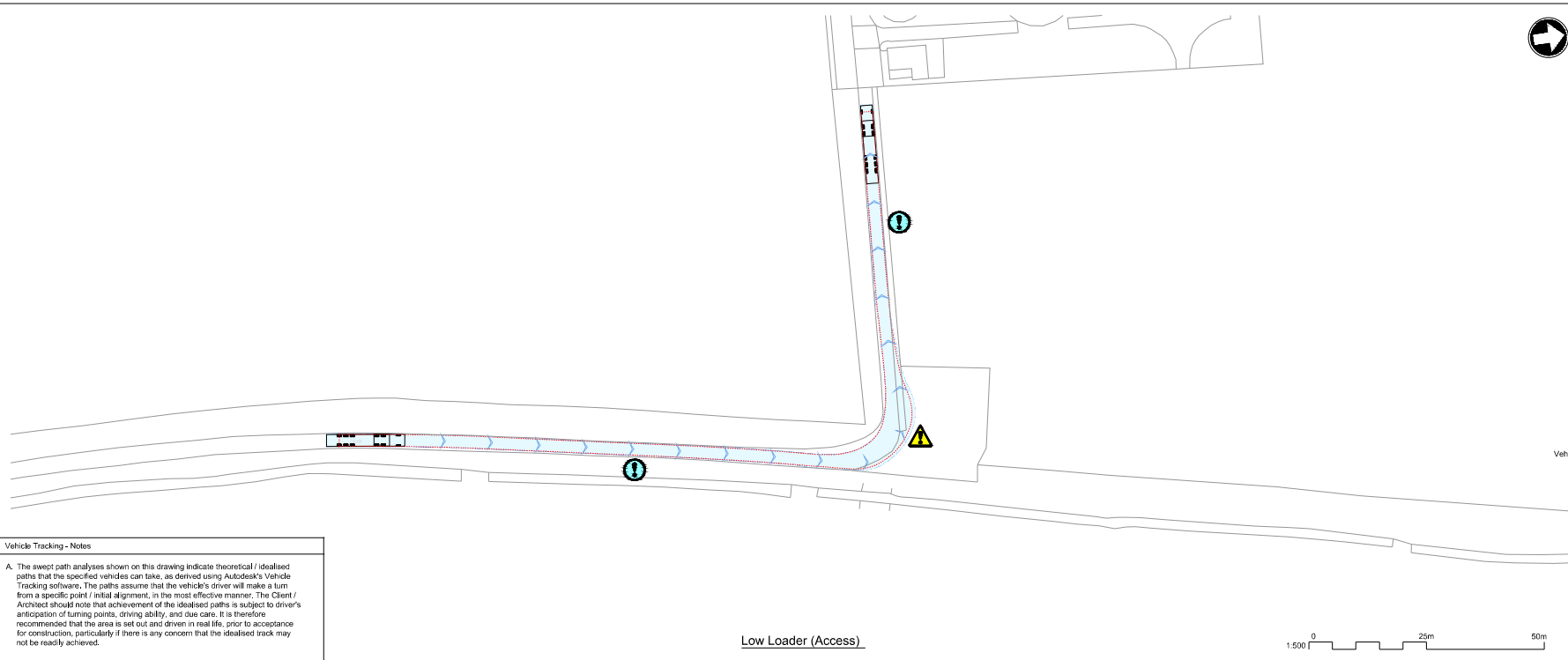


Title
Cambridge Waste Water Treatment Works Relocation
COA17 – COA18
Highways GA, Visibility Splay and
Vehicle Tracking

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

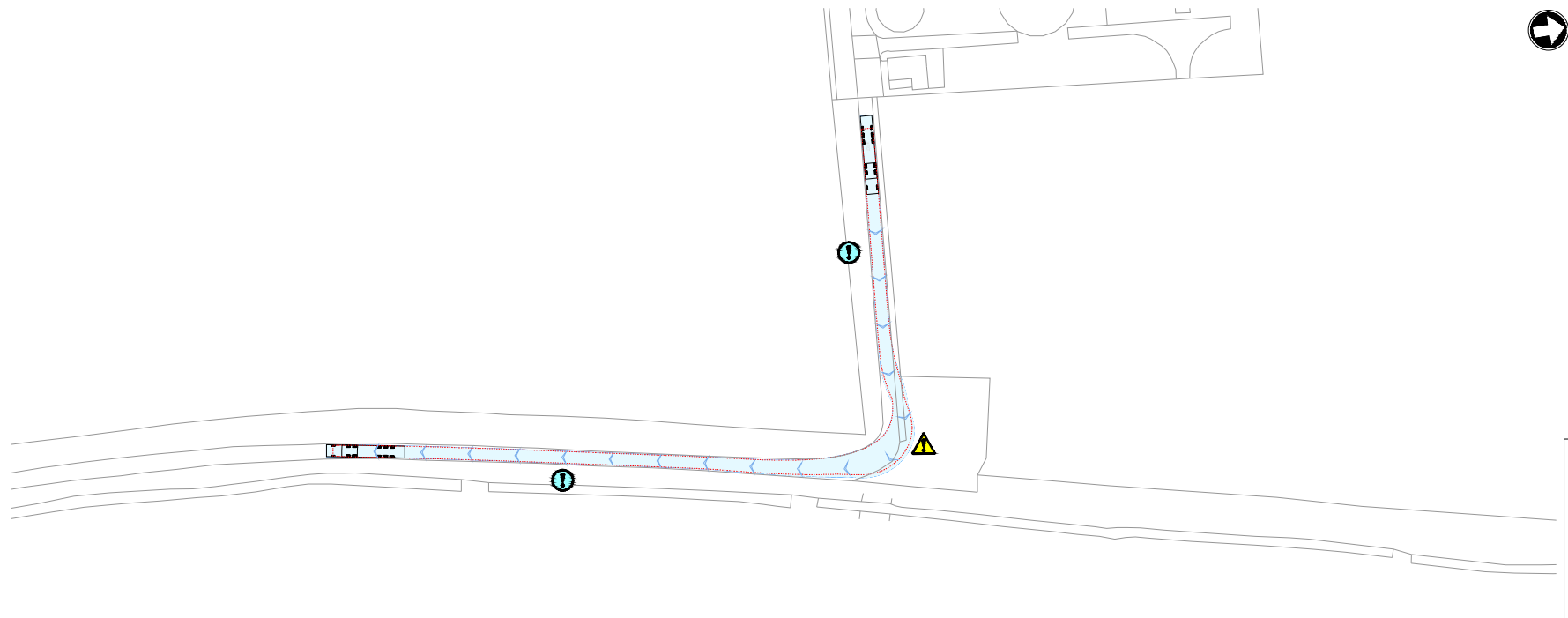
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Vehicle Tracking - Notes

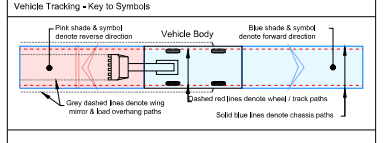
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective 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)

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



Vehicle Ta

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Max Track Width	Kerb to Kerb Turning Radius
Low Loader	16.633m	2.500m	3.390m	2.500m	16.700m
Large Mobile Crane	12.100m	2.430m	3.460m	2.430m	10.000m

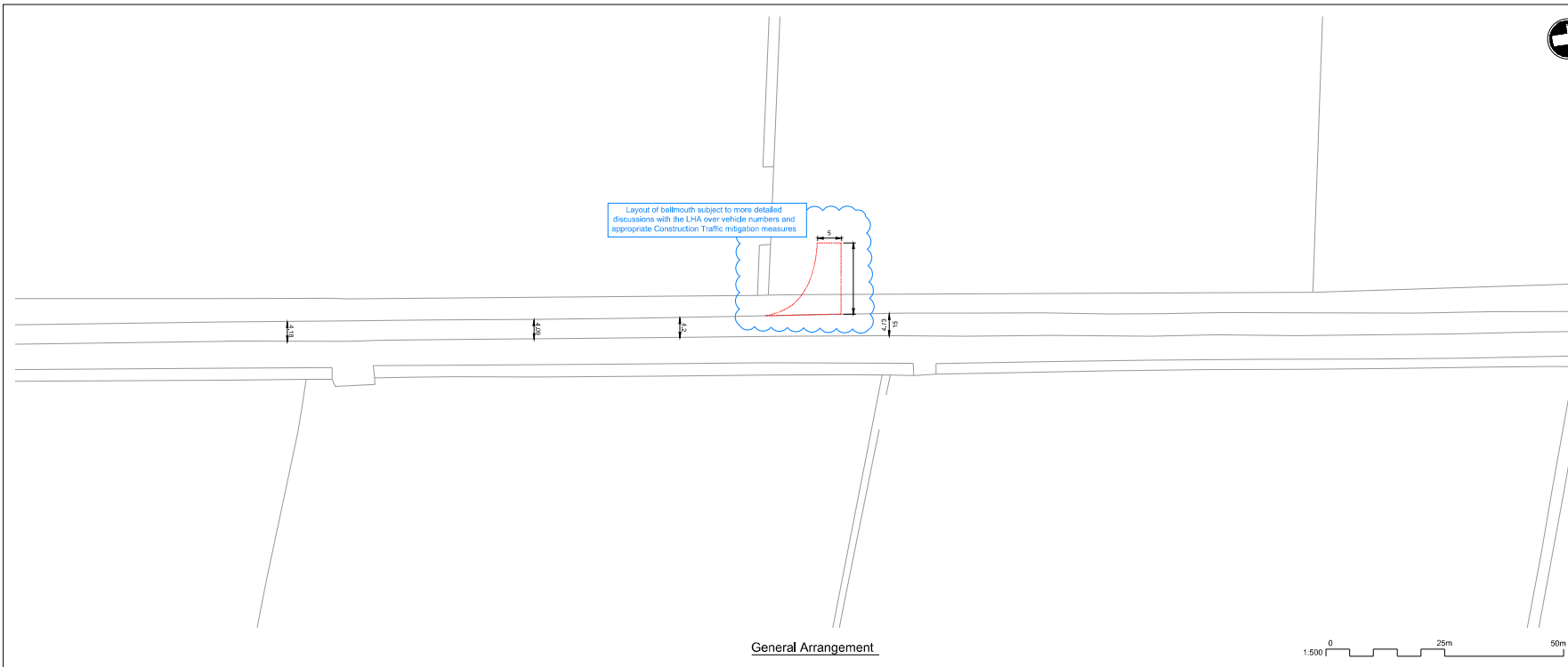
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

Rev	Date	Drawn	Description	CHK	APP
P1		ADC	Draft for Discussion / Review.	AMK	ARR



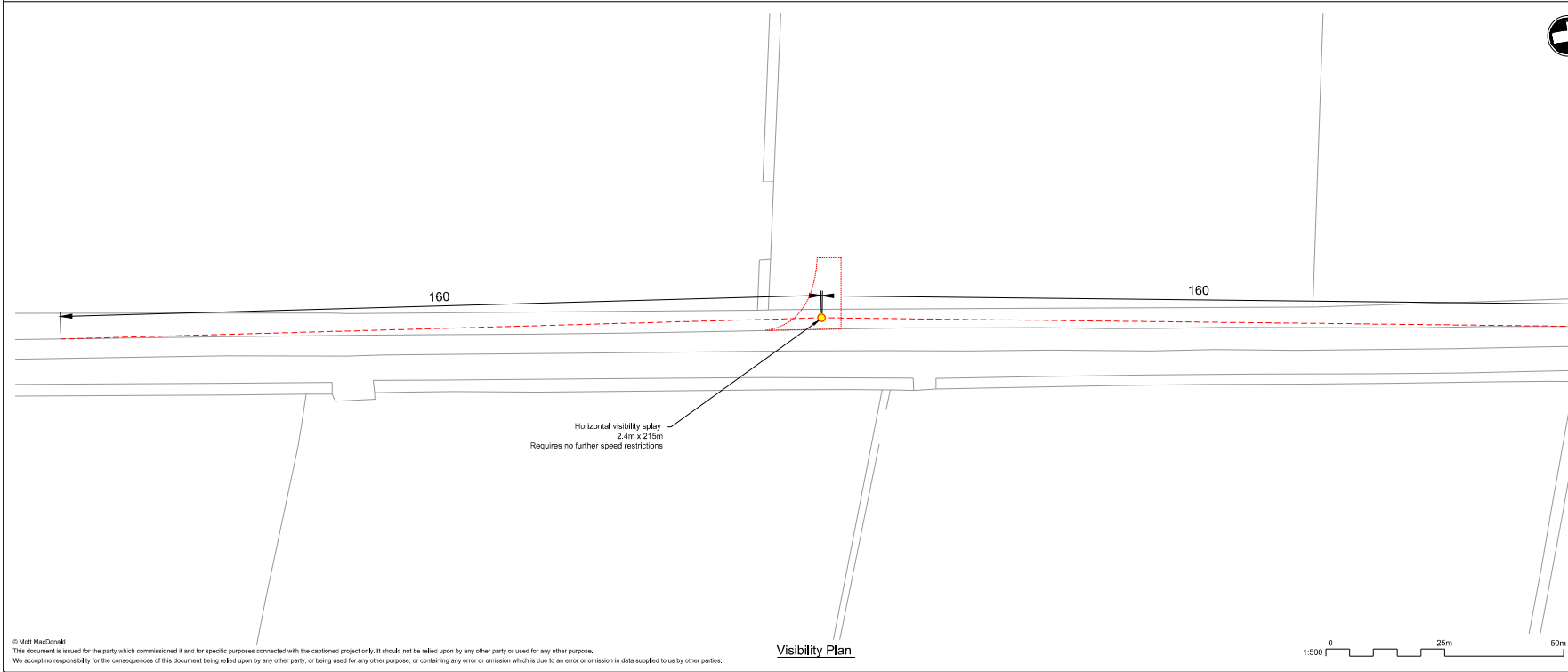
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Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA17 – COA18
Highways GA, Visibility Splay and
Vehicle Tracking

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



Layout of bellmouth subject to more detailed discussions with the LKA over vehicle numbers and appropriate Construction Traffic mitigation measures

General Arrangement

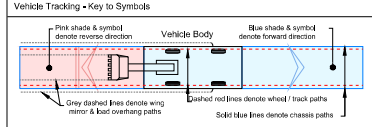


Horizontal visibility splay 2.4m x 2.15m Requires no further speed restrictions

Visibility Plan



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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	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,

Vehicle Tracking - Notes

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

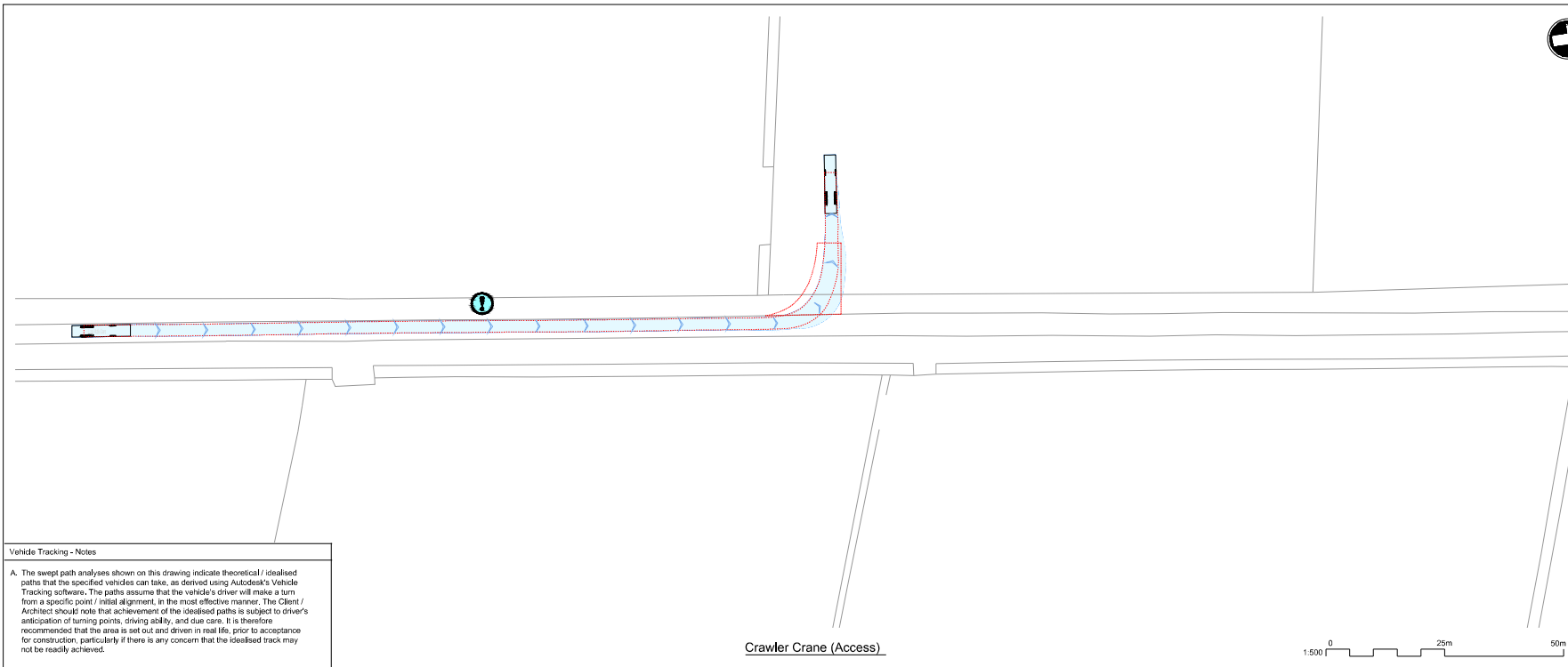


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA29
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

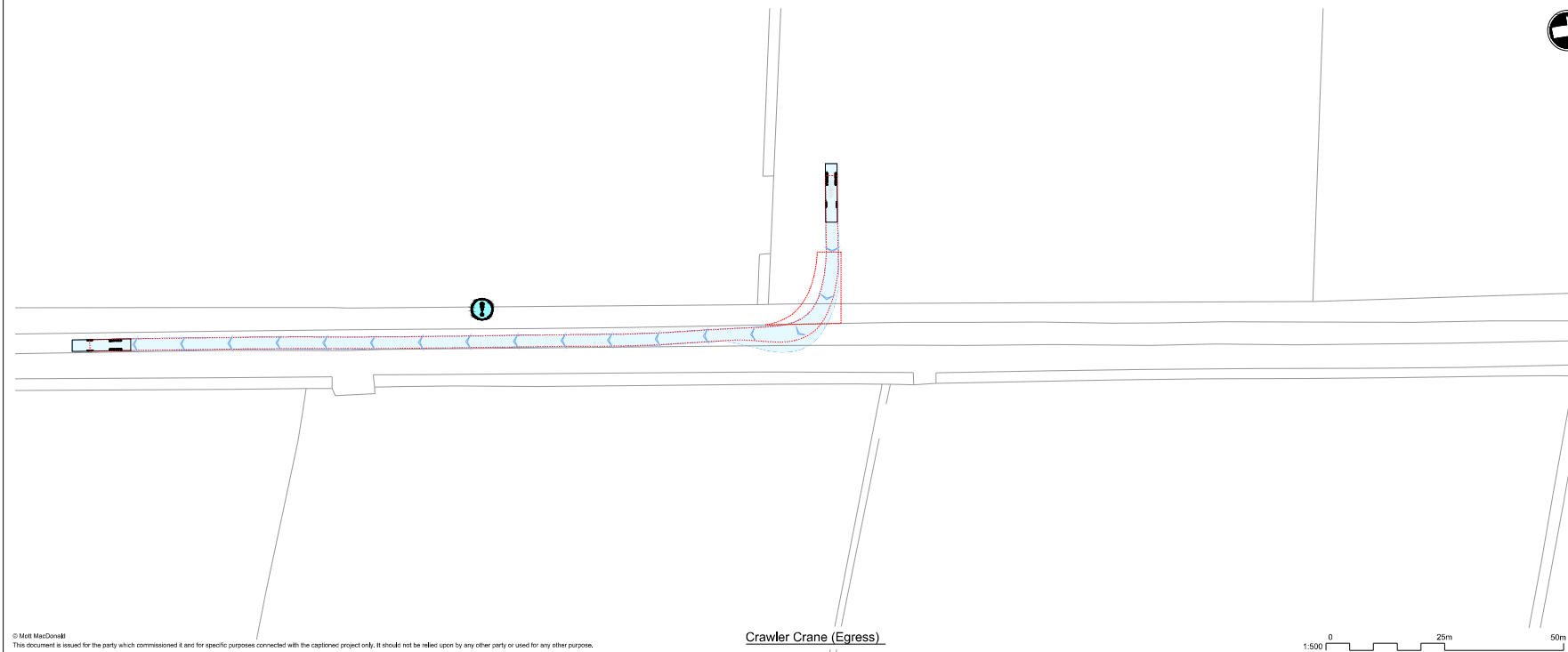
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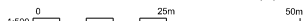
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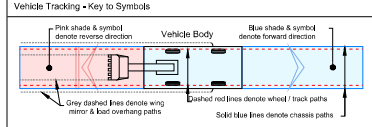
Crawler Crane (Access)



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	10,700m

	Large Mobile Crane	
	Overall Length	32,200m
	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	AD/C	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked

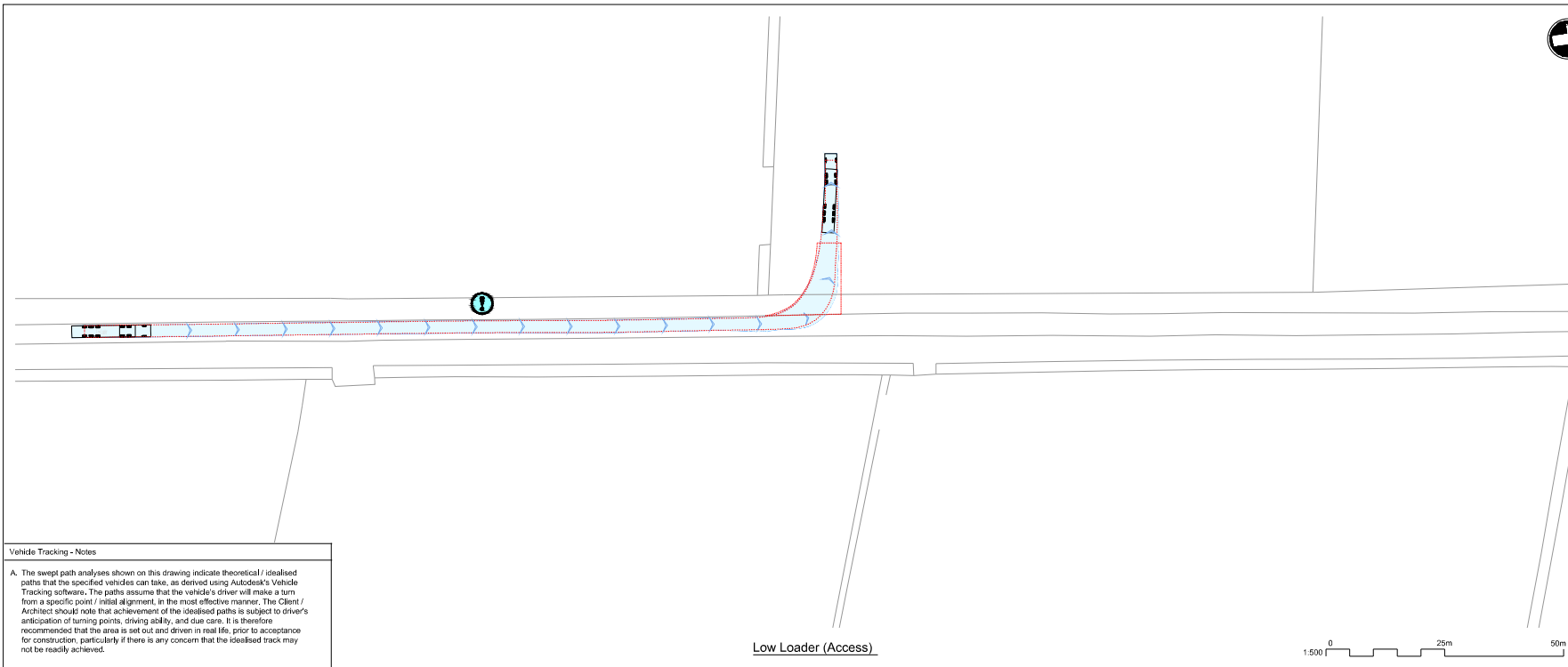


Title
Cambridge Waste Water Treatment Works Relocation
CA29
Highways GA, Visibility Splay and
Vehicle Tracking

Designed	A.D.Castles	AD/C	Eng check	E.Castles	EC
Drawn	-	-	Coordination	A.M.Rawlings	AMR
Dwg check	Approved				

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

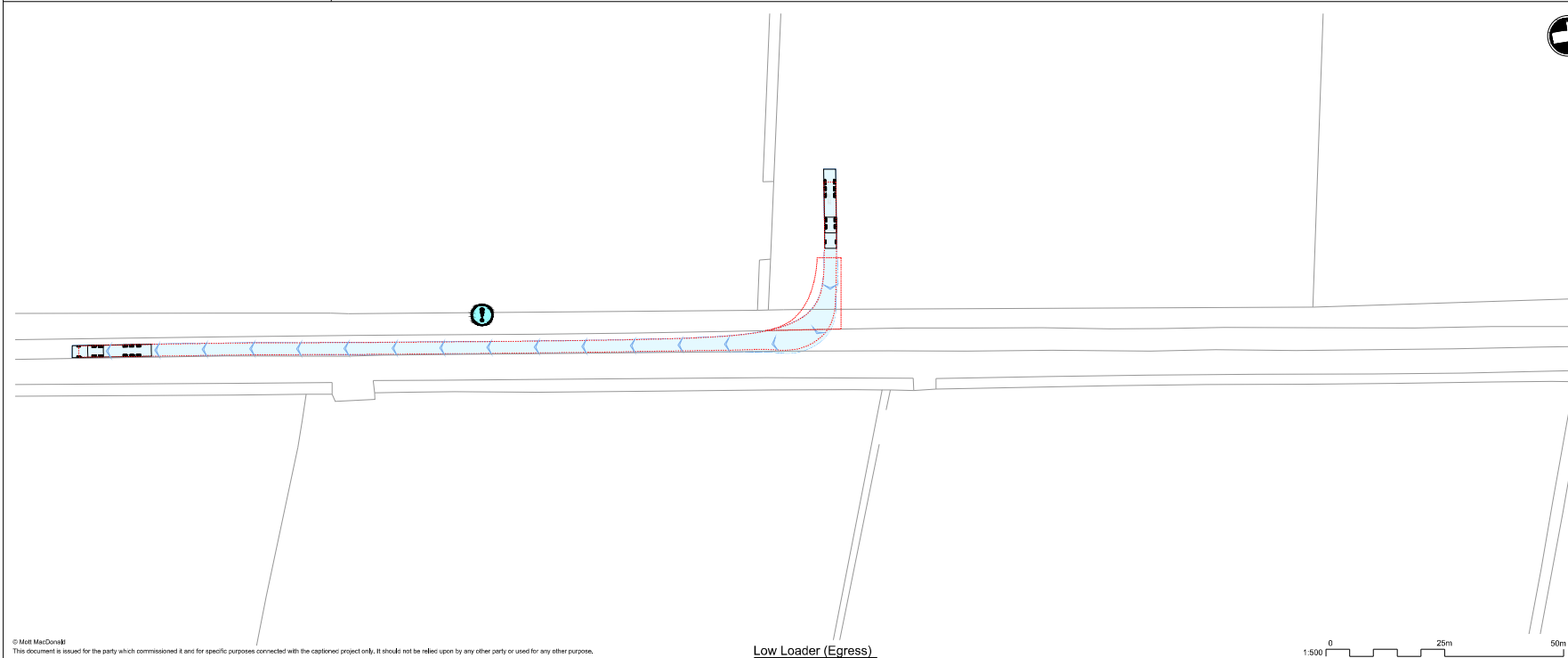
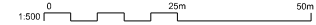
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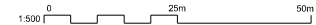
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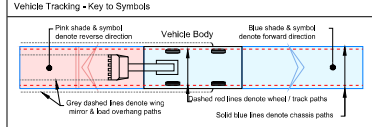
Low Loader (Access)



Low Loader (Egress)





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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	32,200m	2,450m	3,400m	2,450m	16,000m

Vehicle Tracking - Risks & Compliance

Risks

	Kerb overrun
	Restrictive road width

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

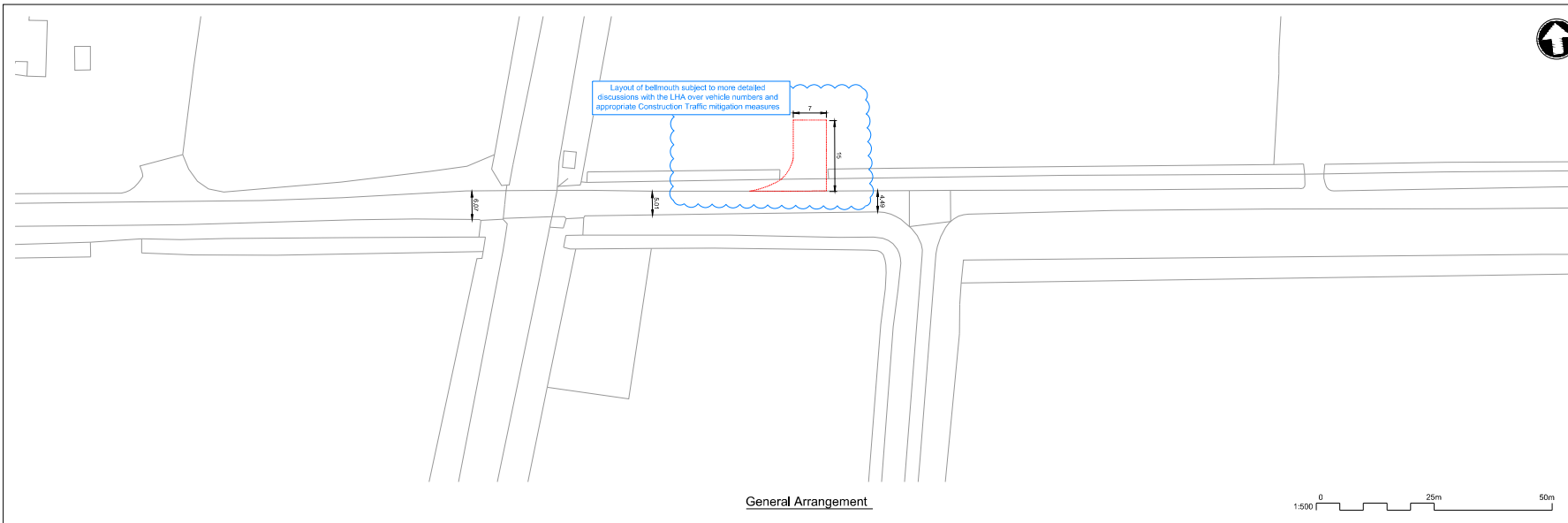


Title
Cambridge Waste Water Treatment Works Relocation
CA29
Highways GA, Visibility Splay and Vehicle Tracking

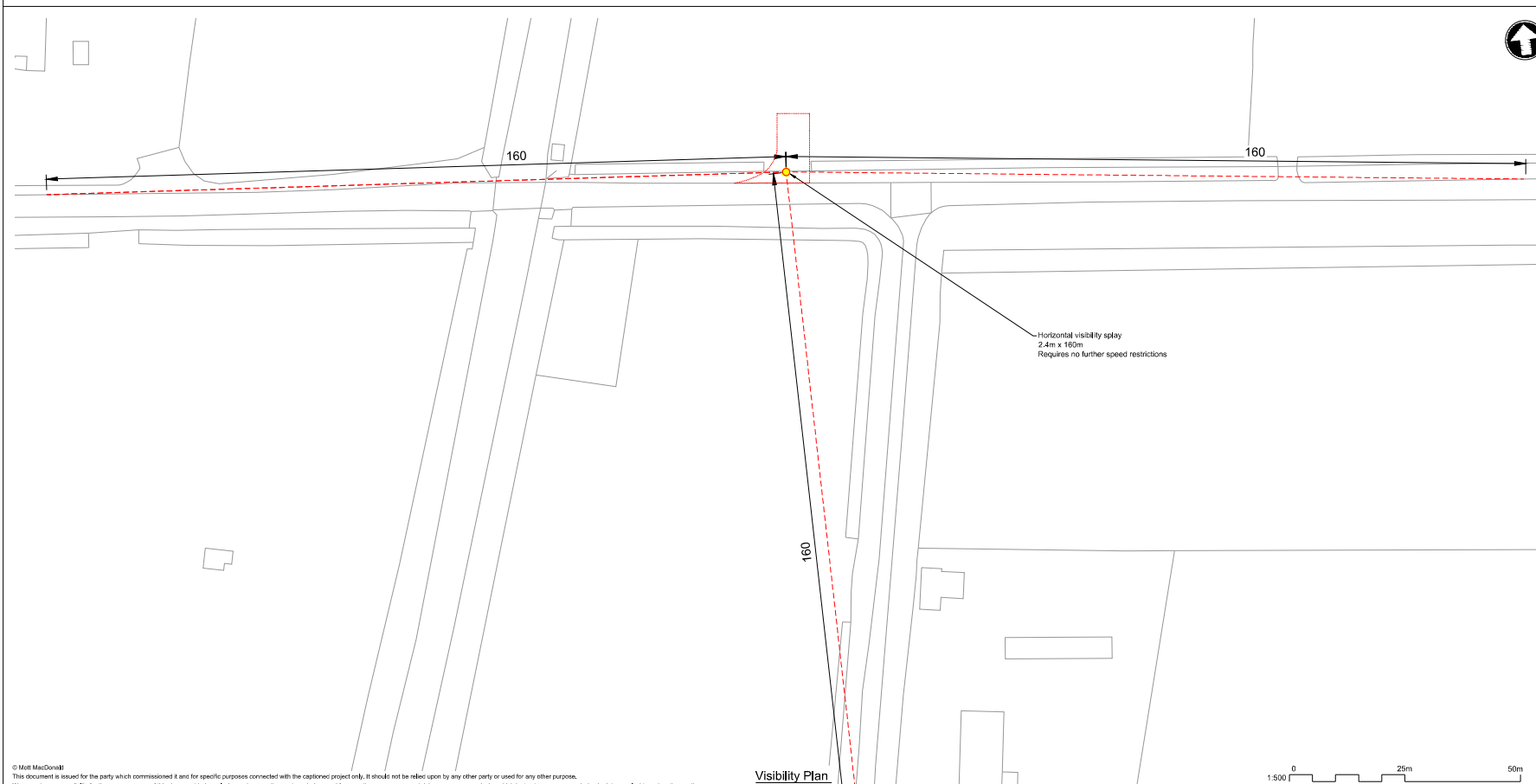
Designed	A.D.Castles	ADG	Eng check	E.Castles	EC
Drawn	-	-	Coordination	A.M.Rawlings	AMR
Dwg check	Approved				

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

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



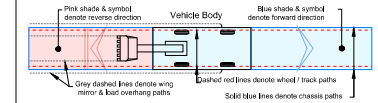
General Arrangement



Visibility Plan

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 - DRAWINGS TO BE READ IN OCCURRENCE 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
Wheeled Turning Radius	10,700m



Overall Length	32,200m
Overall Width	2,450m
Overall Body Height	2,460m
Track Width	2,450m
Wheeled Turning Radius	10,000m

Vehicle Tracking - Risks & Compliance

	High Risks
	H1 Explanation of risk,

Vehicle Tracking - Notes

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

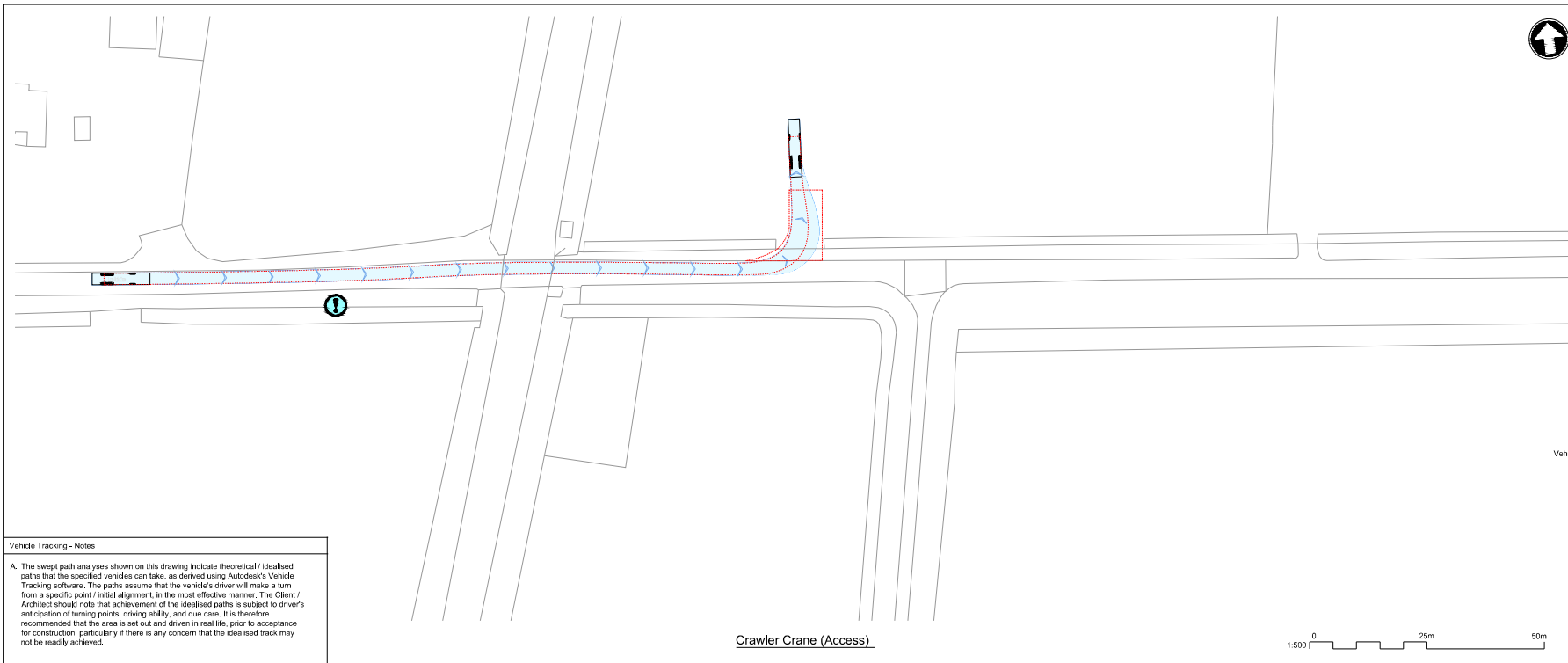


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA14
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

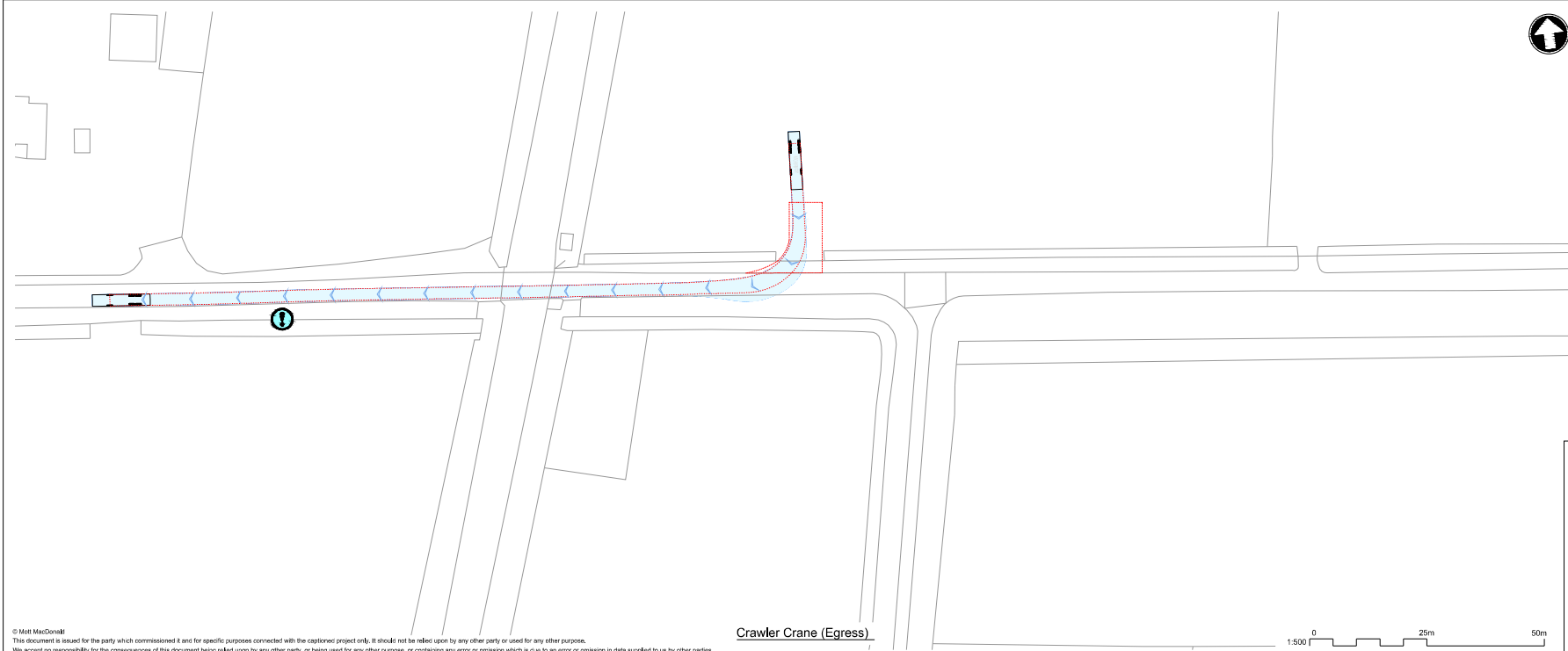
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



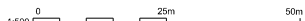
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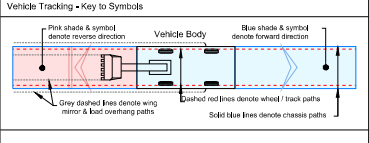
Crawler Crane (Access)



Crawler Crane (Egress)



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 - DRAWINGS MUST 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	ADG	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked by

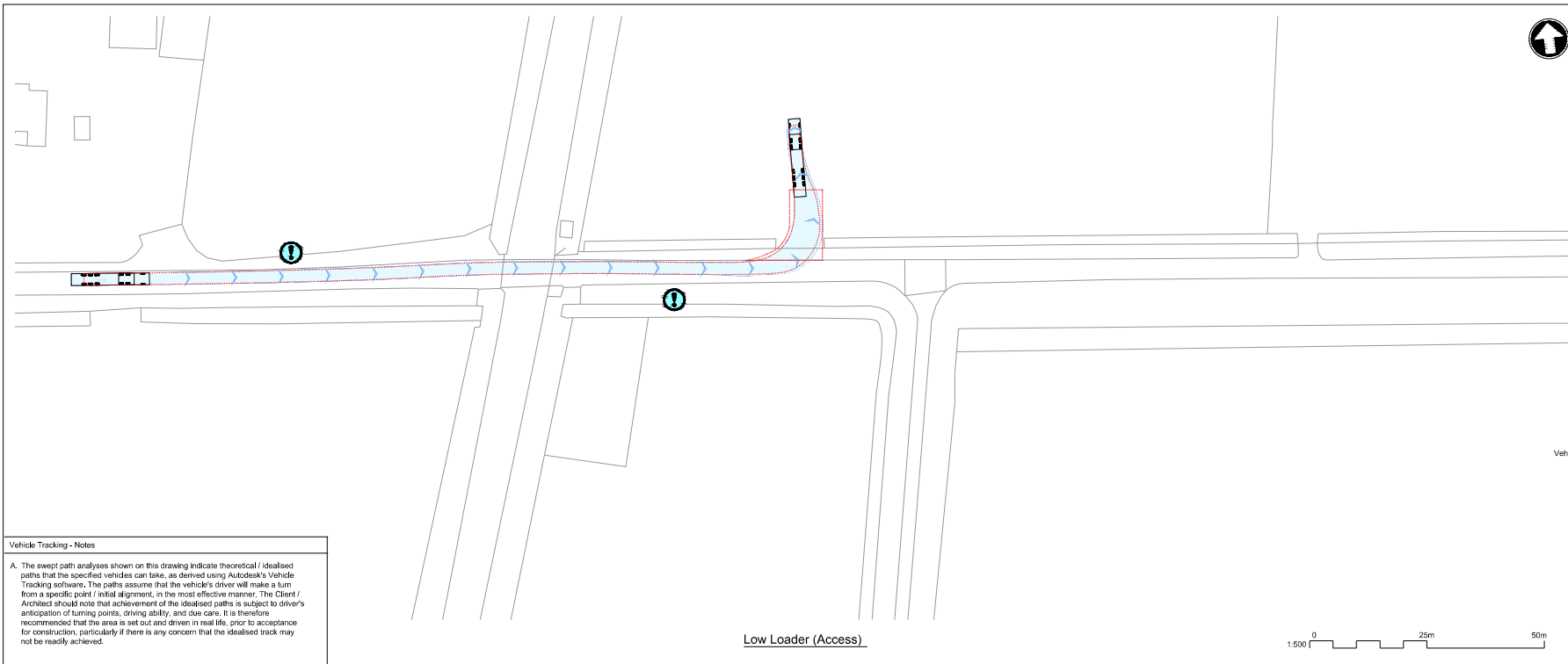


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA14
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

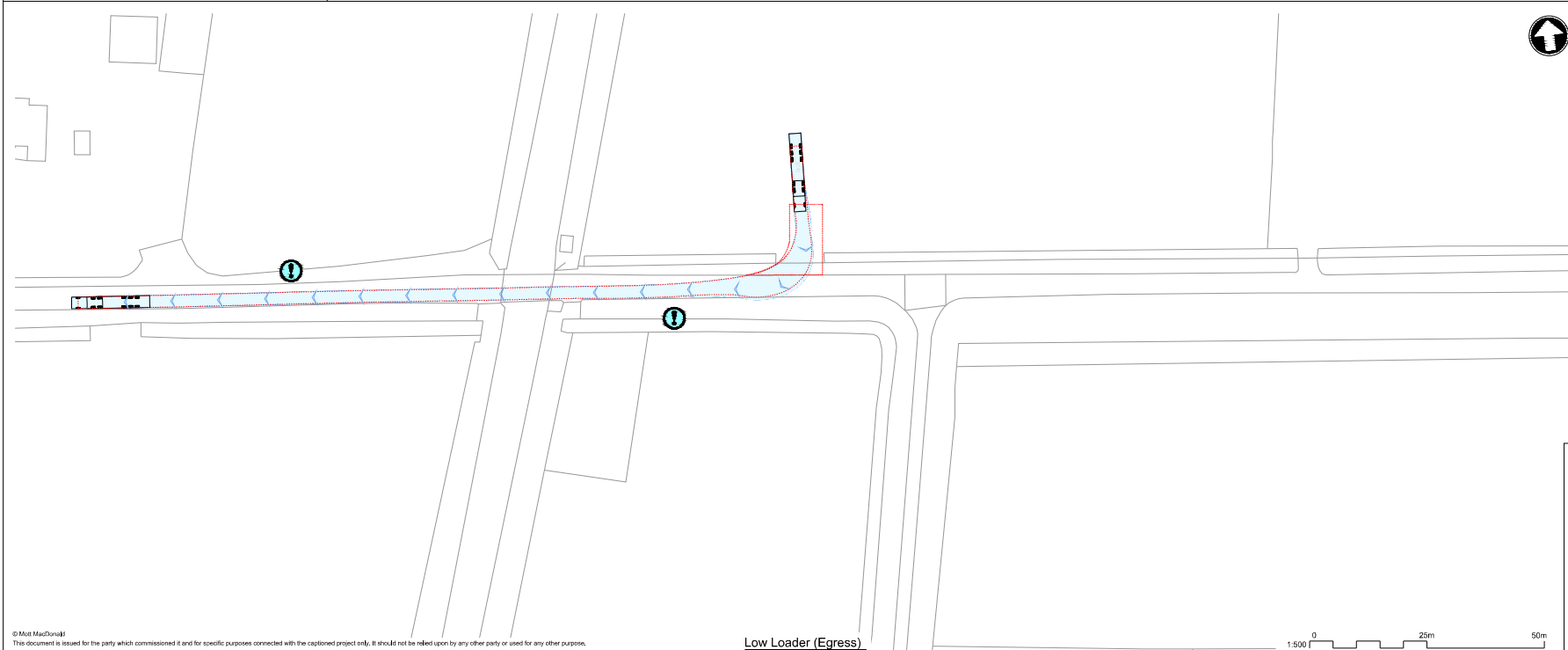
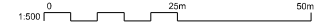
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



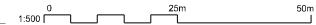
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Low Loader (Access)



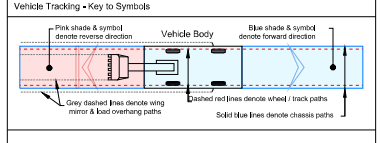
Low Loader (Egress)



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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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 - 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.
 - DRAWINGS PREPARED IN COORDINATION** with the Technical Memo.



Vehicle

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

	Large Mobile Crane	
	Overall Length	12,000mm
	Overall Width	2,430mm
	Overall Body Height	2,430mm
	Track Width	2,430mm
	Kerb to Kerb Turning Radius	10,000mm

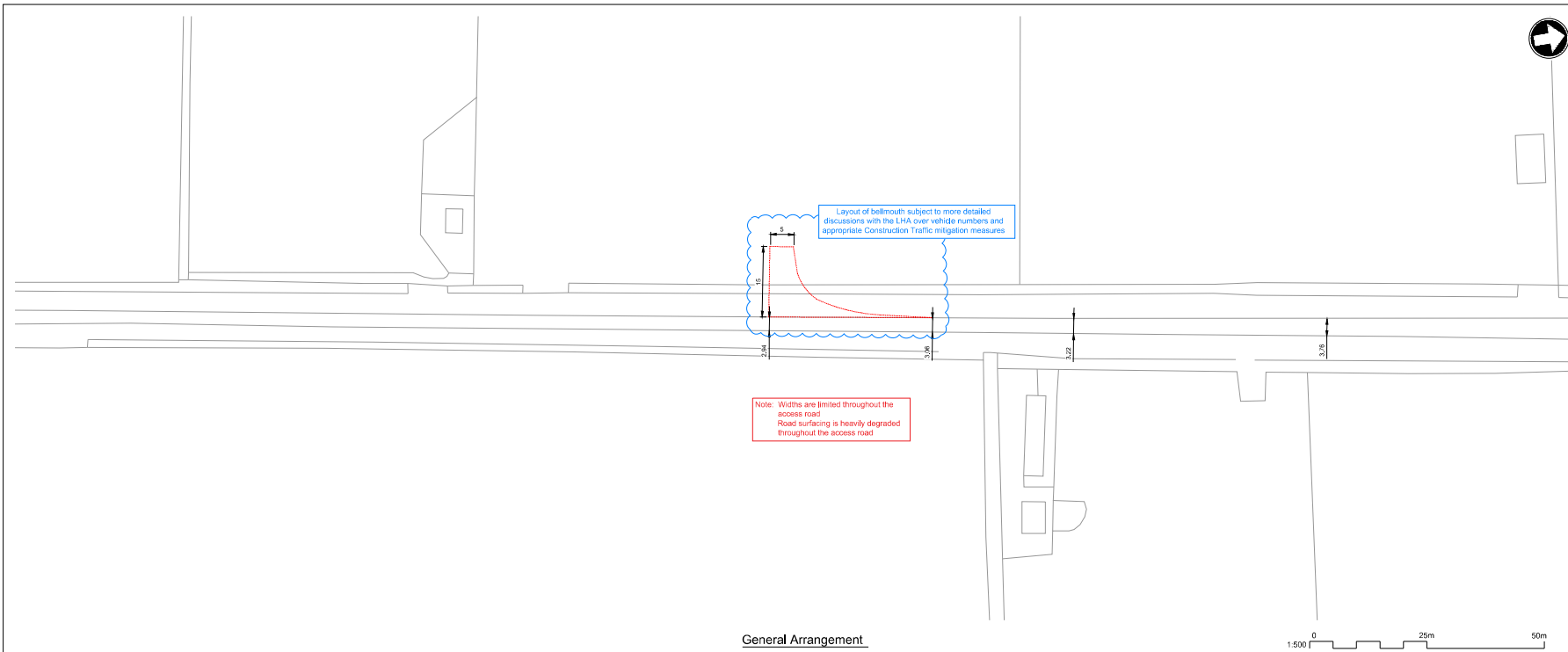
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

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

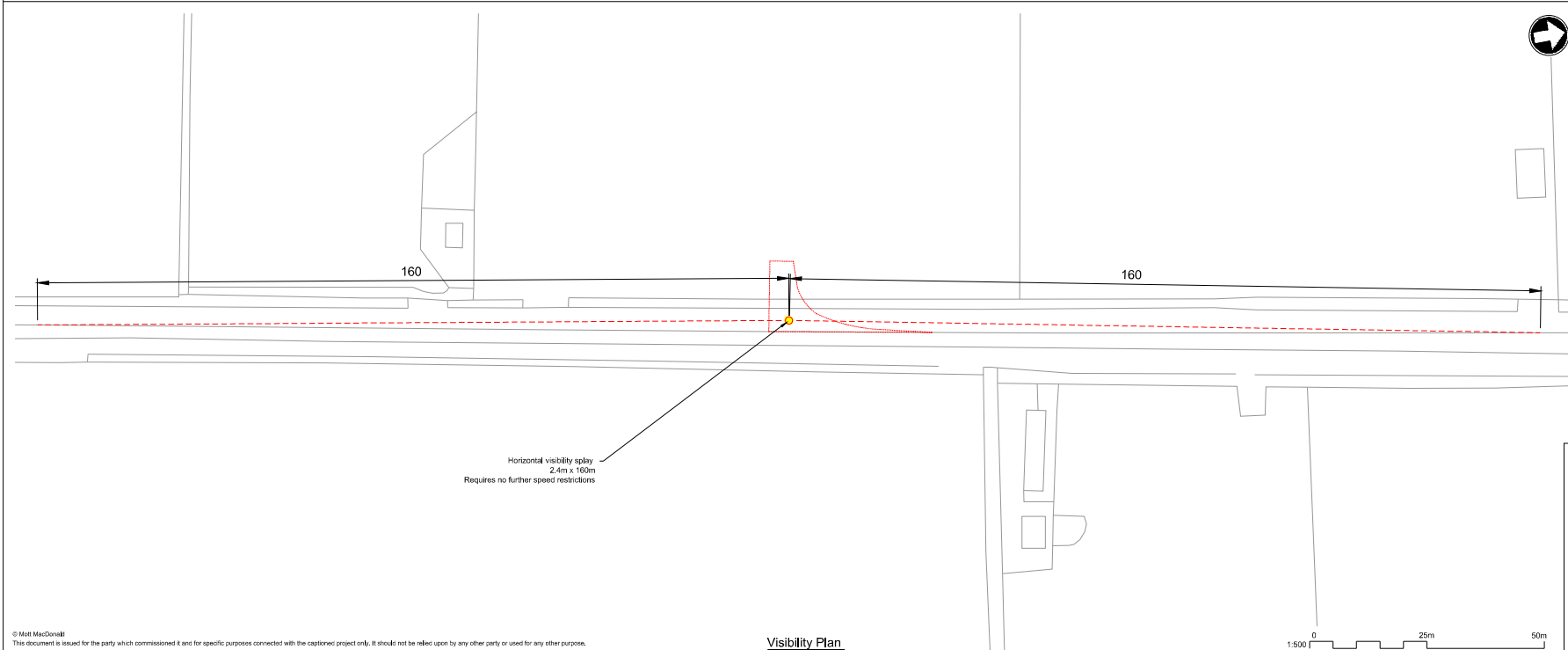


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA14
 Highways GA, Visibility Splay and
 Vehicle Tracking

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 6 STD	



General Arrangement



Visibility Plan

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

Vehicle Tracking - Key to Symbols

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	6,700m
	Large Mobile Crane	12,200m
	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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P1	ABC	Draft for Discussion / Review.	AWR	AWR
Rev	Date	Drawn	Description	Checked

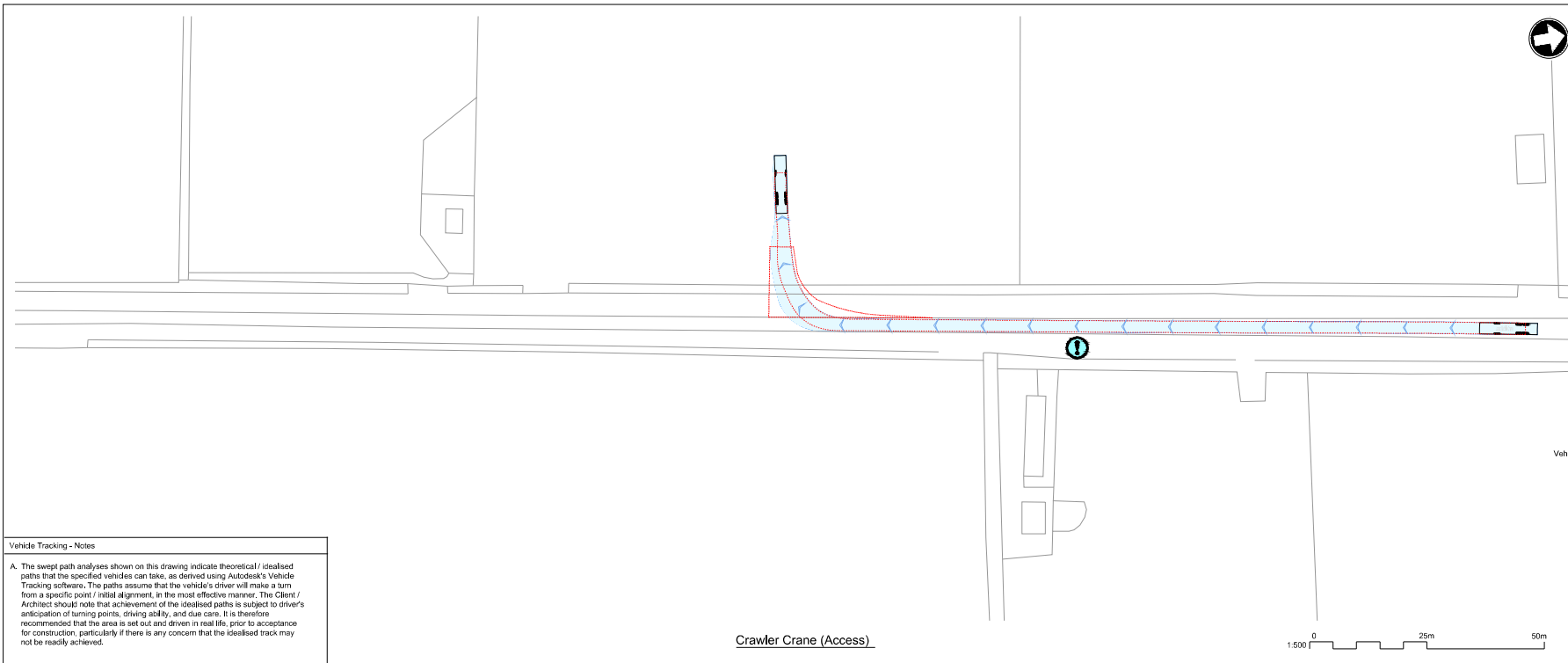


The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA26
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

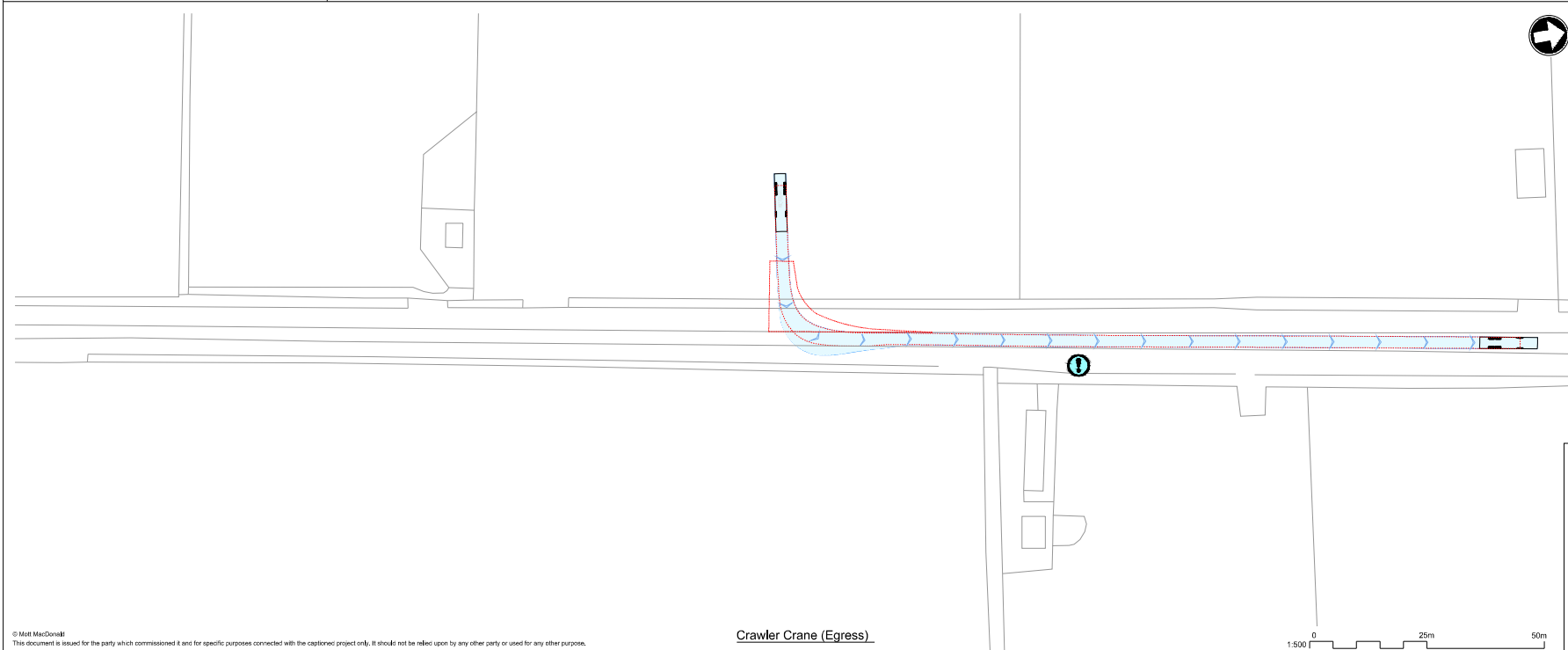
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

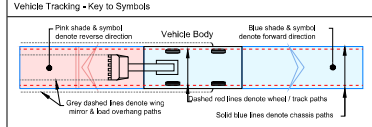
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Crawler Crane (Access)



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	3,360m
	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

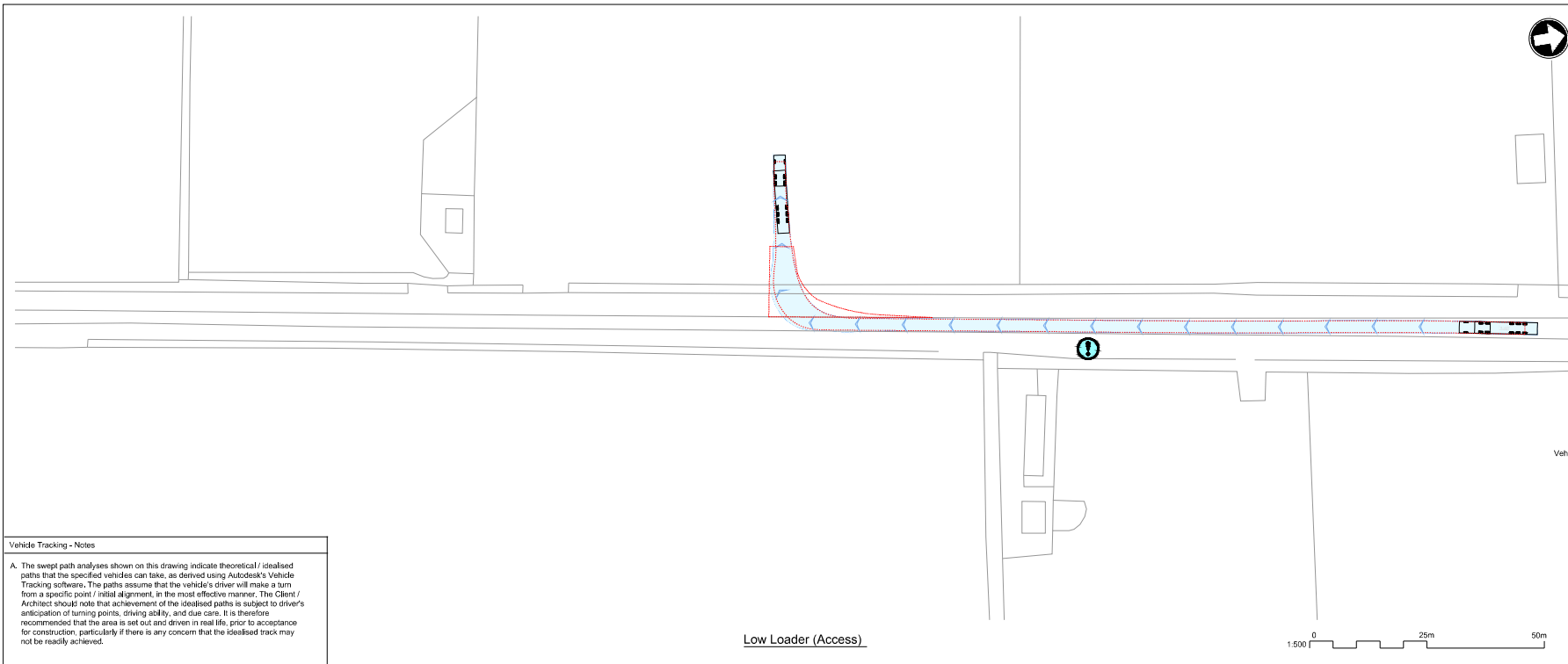


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA26
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

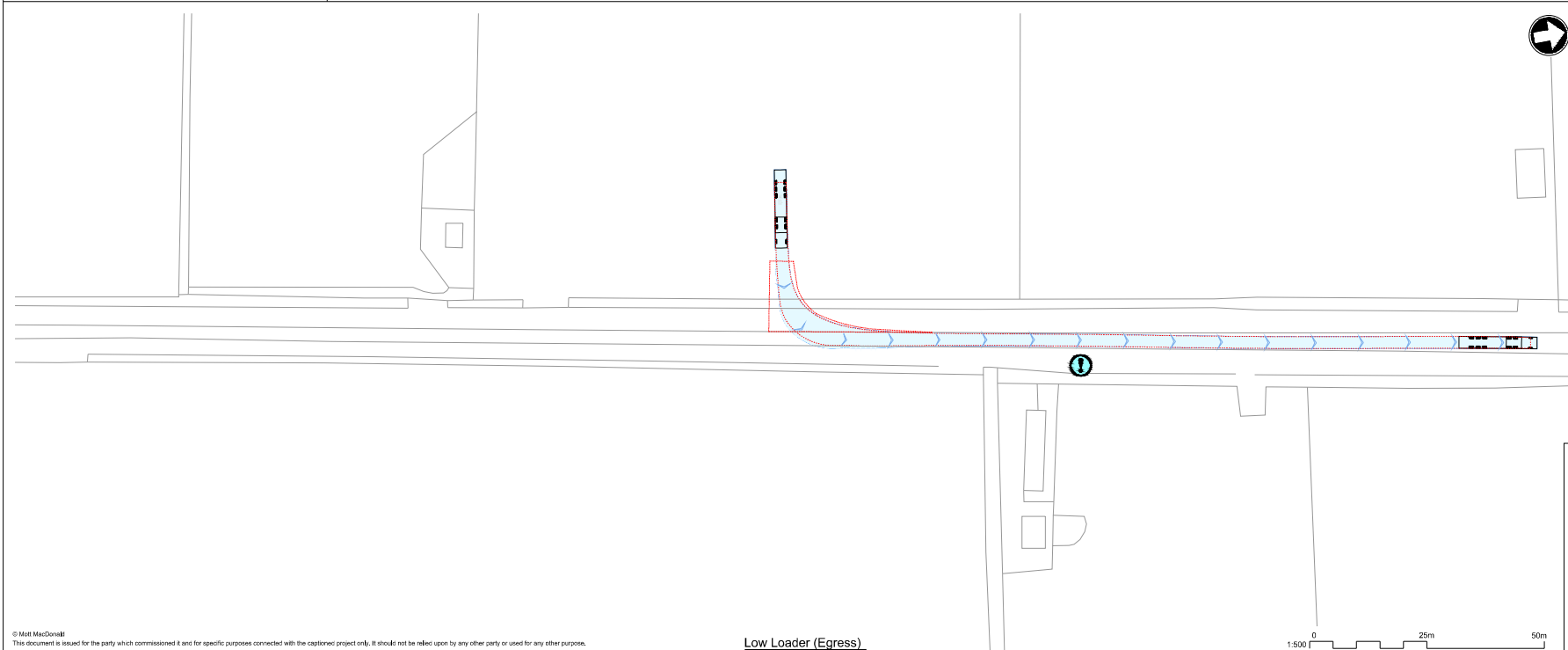
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

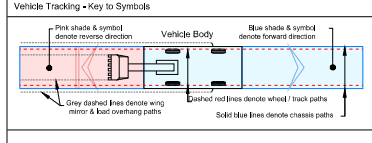
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Low Loader (Access)



Low Loader (Egress)

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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	3,460m	
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 by

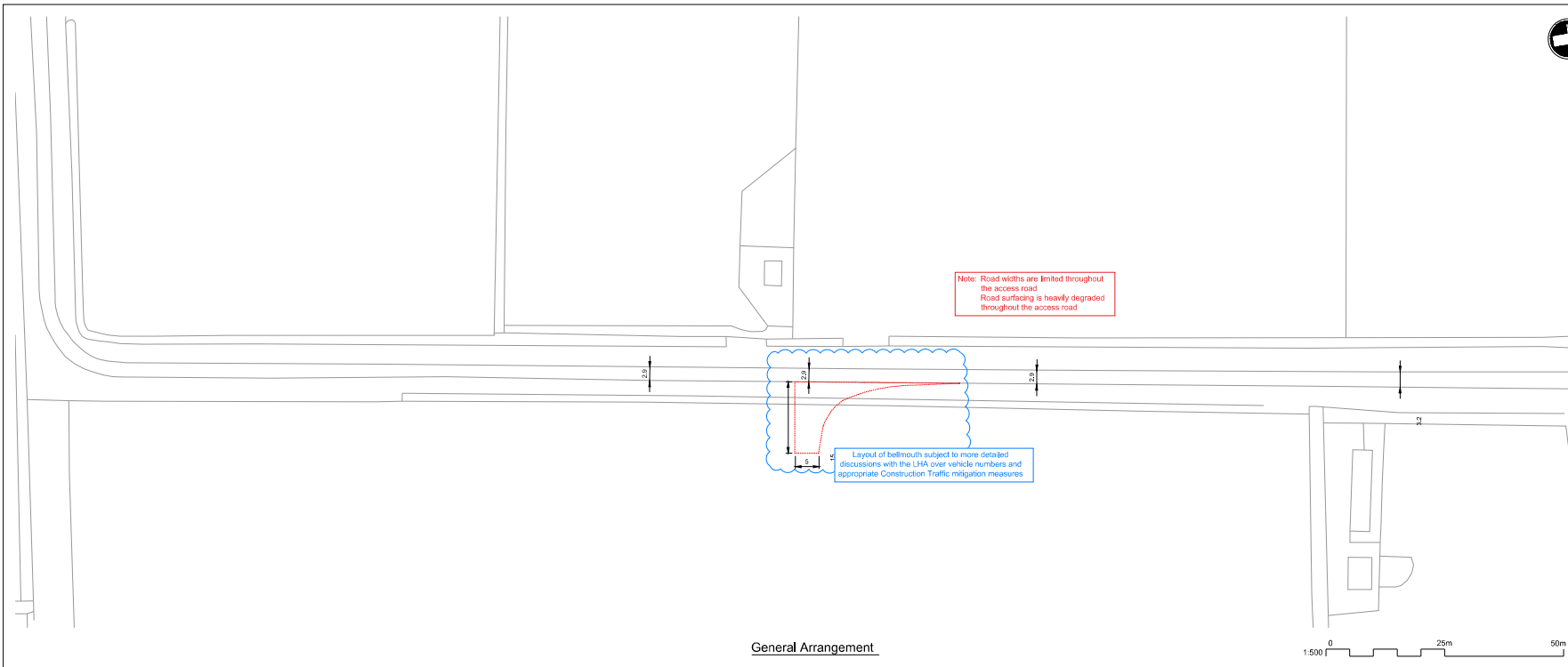


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA26
Highways GA, Visibility Splay and
Vehicle Tracking

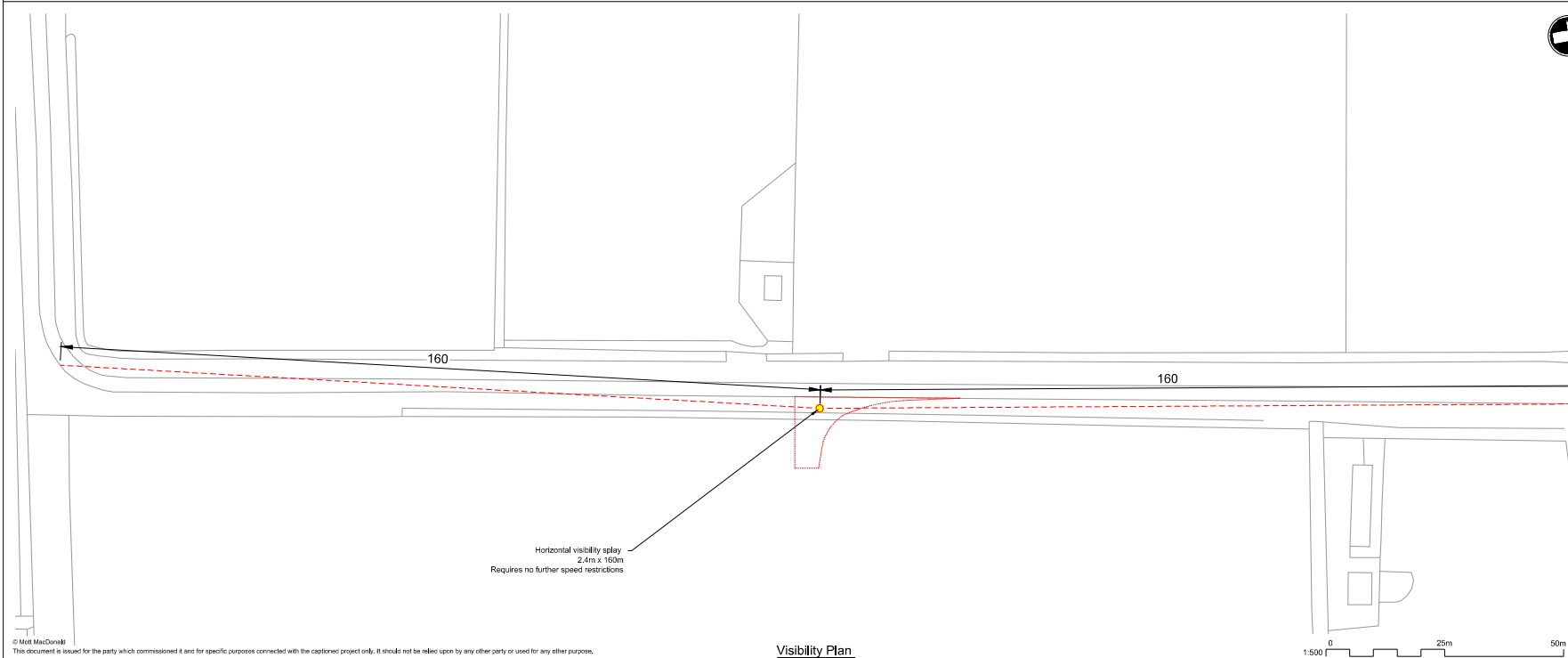
Designed	A.D.Casillas	ADG	Eng check	E.Case	EC
Drawn	-	-	Coordination	A.M.Rawlings	AMR
Dwg check	Approved				

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

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



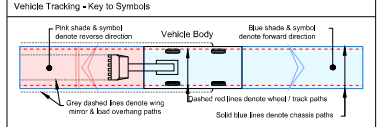
General Arrangement



Visibility Plan



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Vehicle Tracking - Vehicle Details

	<p>Low Loader</p> <p>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</p>
	<p>Large Mobile Crane</p> <p>Overall Length 12,200m Overall Width 2,450m Overall Body Height 2,460m 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

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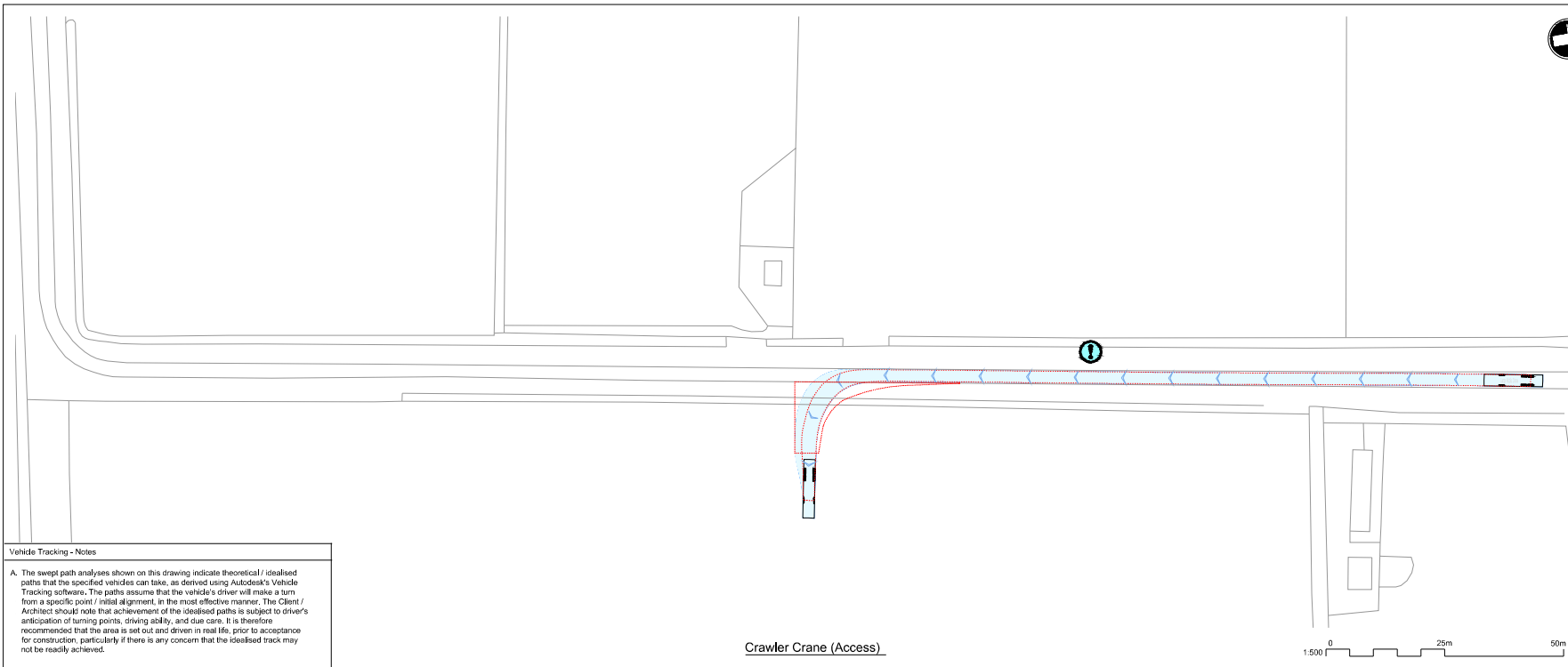
P1	10/23/25	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description		Checked



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

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

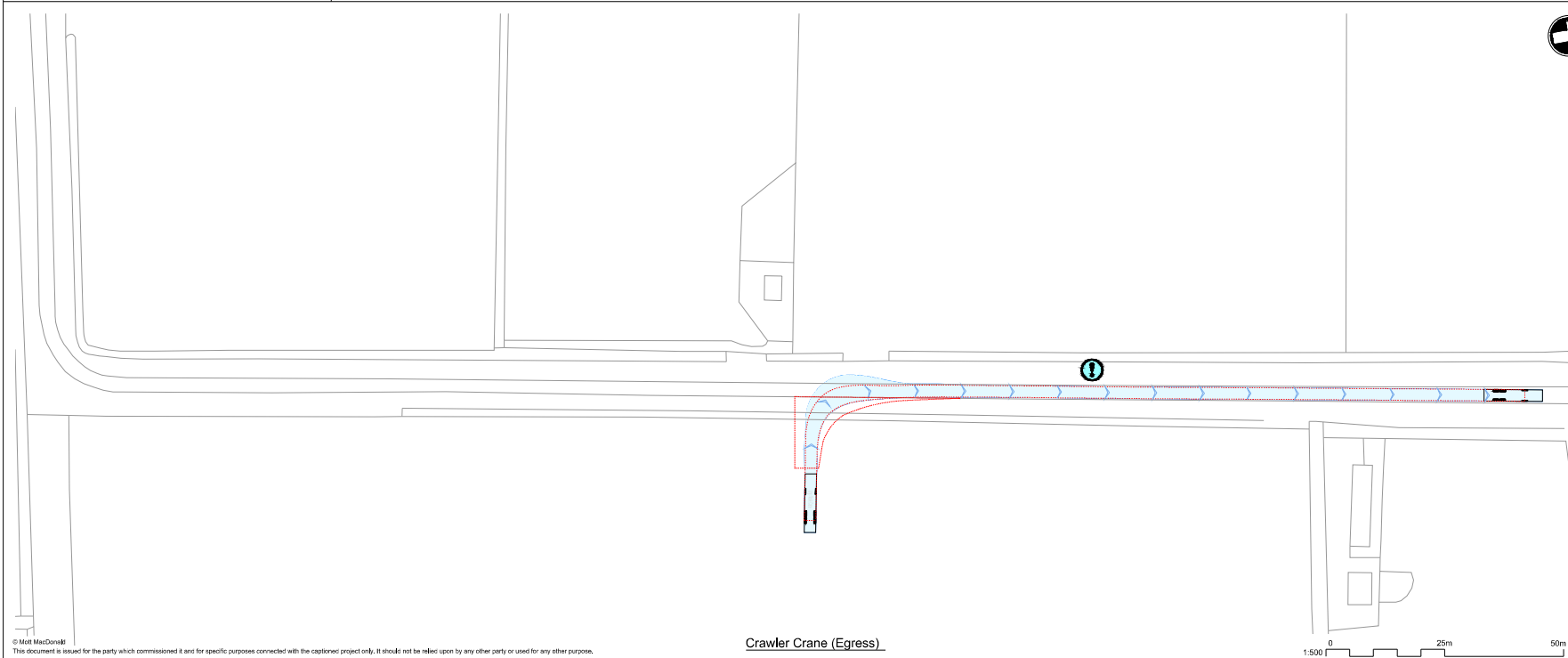
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

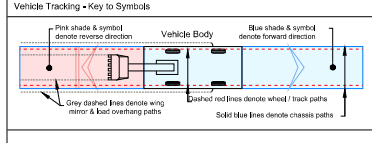
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Crawler Crane (Access)



Crawler Crane (Egress)

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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	2,450m
Track Width	2,450m
Kerb to Kerb Turning Radius	10,000m

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

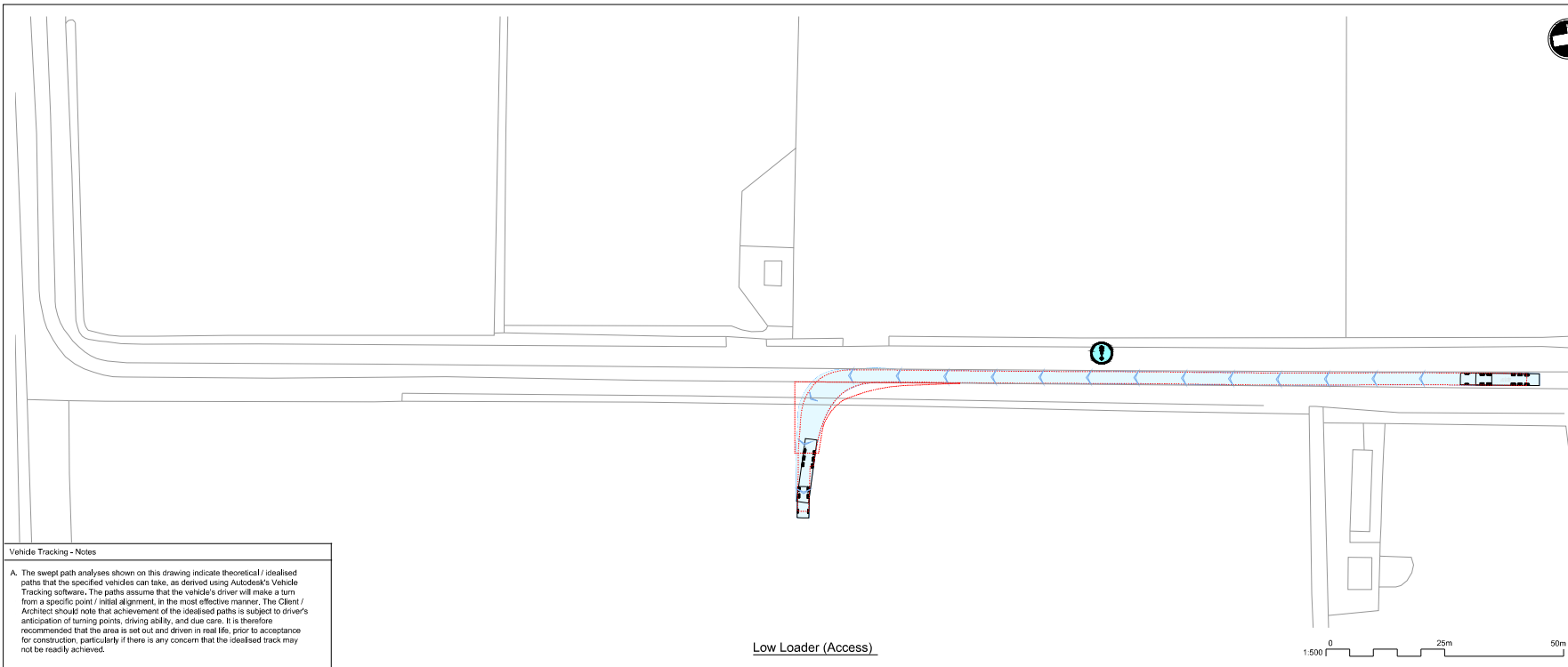
P1	ADG	ADG	Draft for Discussion / Review.	ARK	ARK
Rev	Date	Drawn	Description	CHK	APP



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	-	-	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

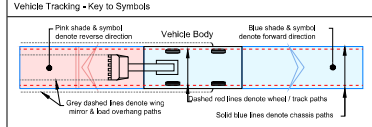


Vehicle Tracking - Notes

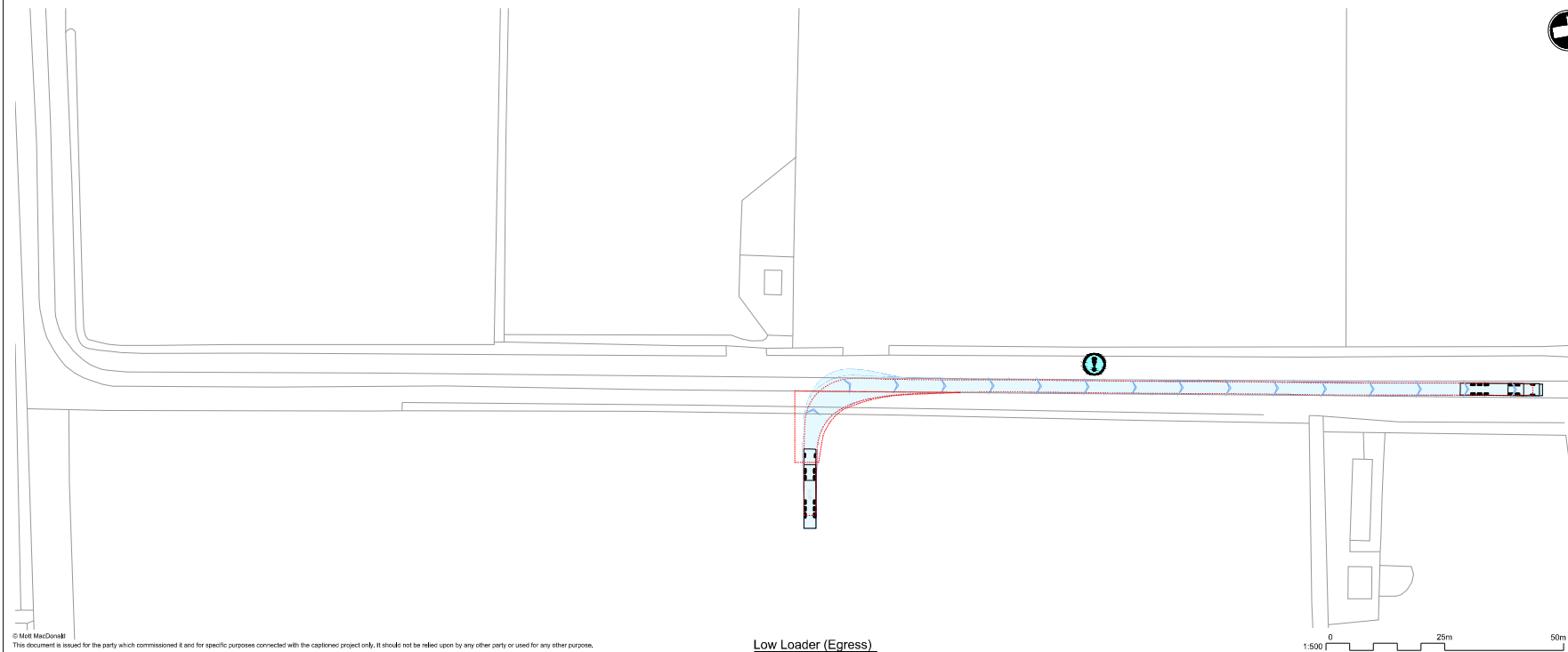
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective 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 information is preliminary and subject to further detailed design.
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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 brownfield site, any proposed changes to the site are to be determined during future stages of the design development of this option.
 - Drawings are 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	16,700m
	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



Low Loader (Egress)

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

P1	Date	Drawn	Description	AWK	AWK
Rev					

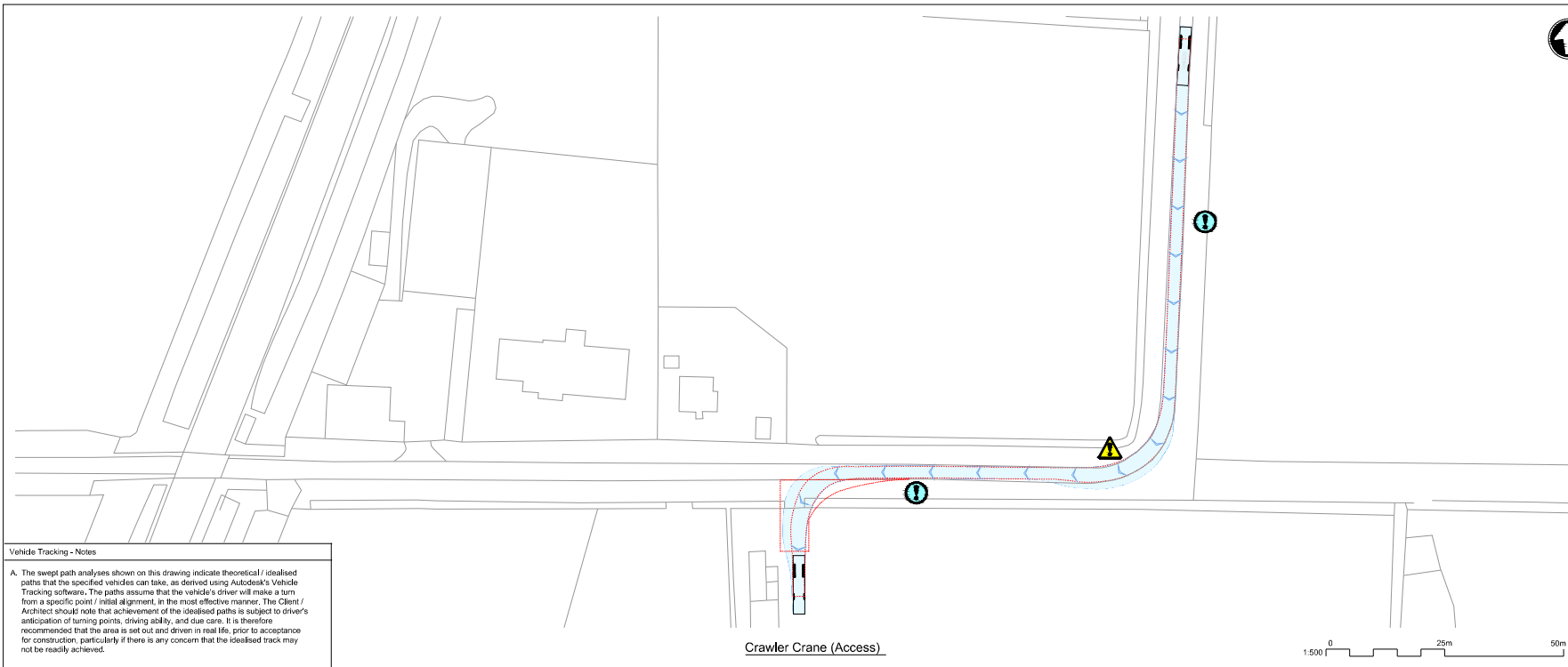


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA13
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

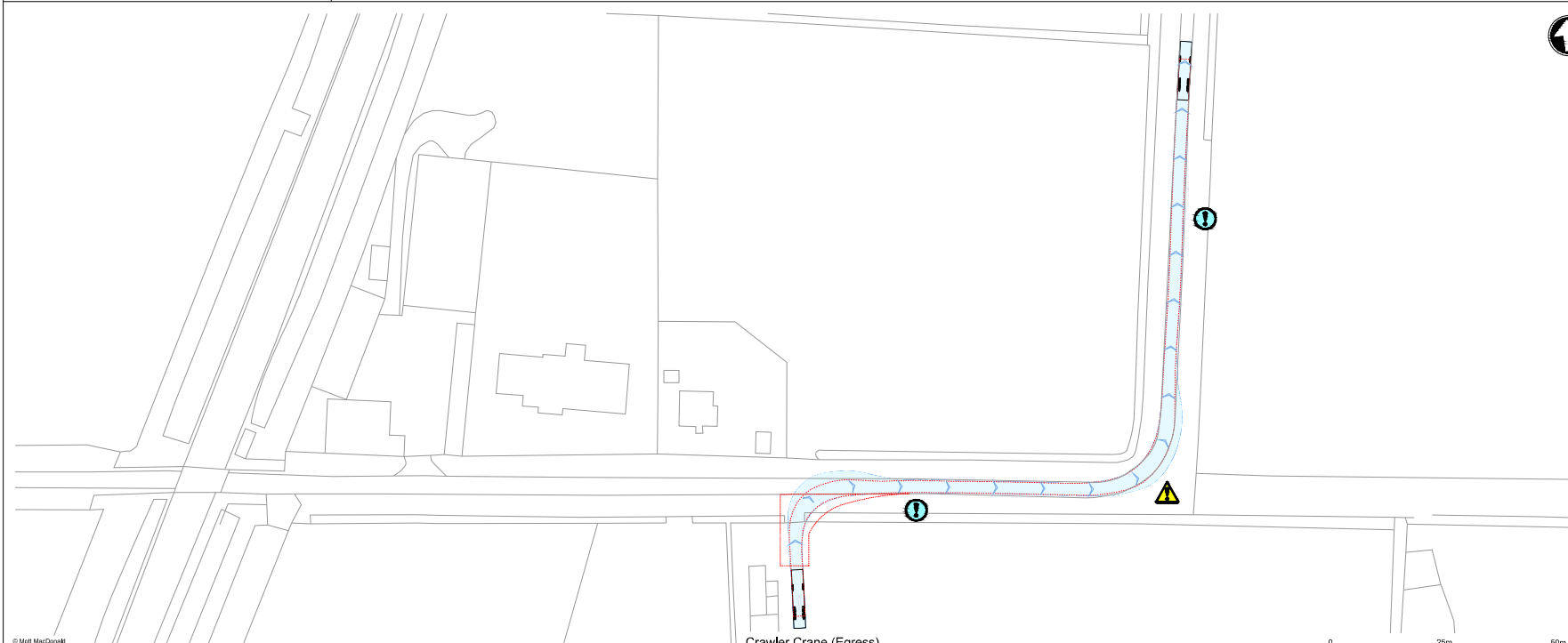
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

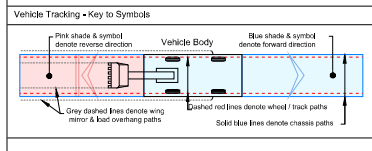
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective 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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 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 extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site and any proposed changes to the site are subject to further assessment during future stages of the design development of this option.



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

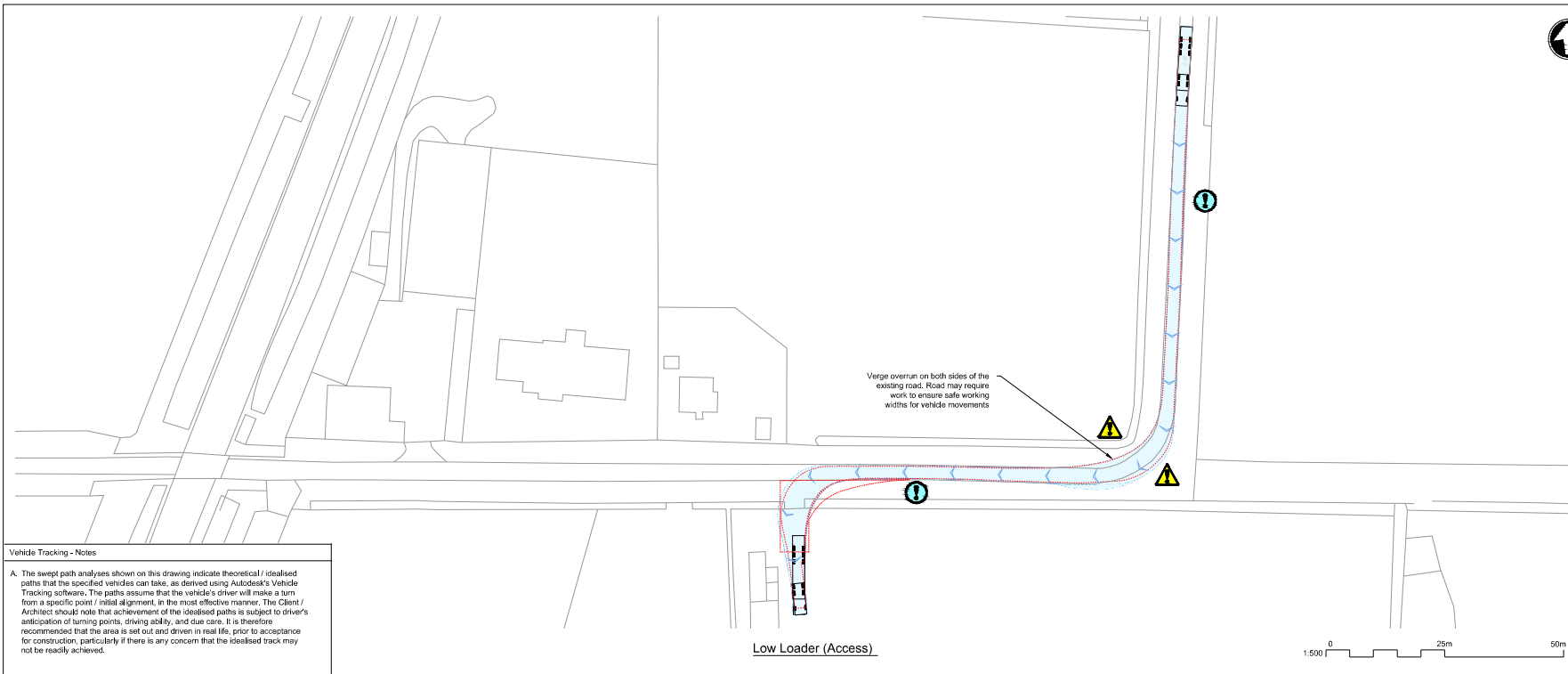
P1	ADG	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked by



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	A.M.Rawlings	AMR
Dwg check	Approved				
Scale	1:500	Status	PRE	Rev	P1
				Set	STD

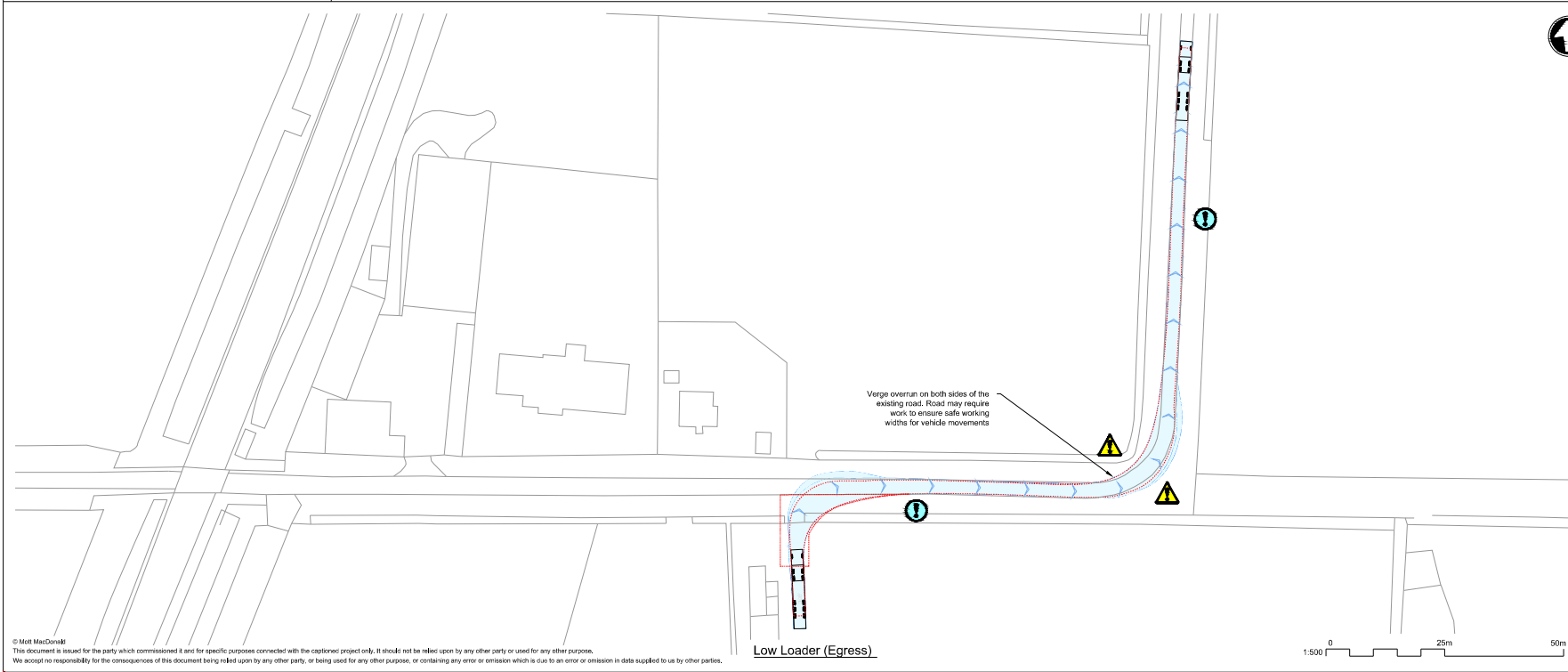
Drawing 102375-MMD-01-XX-DR-C-DRAFT



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.

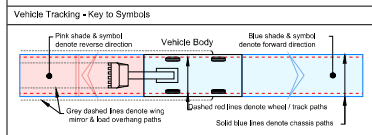
Low Loader (Access)



Low Loader (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 and any proposed access take is to be determined during future stages of the design development of this option.



Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

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

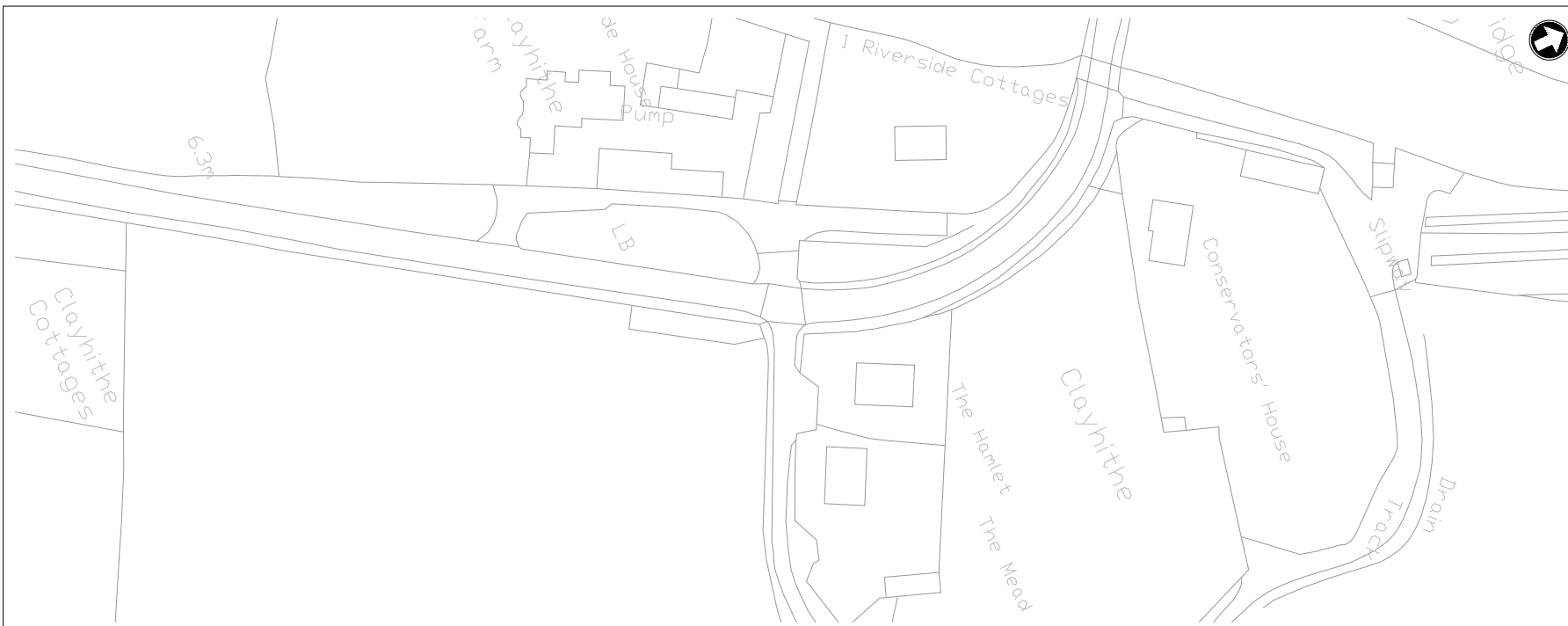


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and
Vehicle Tracking

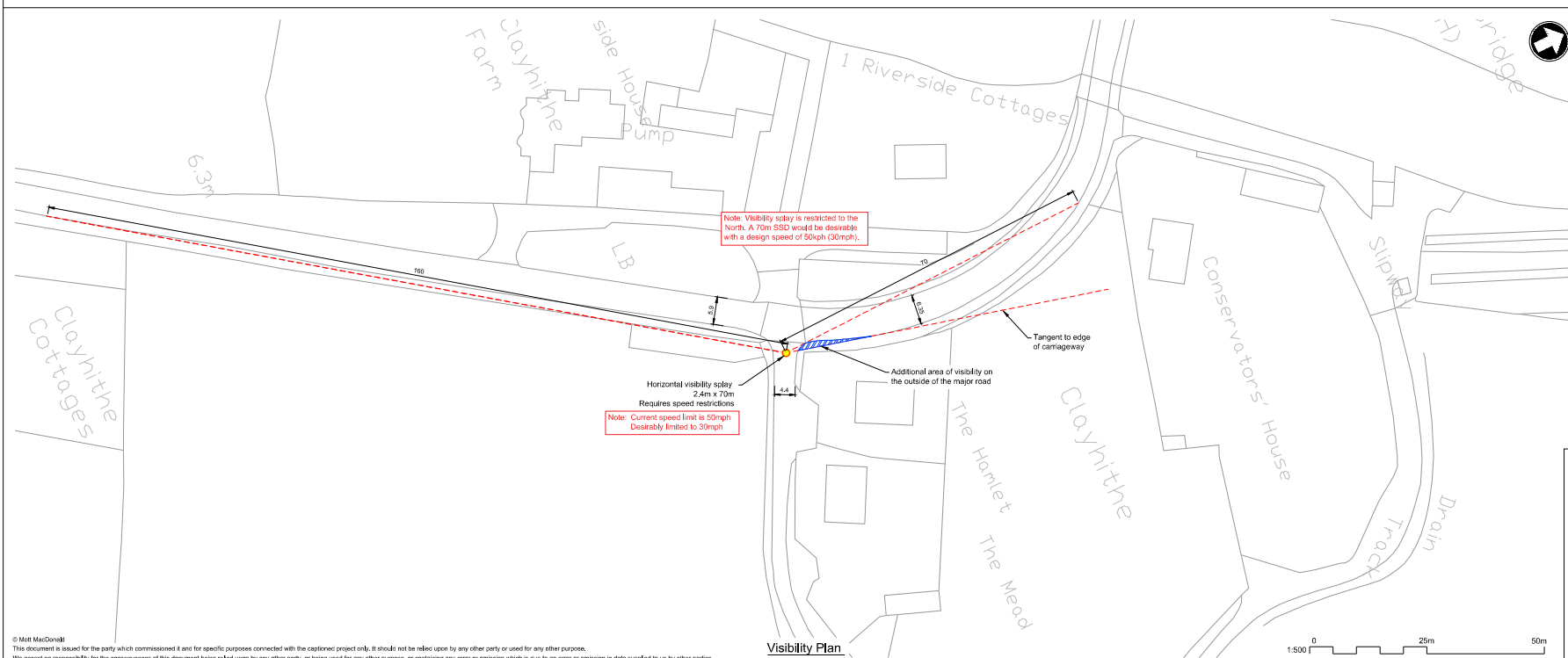
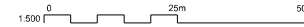
Designed	A.D.Castles	ADG	Eng check	E.Case	EC
Drawn	-	-	Coordination	A.M.Rawlings	AMR
Dwg check	-	-	Approved	-	-

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

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



General Arrangement

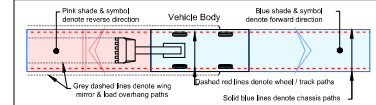


Visibility Plan



- Notes
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 - 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 brownfield site, any proposed land take is a consequence of the design and will be determined during future stages of the design development of this option.
 - THIS DRAWING HAS BEEN PREPARED 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	2,400m
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

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

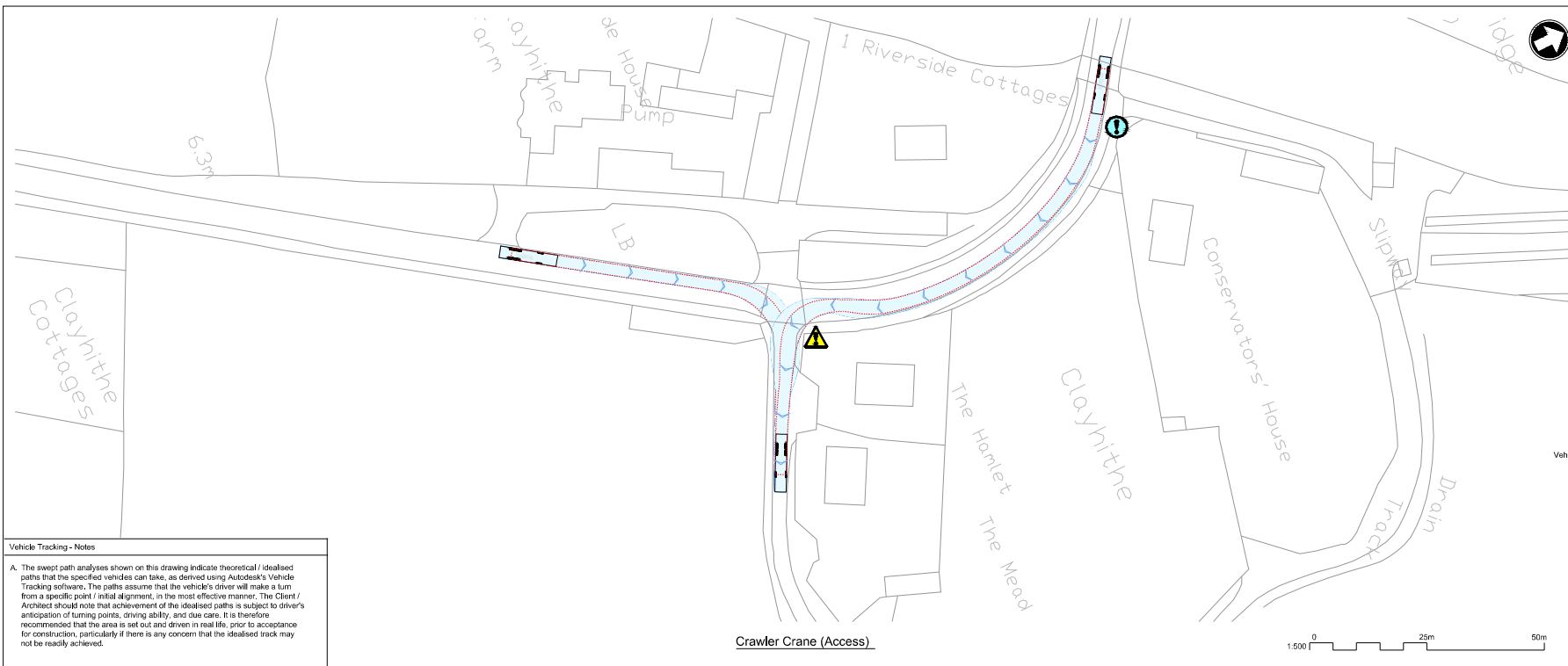


The Cambridge Waste Water Treatment Works Relocation
 COA20
 Highways GA, Visibility Splay and Vehicle Tracking

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

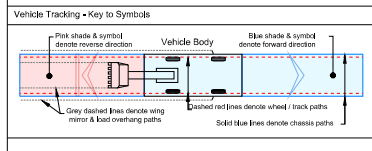
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

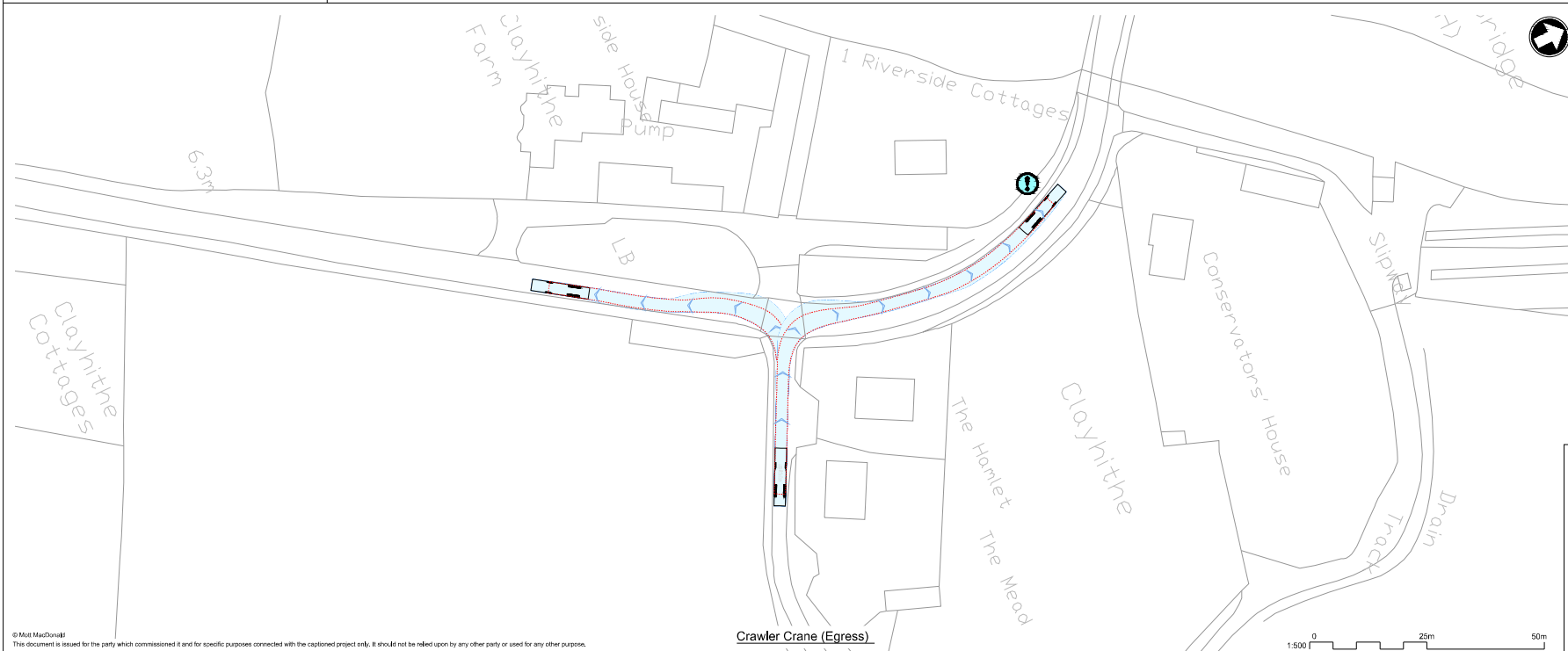
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- Notes**
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a sensitive area, the proposed design take is subject to agreement 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	3.390m	2.500m	16.700m
Large Mobile Crane	12.000m	2.430m	2.430m	2.430m	10.000m



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

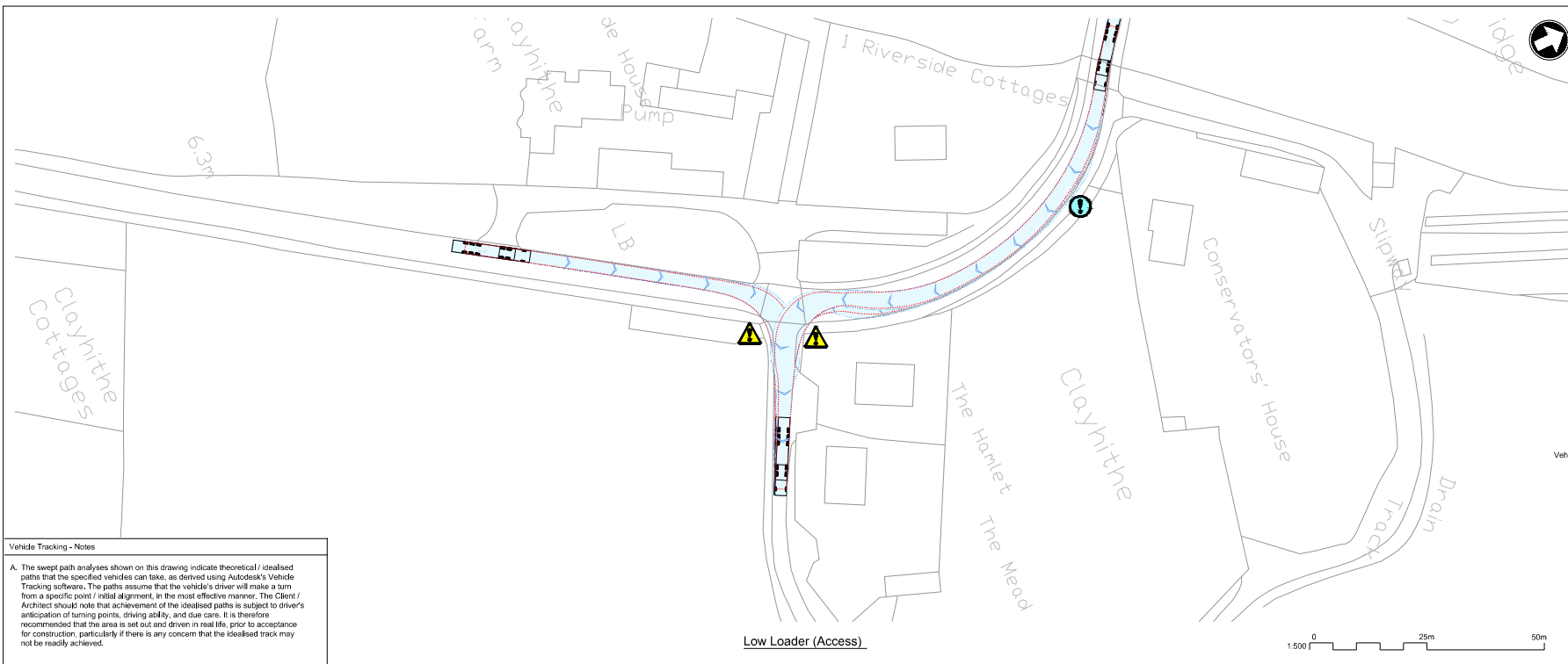
Rev	Date	Drawn	Description	Rev	Rev
P1		ADC	Draft for Discussion / Review.	AWK	ARR
					CHW:epd



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.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

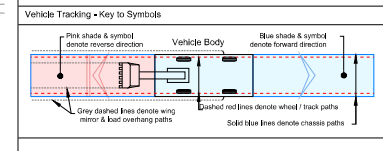


Vehicle Tracking - Notes

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Low Loader (Access)

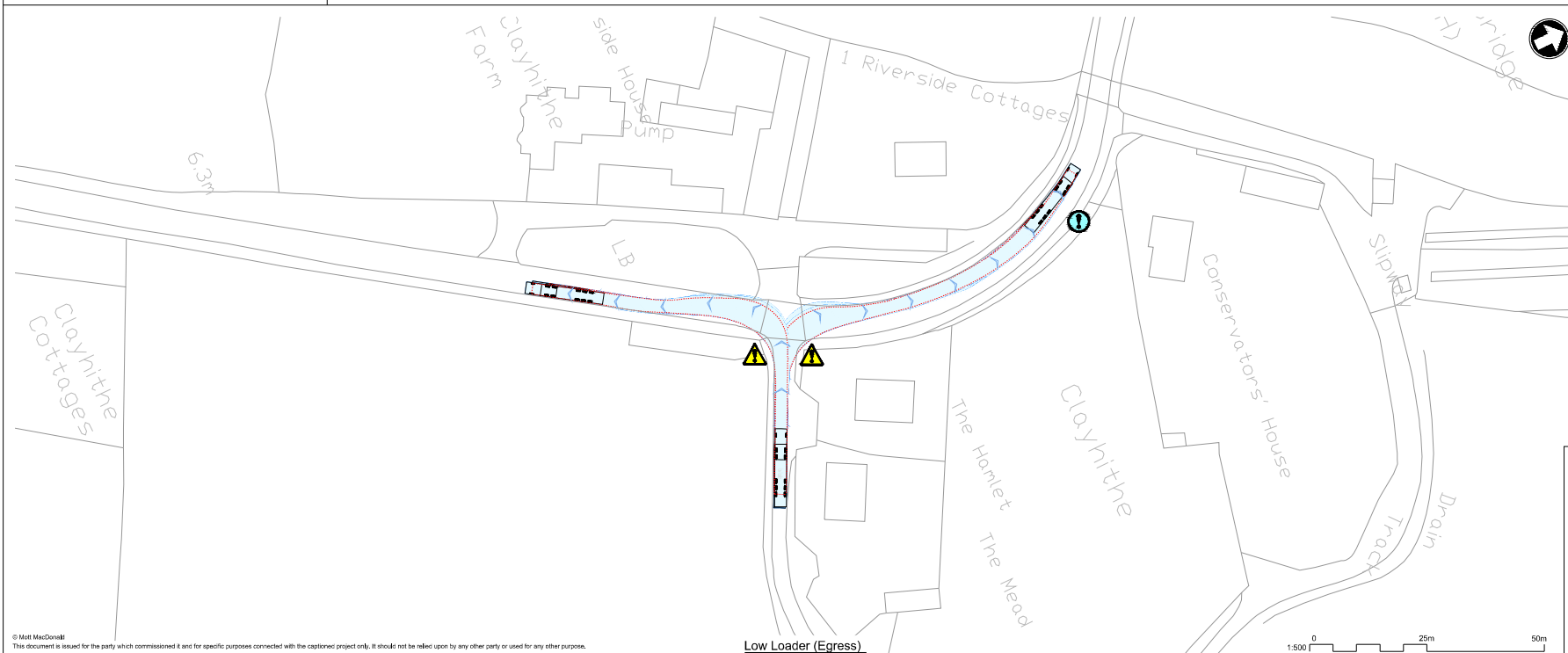
- Notes**
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 - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
 - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is 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.
 - NO 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	2,450m	
Overall Body Height	2,450m	
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

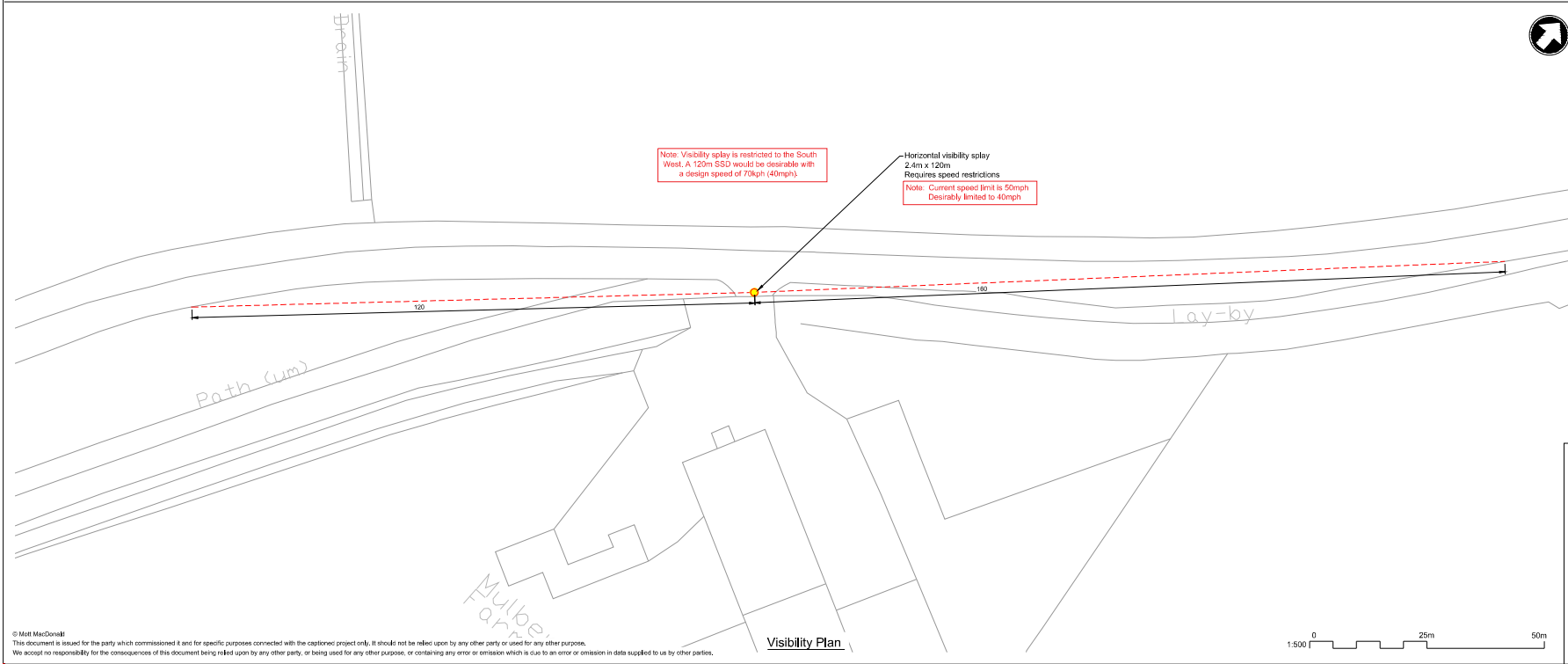
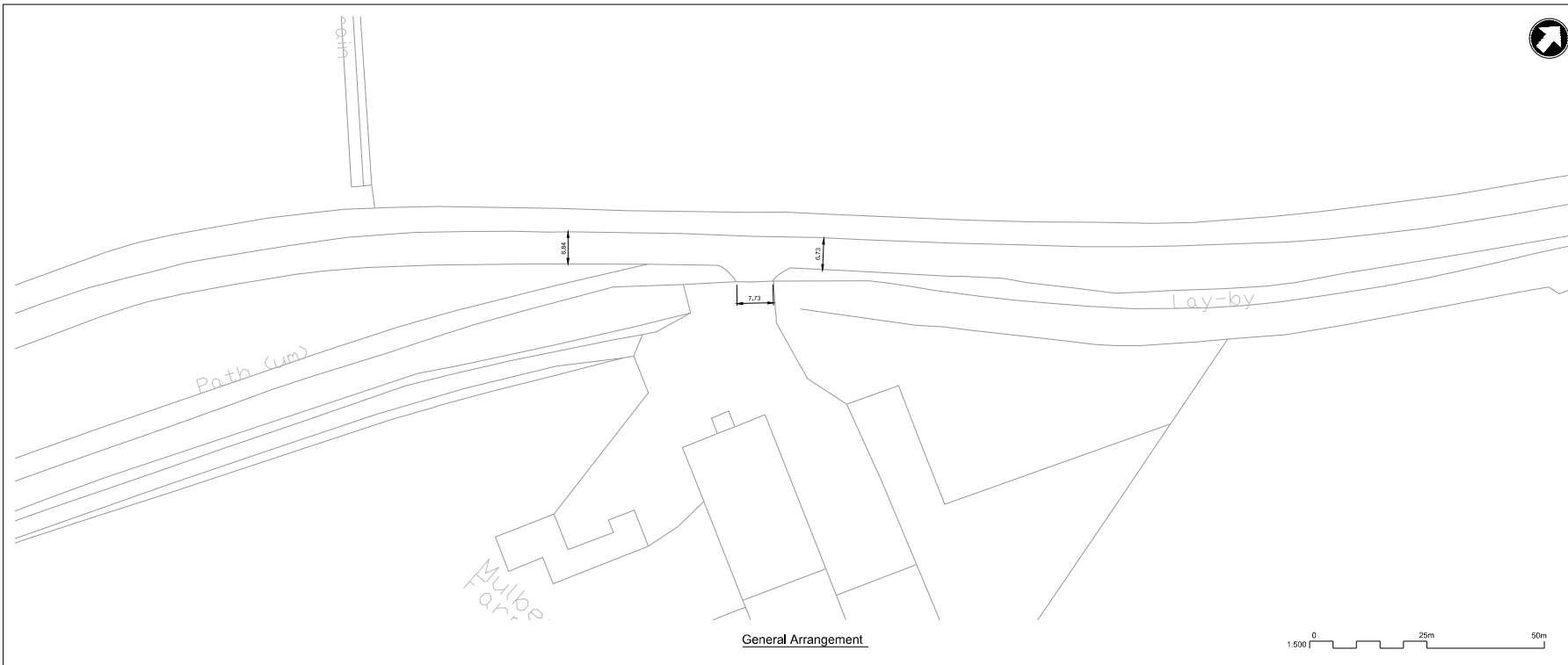


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA20
Highways GA, Visibility Splay and
Vehicle Tracking

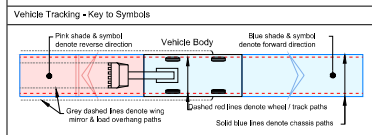
Designed	A.D. Casillas	ADG	Eng check	E. Case	EC
Drawn	A.D. Casillas	ADG	Coordination	A.M. Rawlings	AMR
Dwg check			Approved		

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

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



- Notes
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 - DRAWINGS TO BE READ IN OCCURRENCE** 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	7,500m
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 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.

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

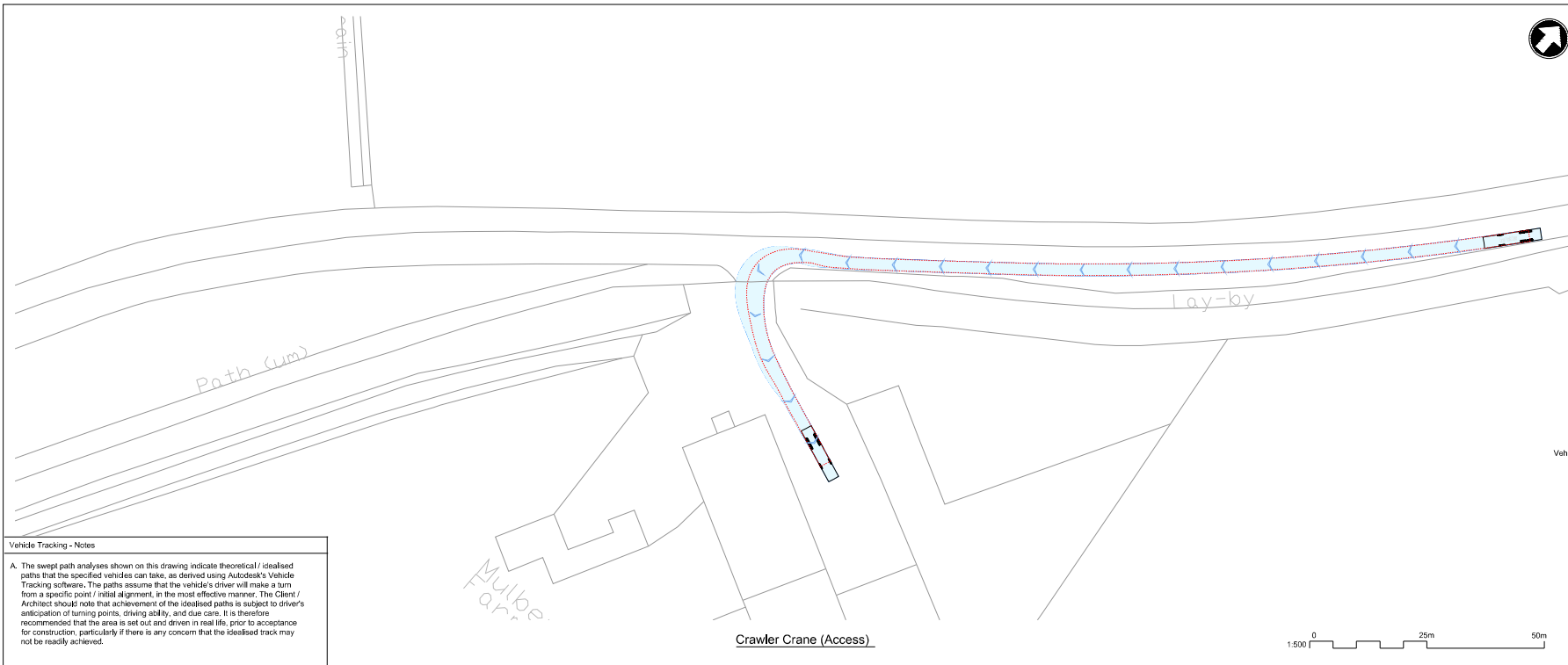


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA9
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

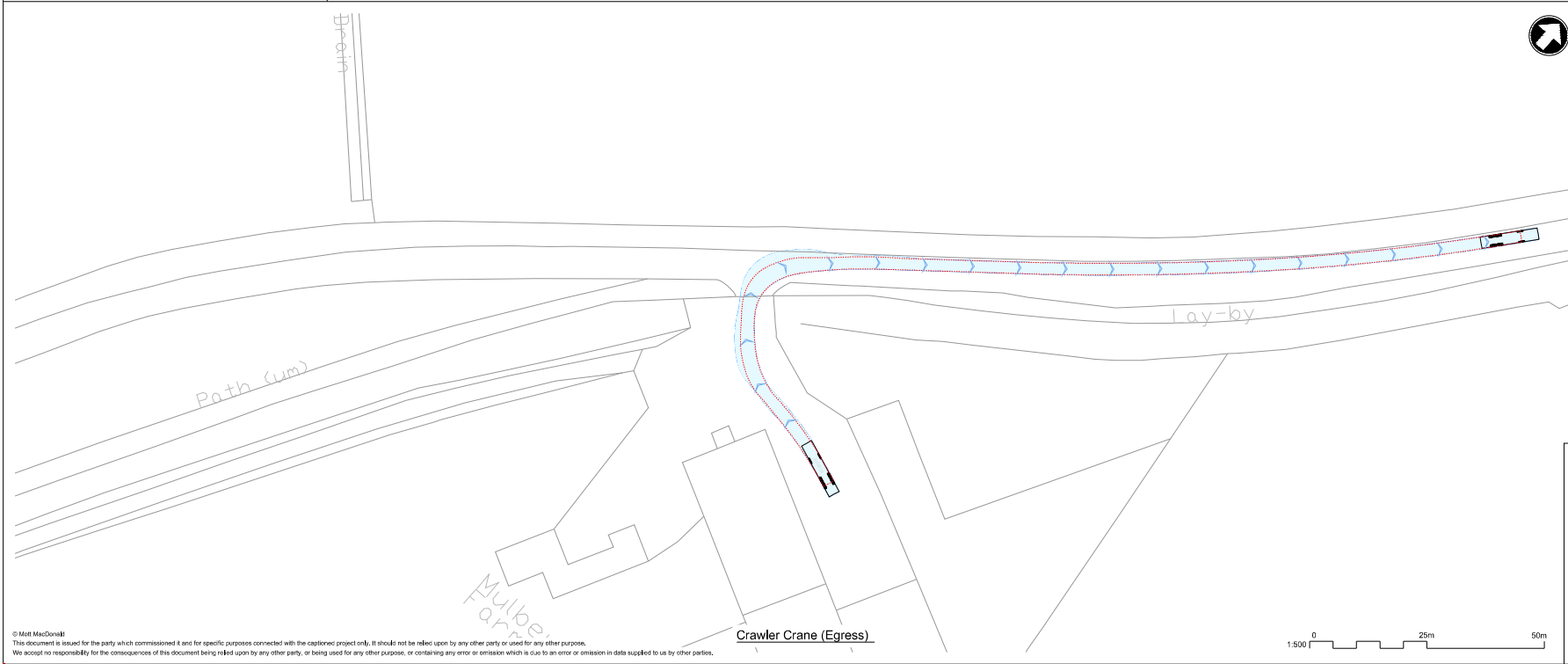
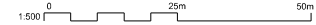
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



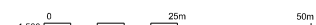
Vehicle Tracking - Notes

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.

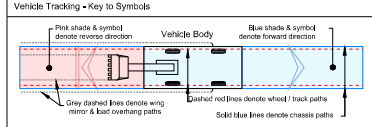
Crawler Crane (Access)



Crawler Crane (Egress)



- Notes**
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 - The 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 brownfield site, any proposed additional 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 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	3,460m
	Track Width	2,450m
	Kerb to Kerb Turning Radius	10,000m

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

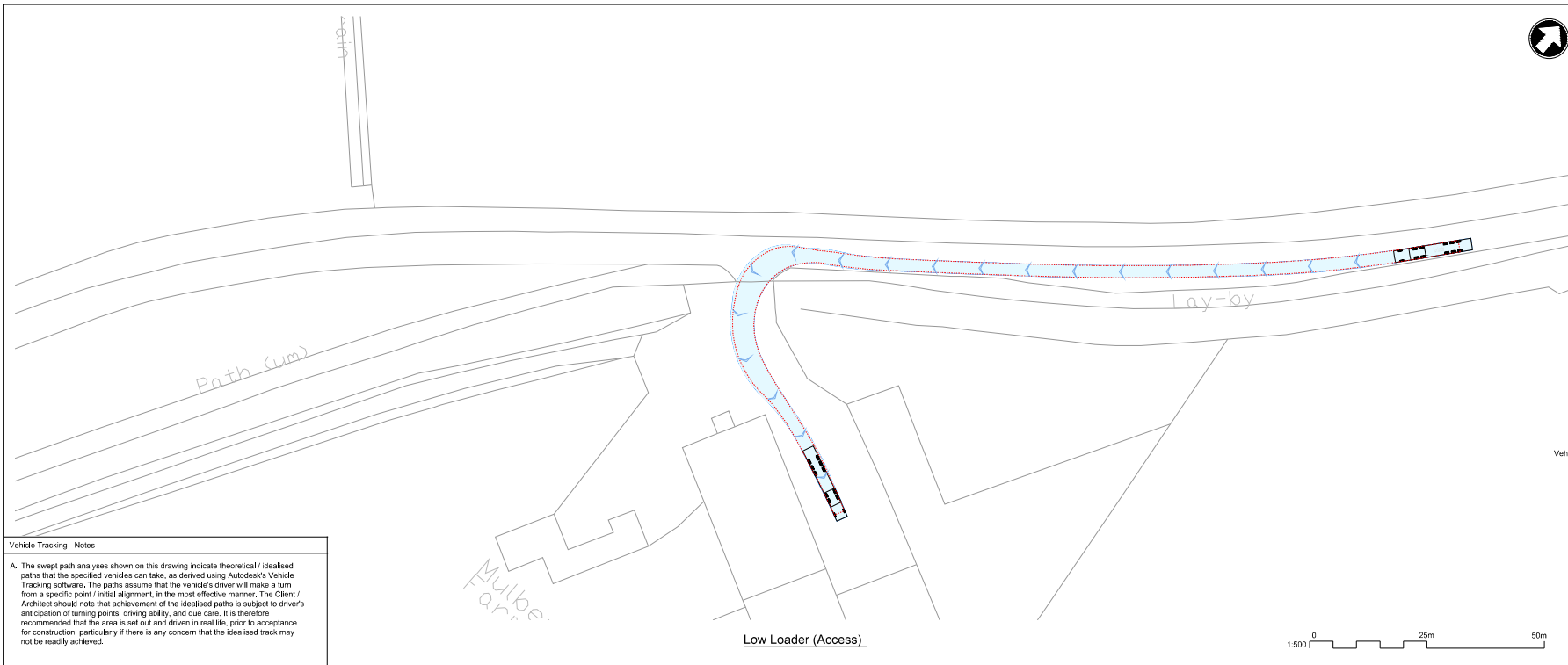
P1	10/23/25	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description		CHW/epd



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

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

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



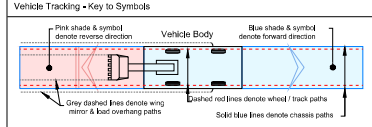
Vehicle Tracking - Notes

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- Notes**
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 - 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.
 - NO DRAWINGS TO BE READ IN OCCURRENCE WITH THE TECHNICAL MEMO.**



Vehicle Data

	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

	Overall Length	32,200m
	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	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked by

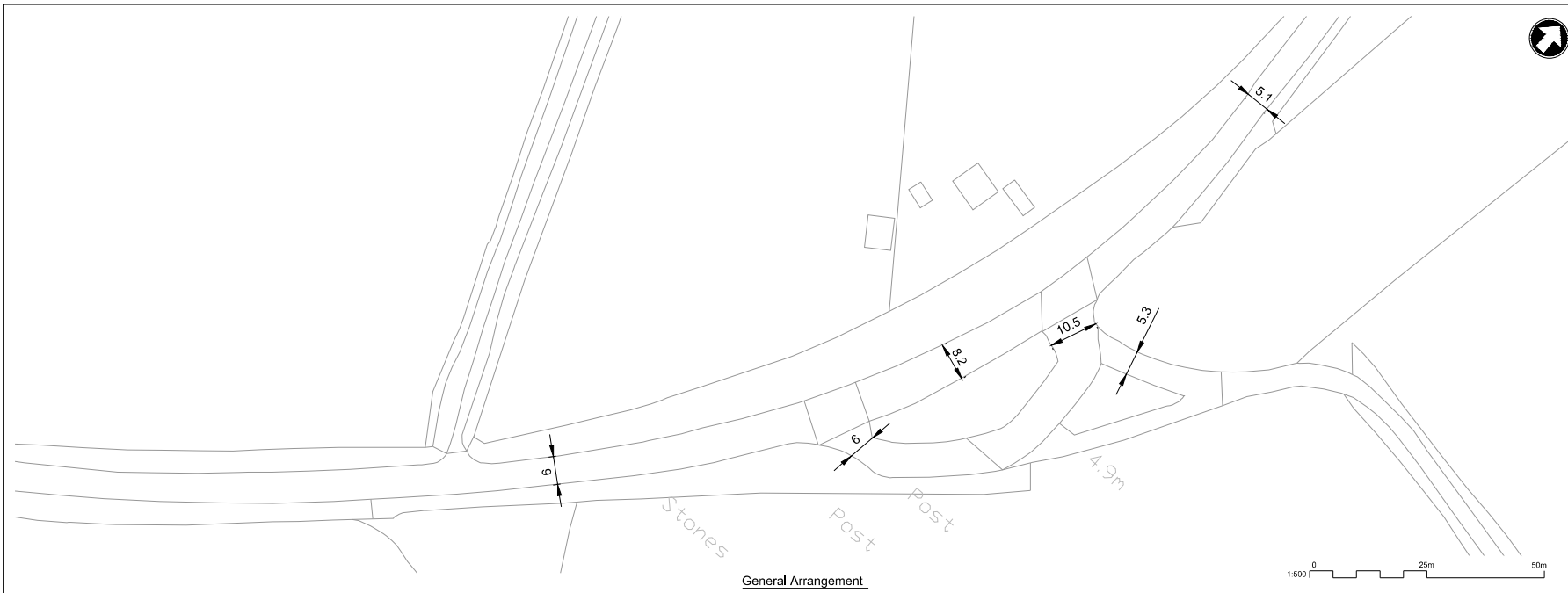


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 COA9
 Highways GA, Visibility Splay and
 Vehicle Tracking

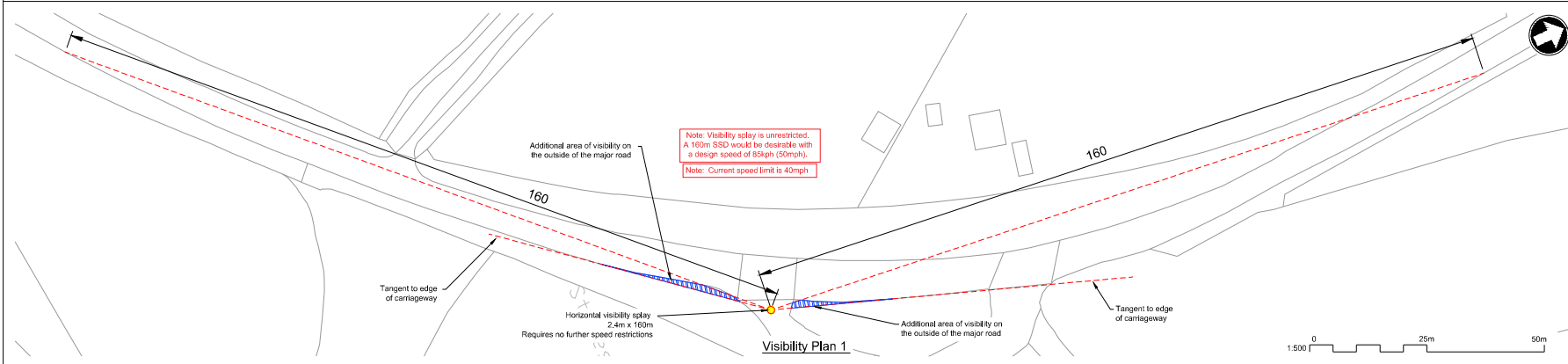
Designed	A.D.Casillas	ADC	Eng check	E.Case	EC
Drawn	-	-	Coordination	A.M.Rawlings	AMR
Dwg check	-	-	Approved	-	-

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

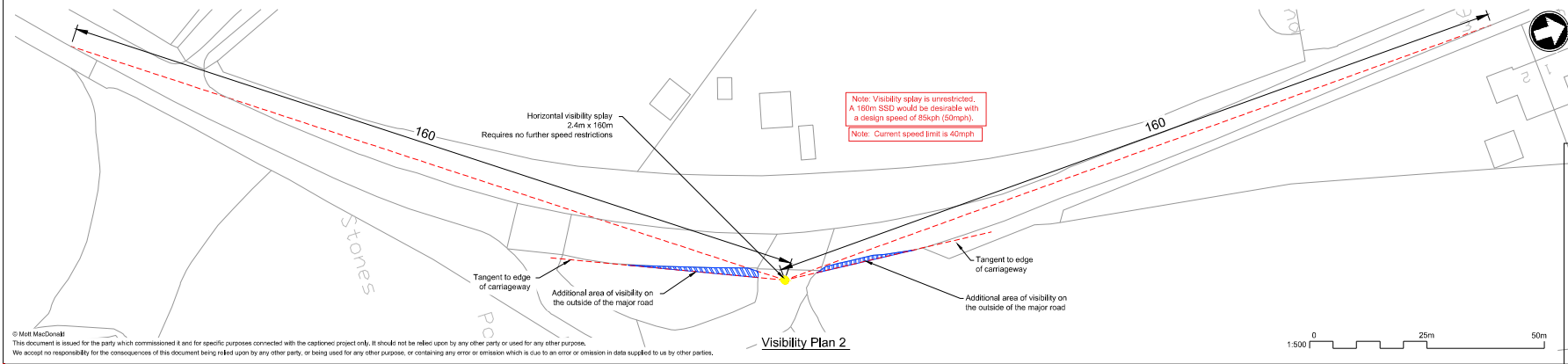
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement



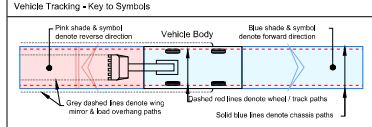
Visibility Plan 1



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 temporary access junction and is subject to change 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 Tracking - Risks & Compliance

High Risks
H1 Explanation of risk,

Vehicle Tracking - Notes

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



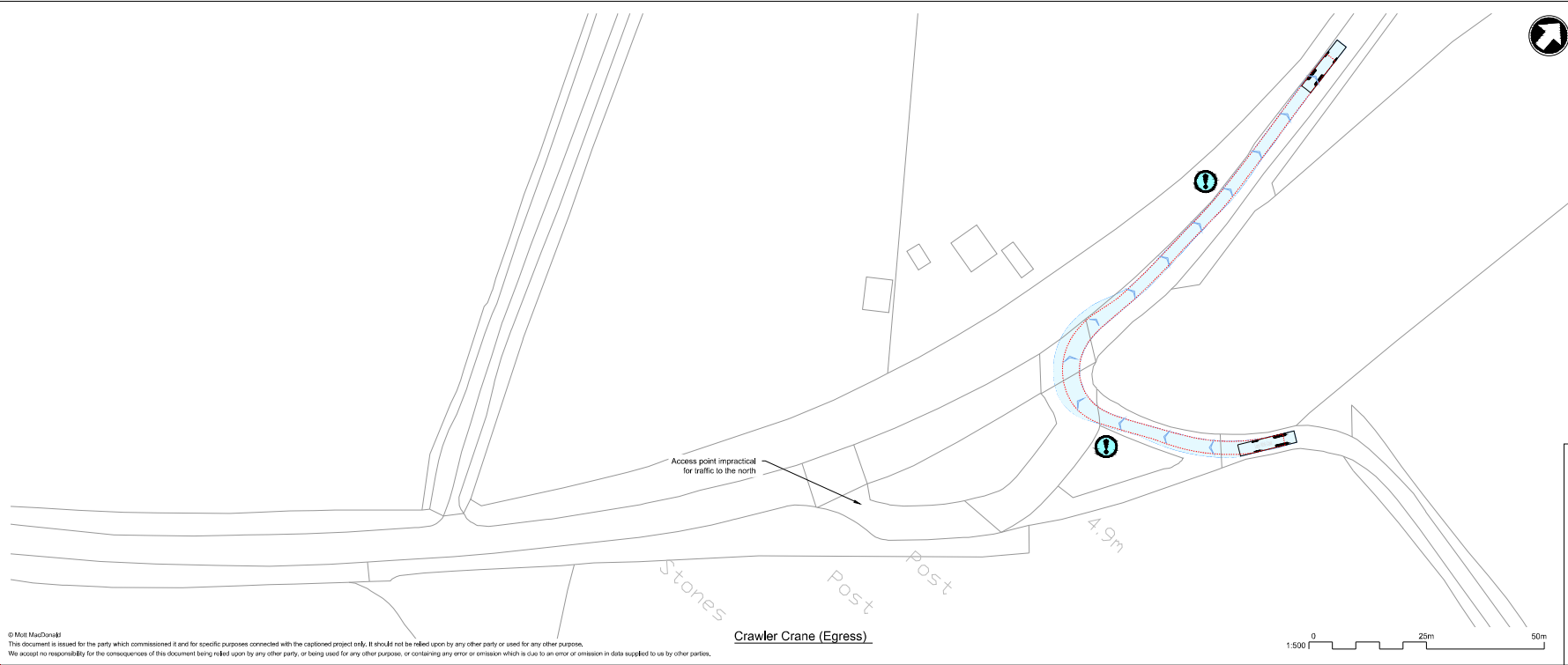
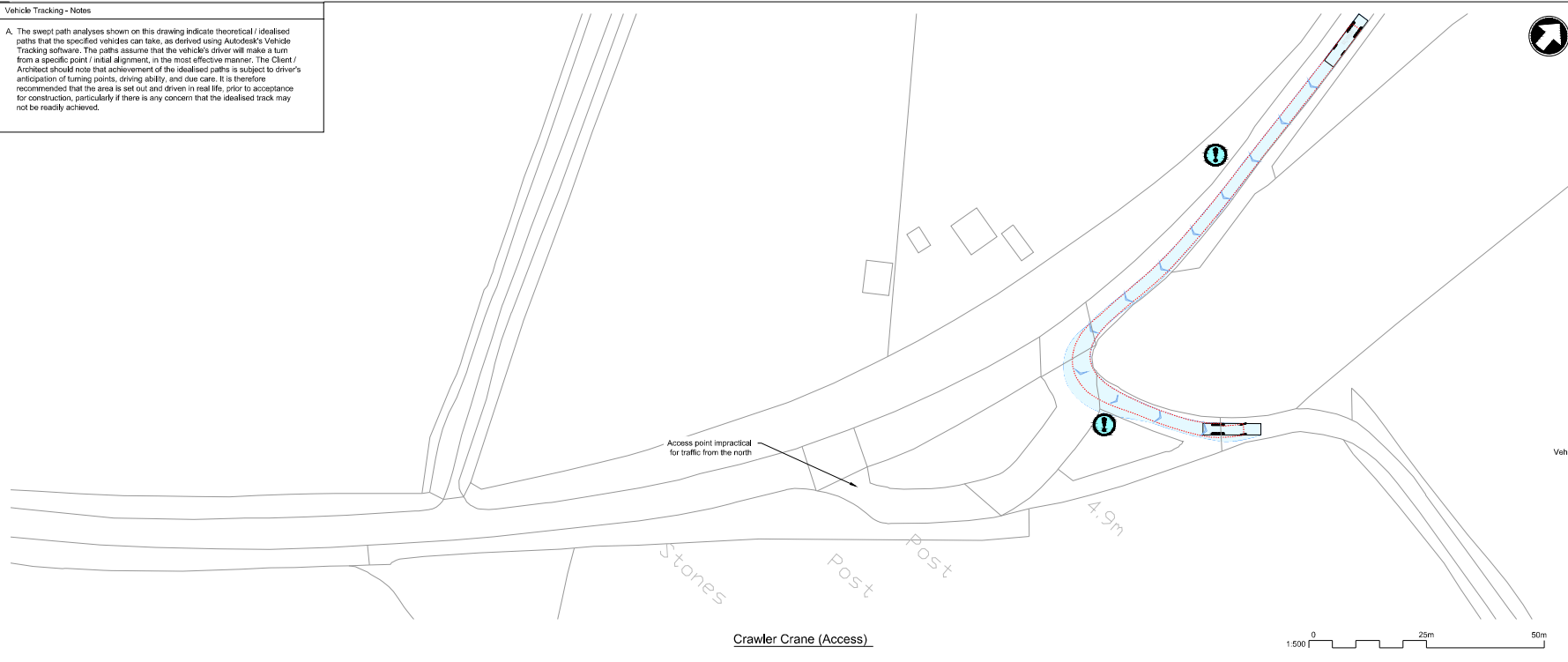
The Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 CA16
 Highways GA, Visibility Splay and
 Vehicle Tracking

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					

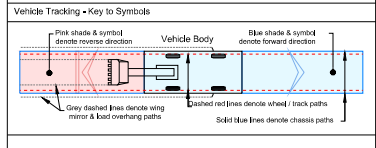
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
 Drawing: 102375-MMD-01-XX-DR-C-DRAFT

Vehicle Tracking - Notes

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 - The 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 sensitive area, the proposed design take is subject to agreement 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.	AMC	ARR
Rev	Date	Drawn	Description	Checked by

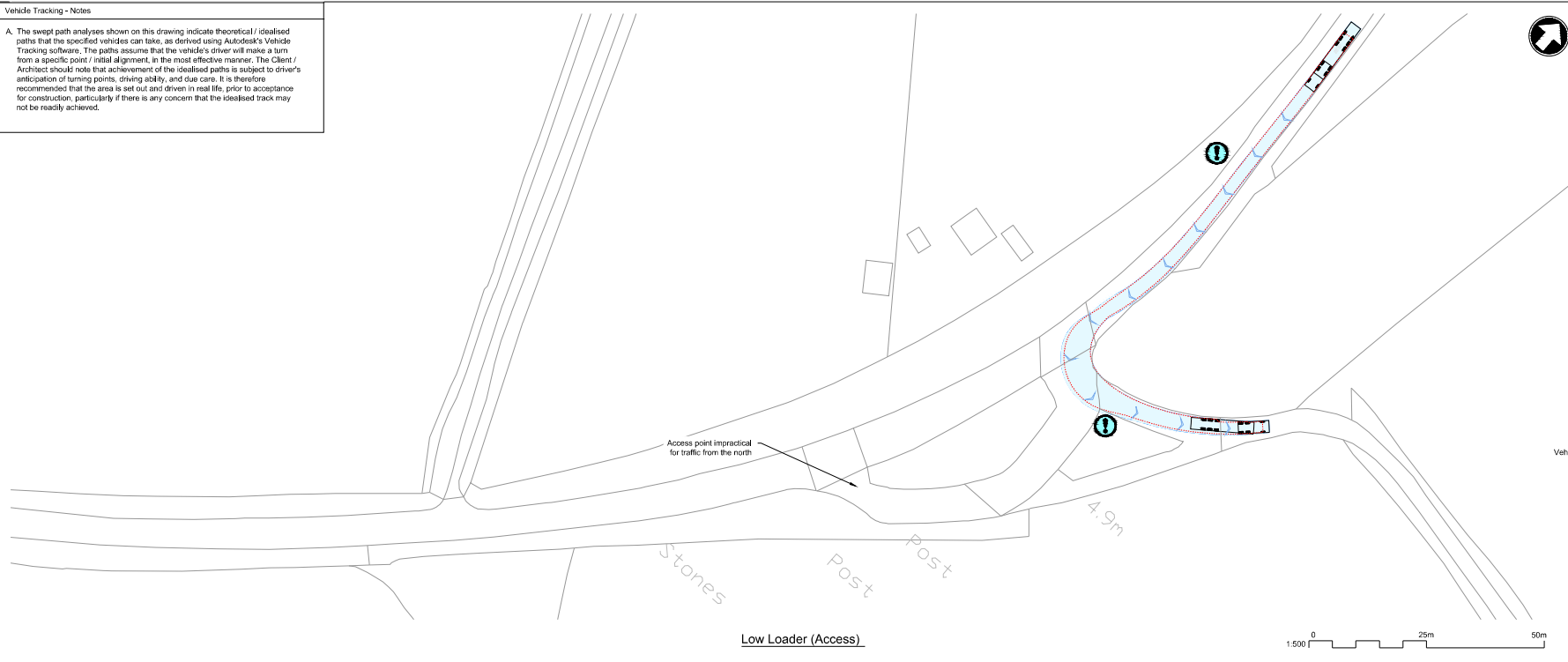


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA16
Highways GA, Visibility Splay and
Vehicle Tracking

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

Vehicle Tracking - Notes

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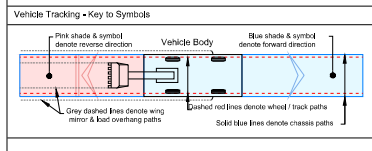


Low Loader (Access)



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 CA16 is a proposed scheme, any proposed land take is to be determined during future stages of the design development of this option.



Vehicle Type

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	3,360m
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	By	Checked

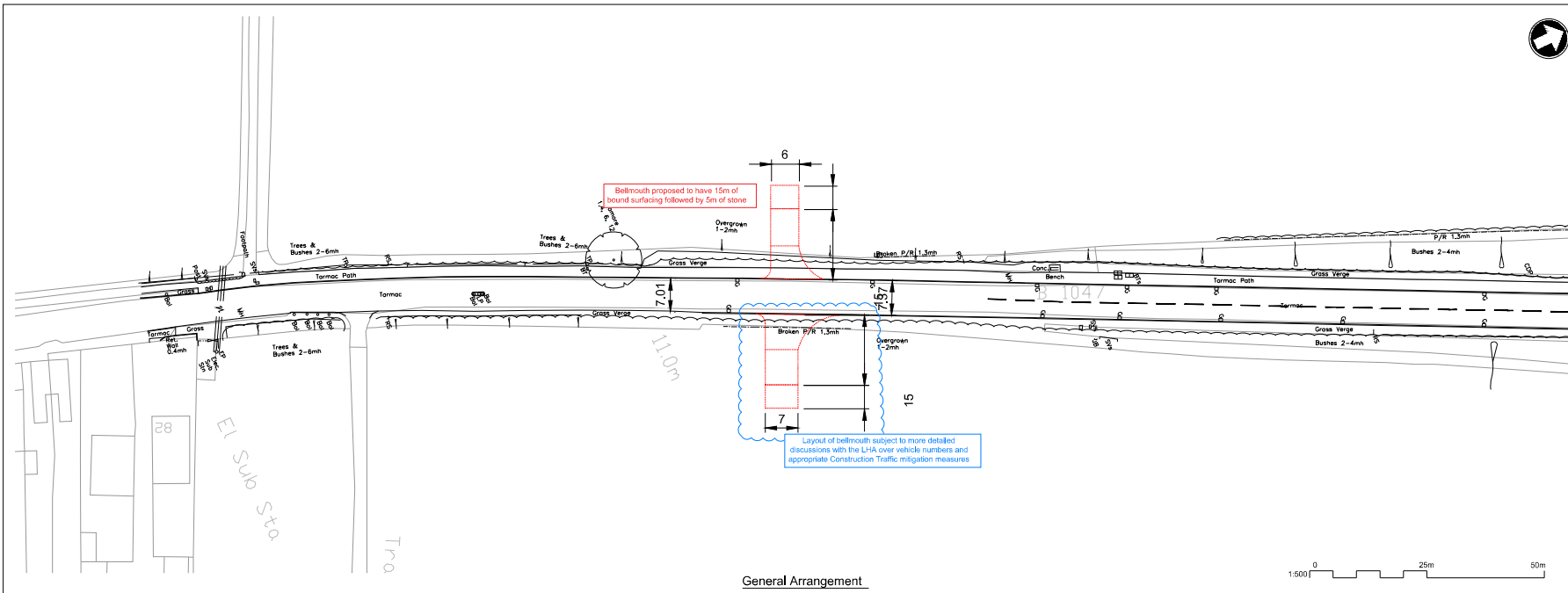


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA16
Highways GA, Visibility Splay and
Vehicle Tracking

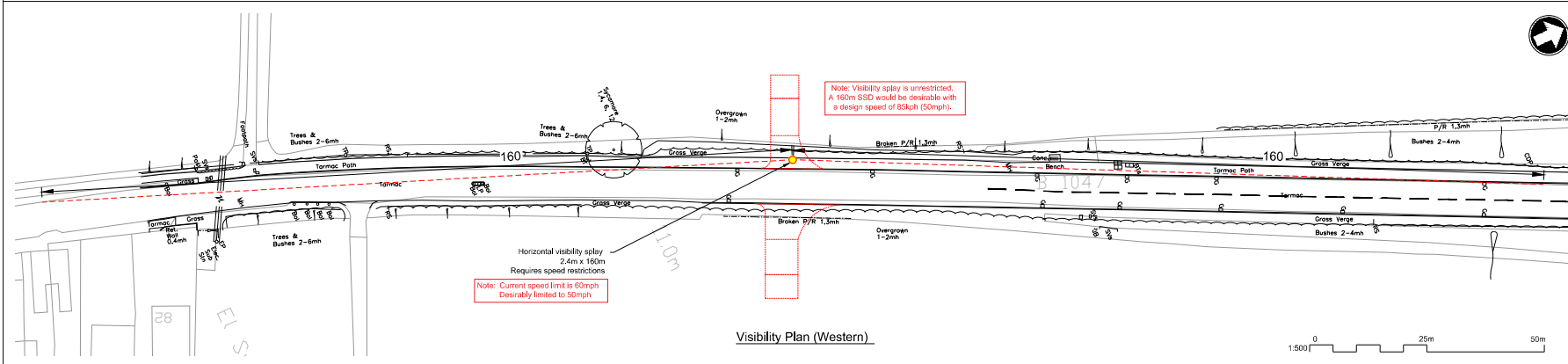
Designed	A.D. Casillas	ADC	Eng check	E. Case	EC
Drawn	-	-	Coordination	E. Case	EC
Dwg check	-	-	Approved	A.M. Rawlings	AMR

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

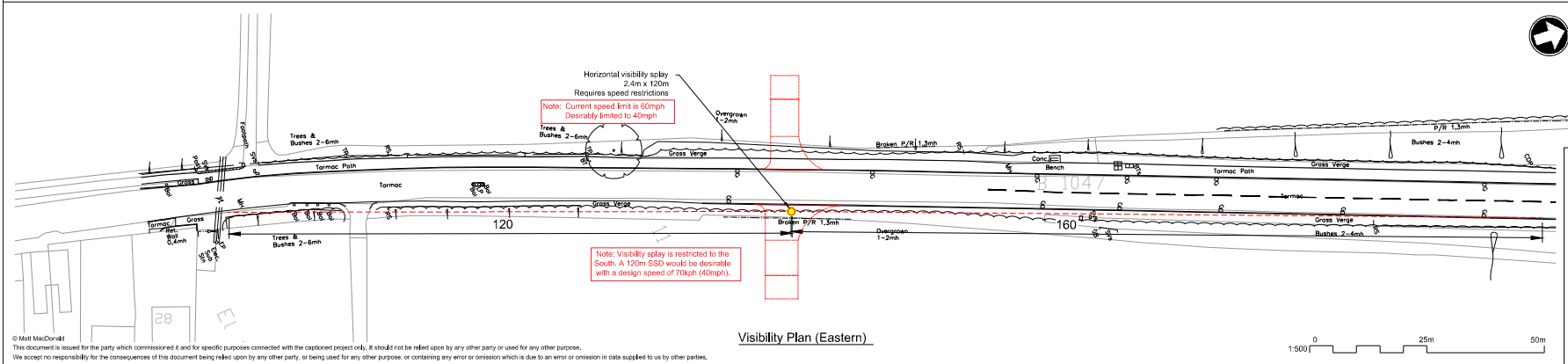
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement



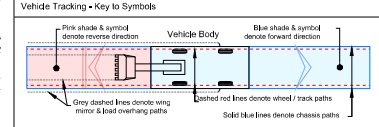
Visibility Plan (Western)



Visibility Plan (Eastern)

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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 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

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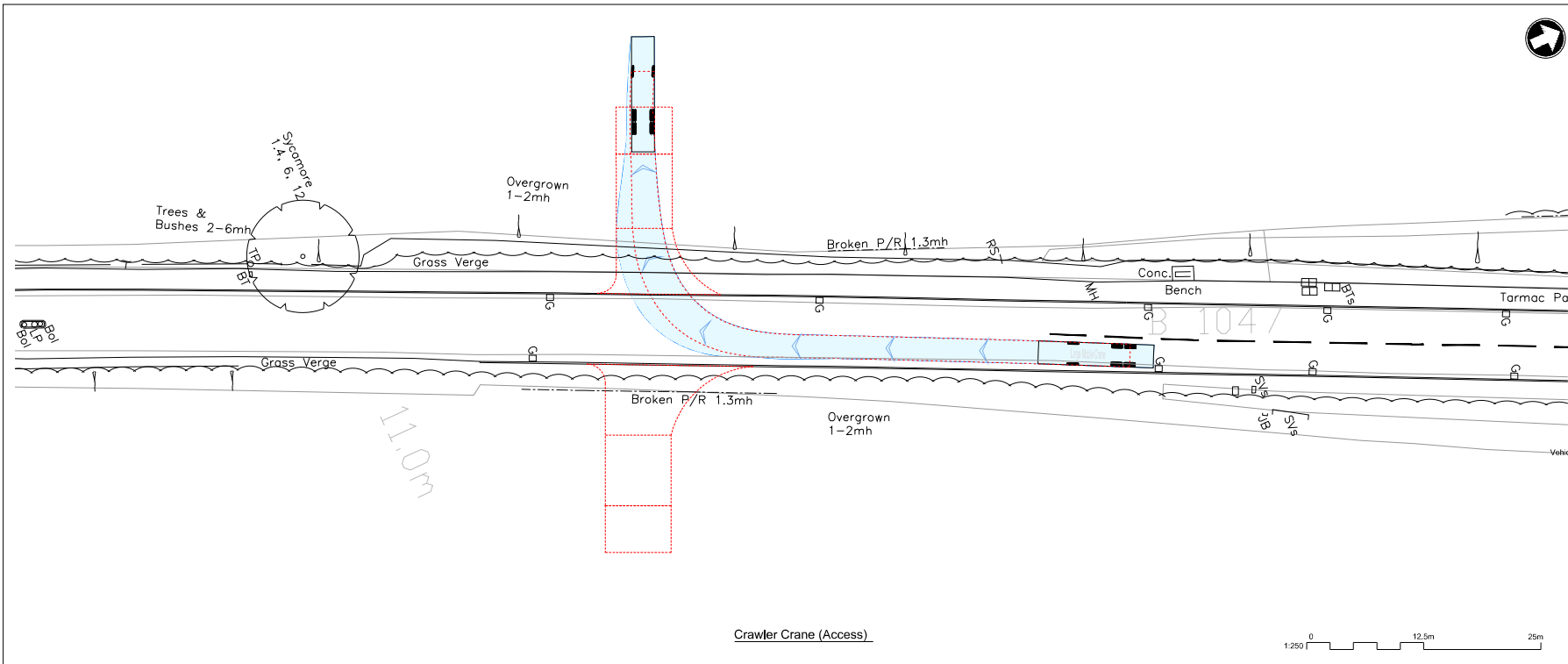
Reference drawings

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

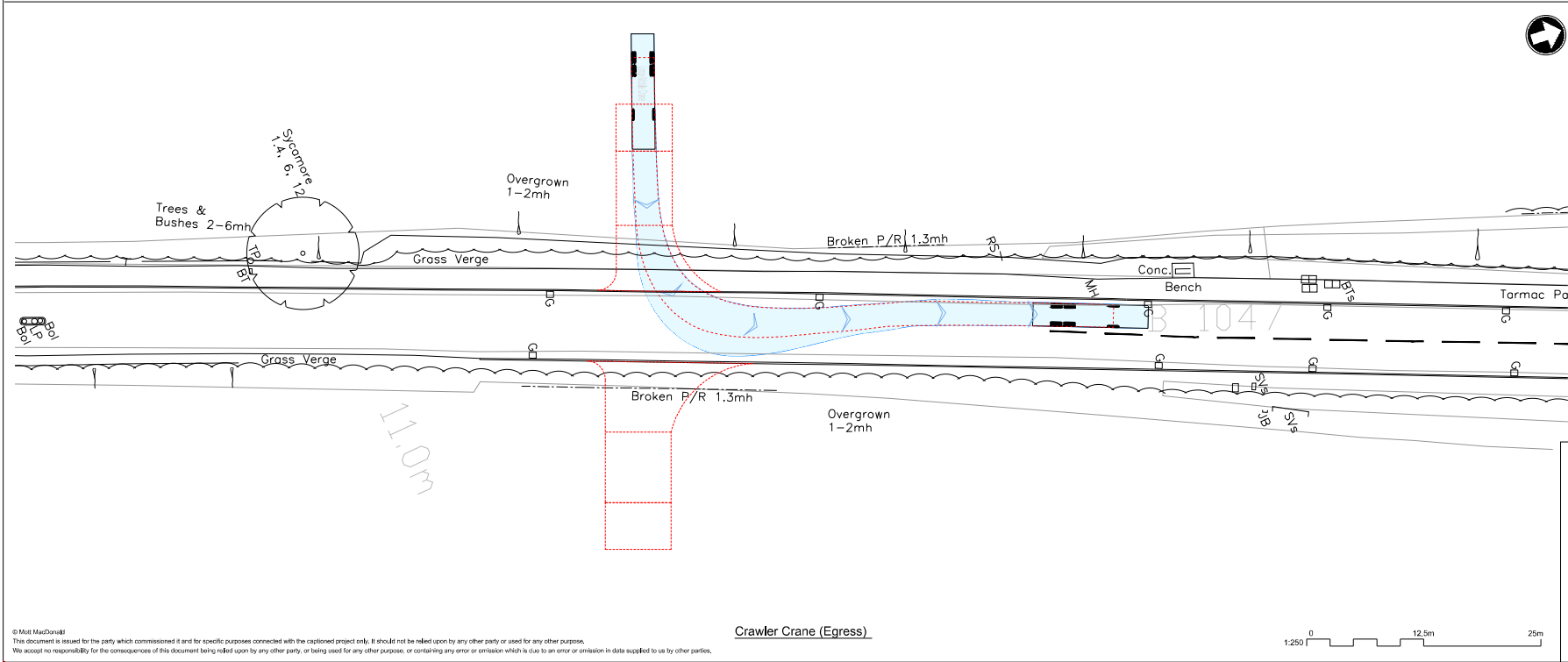
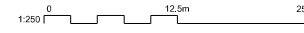


Title Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions CA2 / CA3 Highways GA, Visibility Splay and Vehicle Tracking

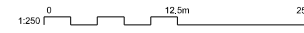
Designed	A.D.Castles	ADC	Eng check	E.Case	EC
Drawn	-	-	Coordination	A.M.Rawlings	AWR
Dwg check	Approved				
Scale	1:500	Status	PRE	Rev	P1
Drawing No				STD	
102375-MMD-01-XX-DR-C-DRAFT					



Crawler Crane (Access)

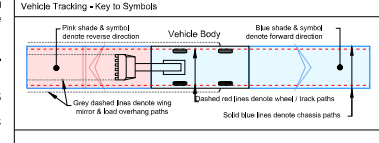


Crawler Crane (Egress)



- Noise
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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. 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.

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



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

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Reference drawings

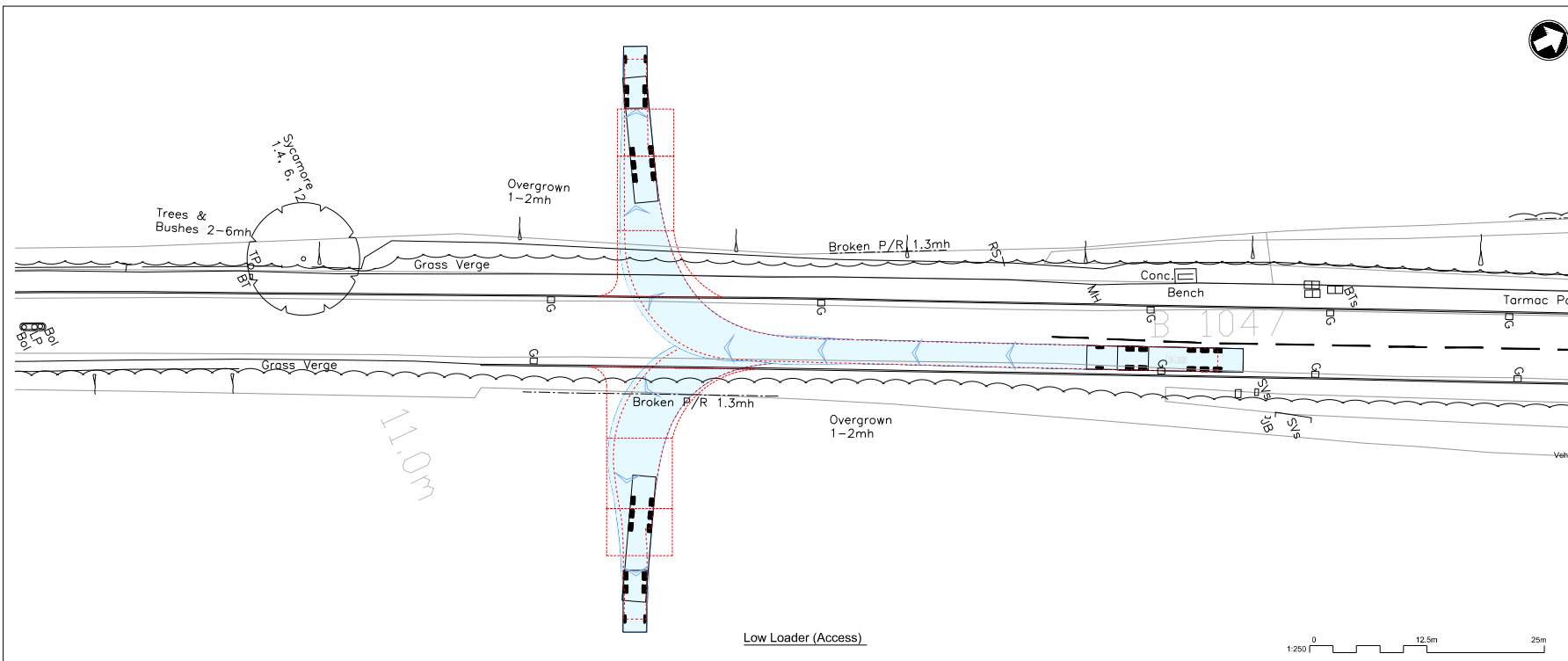
P1	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked
				CWV/ps



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		

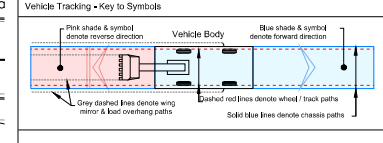
Scale: 1:250 Stat: PRE Rev: P1 Sec: STD
 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



- Notes
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 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.
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 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 - Risks & Compliance

High Risks

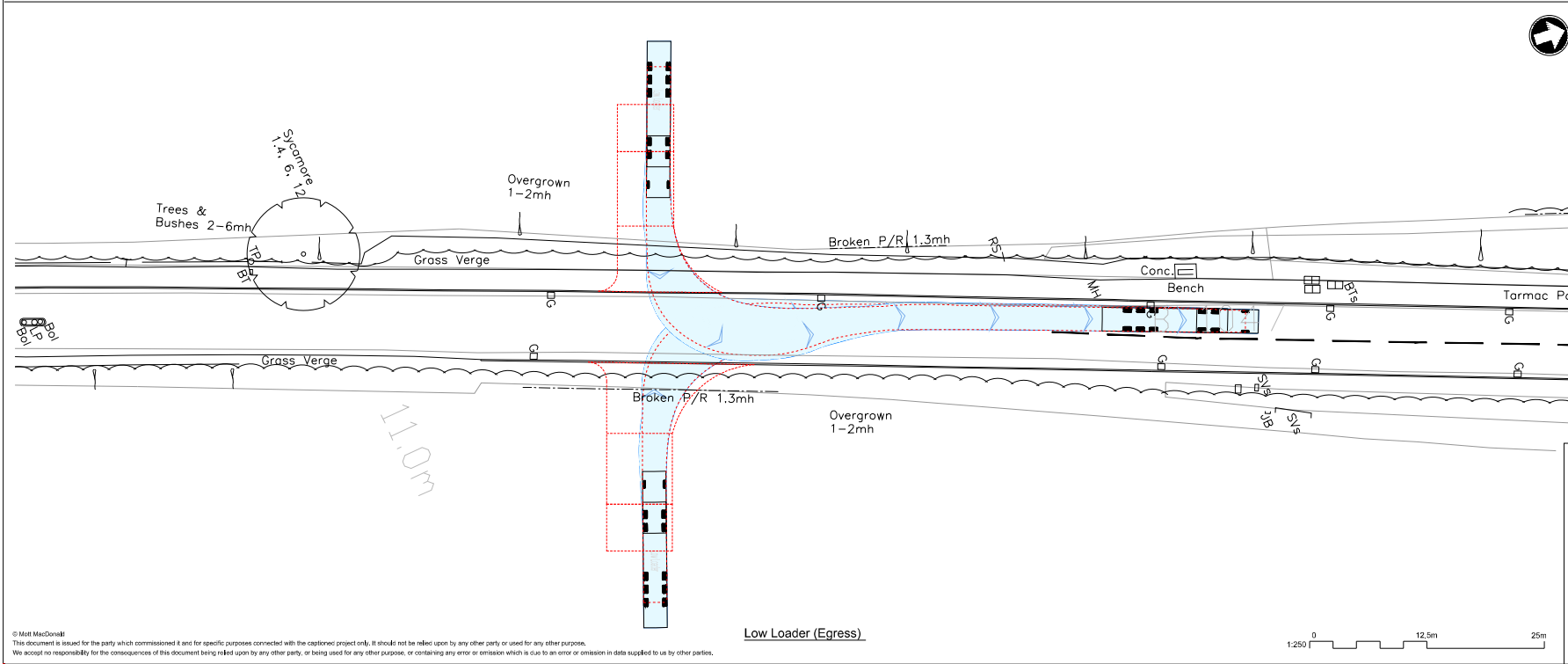
H1 Explanation of risk.

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

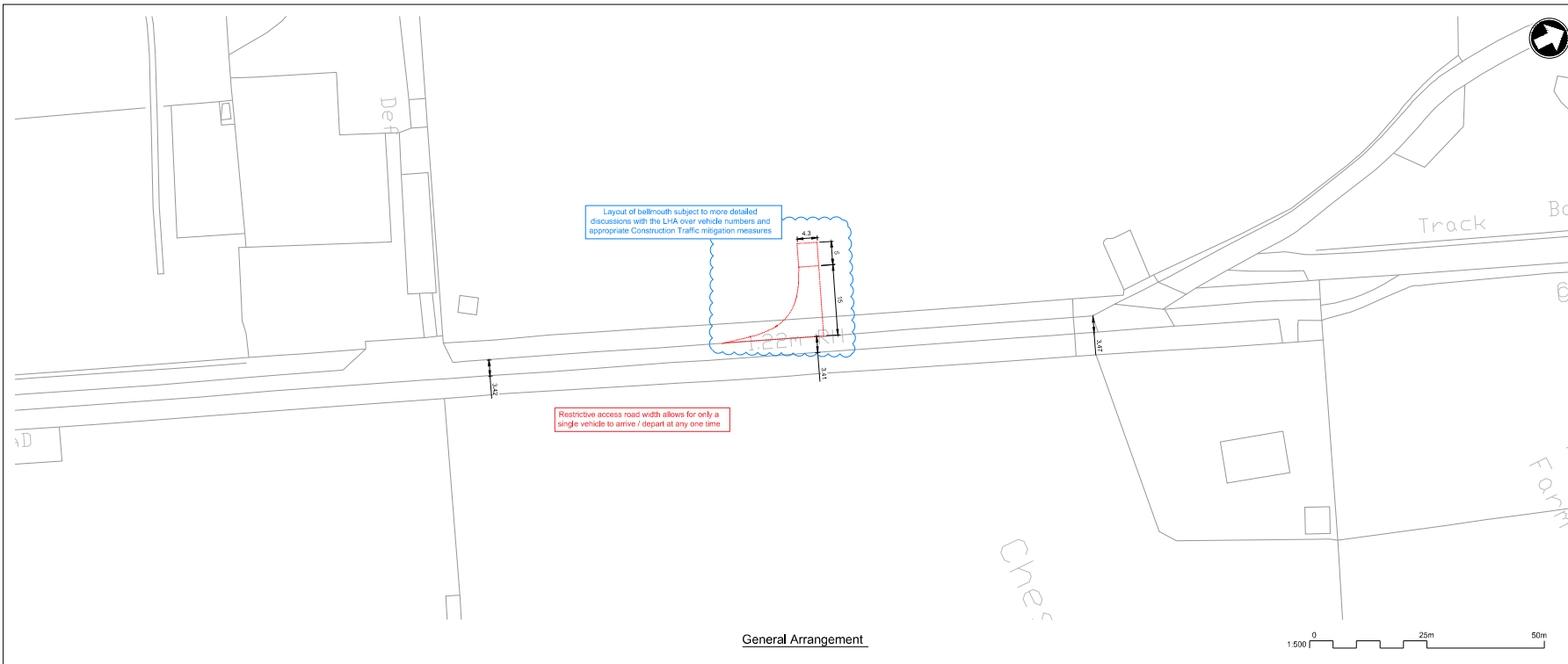
Rev	Date	Drawn	Description	AWK	AWK
P1		ADC	Draft for Discussion / Review.		



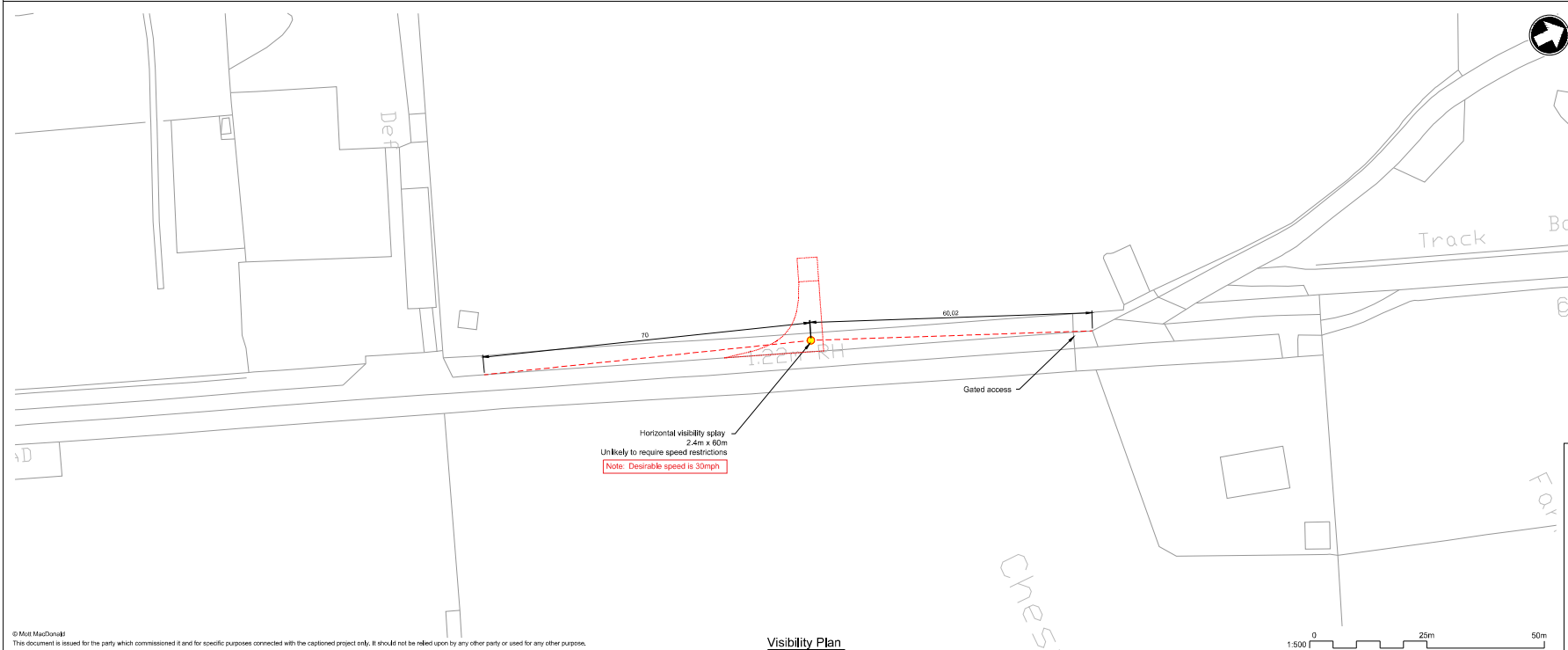
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA2 / CA3
Highways GA, Visibility Splay and
Vehicle Tracking

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

- Noises
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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 based on the design option that is acceptable during future stages of the design development of this option.
 - DRAWINGS PREPARED IN COORDINATION** 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	6,700m

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

Vehicle Tracking - Risks & Compliance

High Risks	
H1	Explanation of risk,

Vehicle Tracking - Notes

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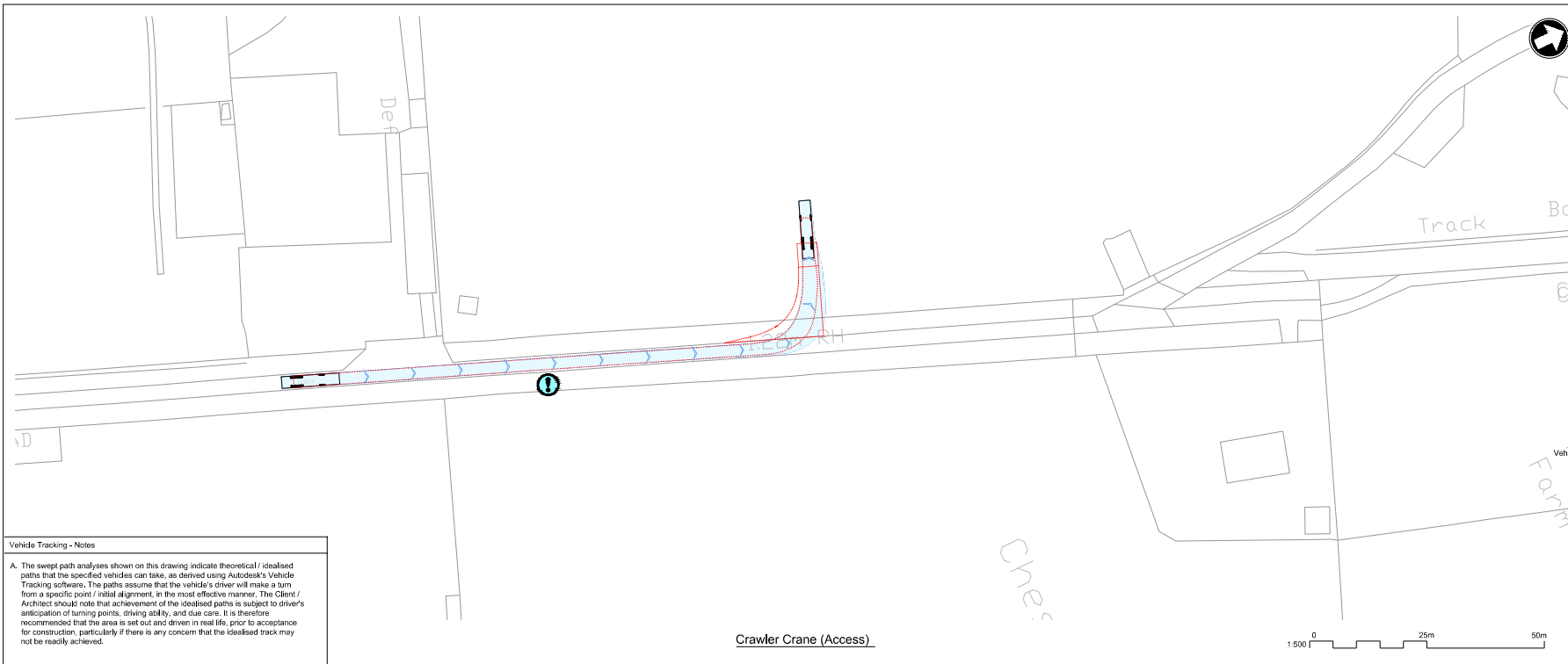
P1	ADC	Draft for Discussion / Review.	AWK	AWK
Rev	Date	Drawn	Description	Checked



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

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

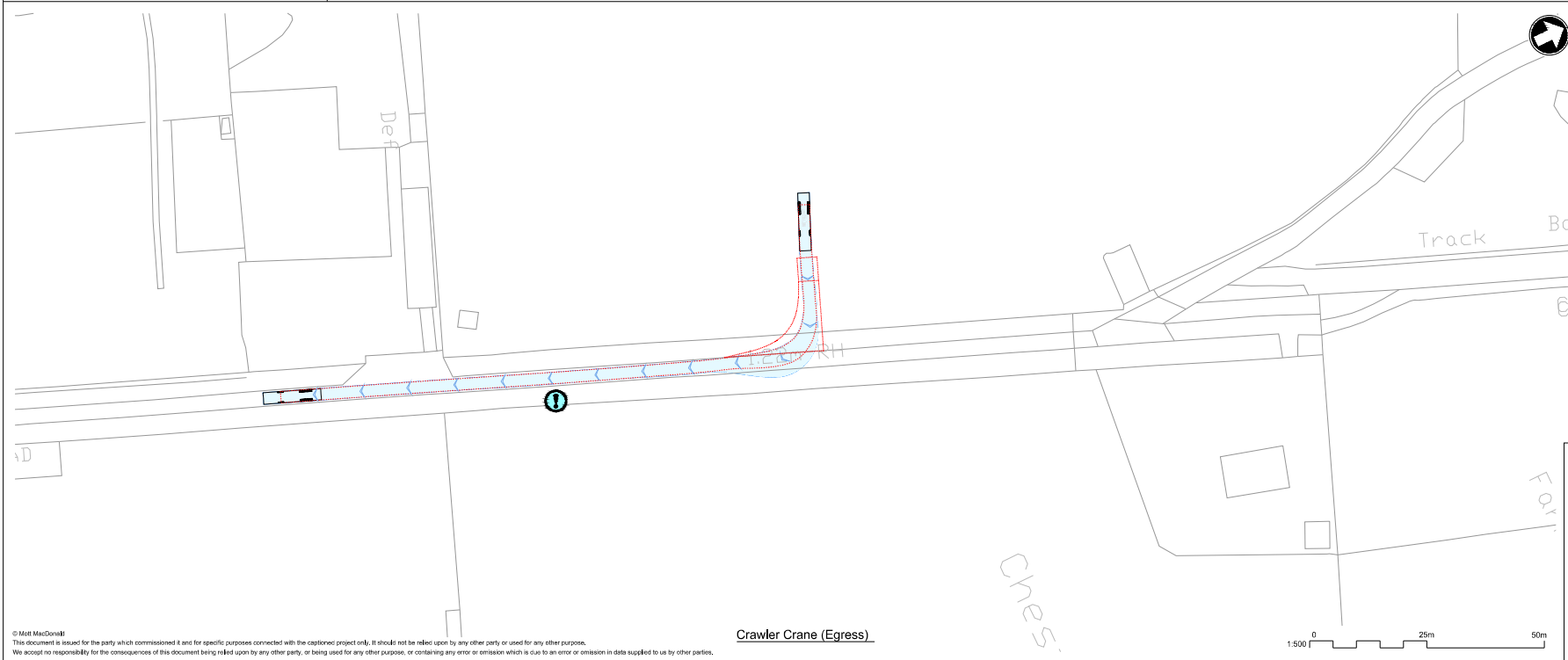
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD
 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



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)

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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 and any proposed access roads are subject to detailed design during future stages of the design development of this option.
 - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**

Vehicle Tracking - Key to Symbols

Vehicle Tracking - Vehicle Details

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

	Large Mobile Crane	12,200m
	Overall Length	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

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

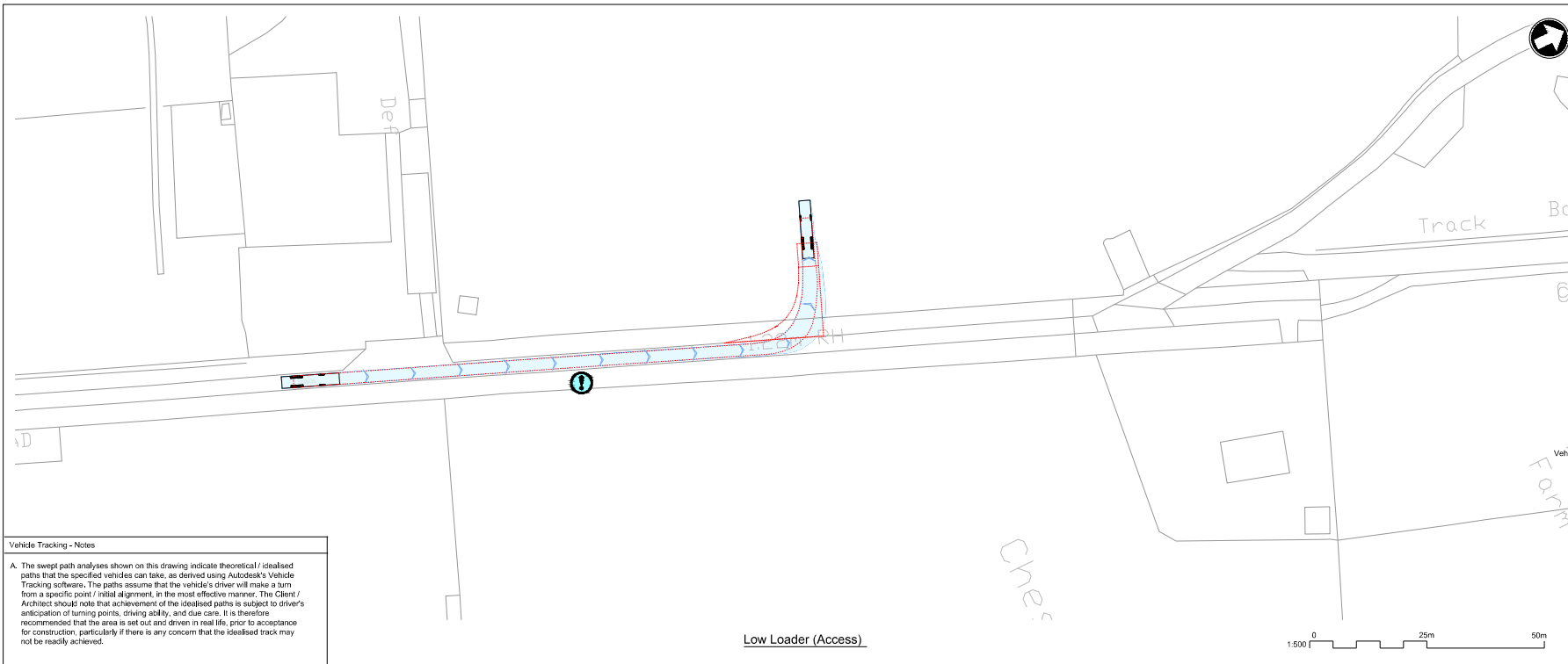


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA1
Highways GA, Visibility Splay and
Vehicle Tracking

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

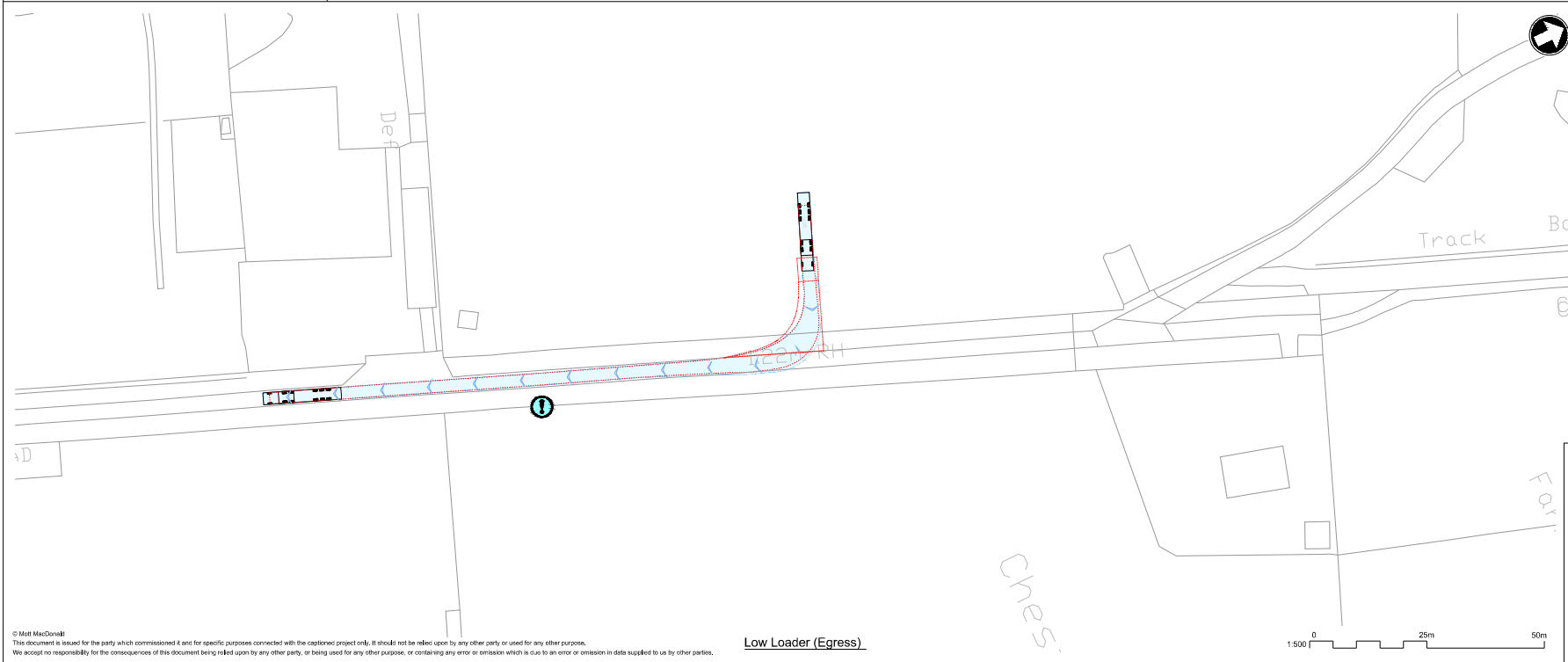
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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Low Loader (Access)



Low Loader (Egress)

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 - NO 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
 Vehicle Body
 Dashed red lines denote wheel / track paths
 Solid blue lines denote chassis paths
 Gray dashed lines denote wing mirror & foot overhang 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	32,200mm	2,450mm	3,460mm	2,450mm	16,000mm

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

Rev	Date	Drawn	Description	Rev	Rev
P1		ADC	Draft for Discussion / Review.		ARR
					CWWTW

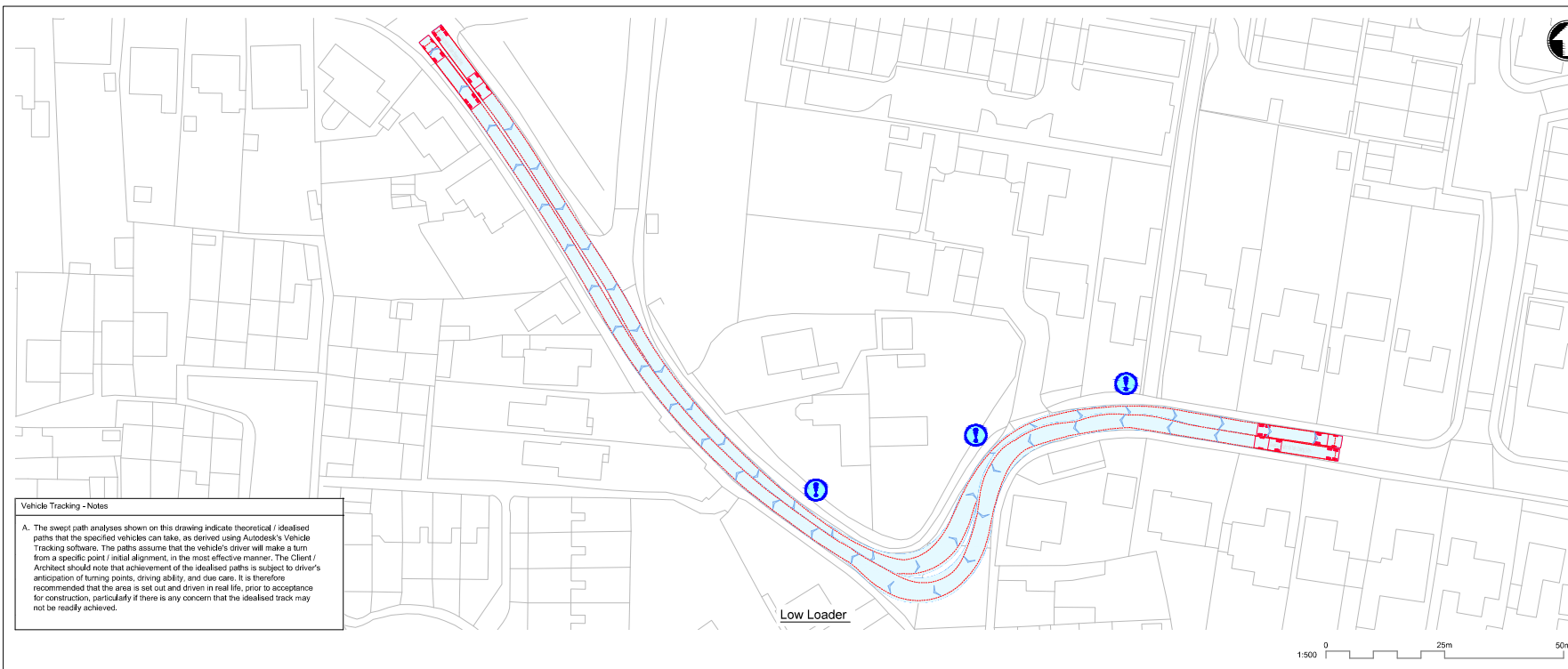


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA1
Highways GA, Visibility Splay and
Vehicle Tracking

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

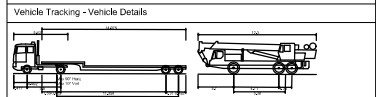
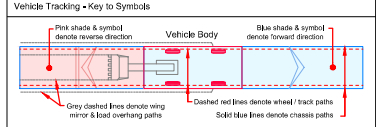


Vehicle Tracking - Notes

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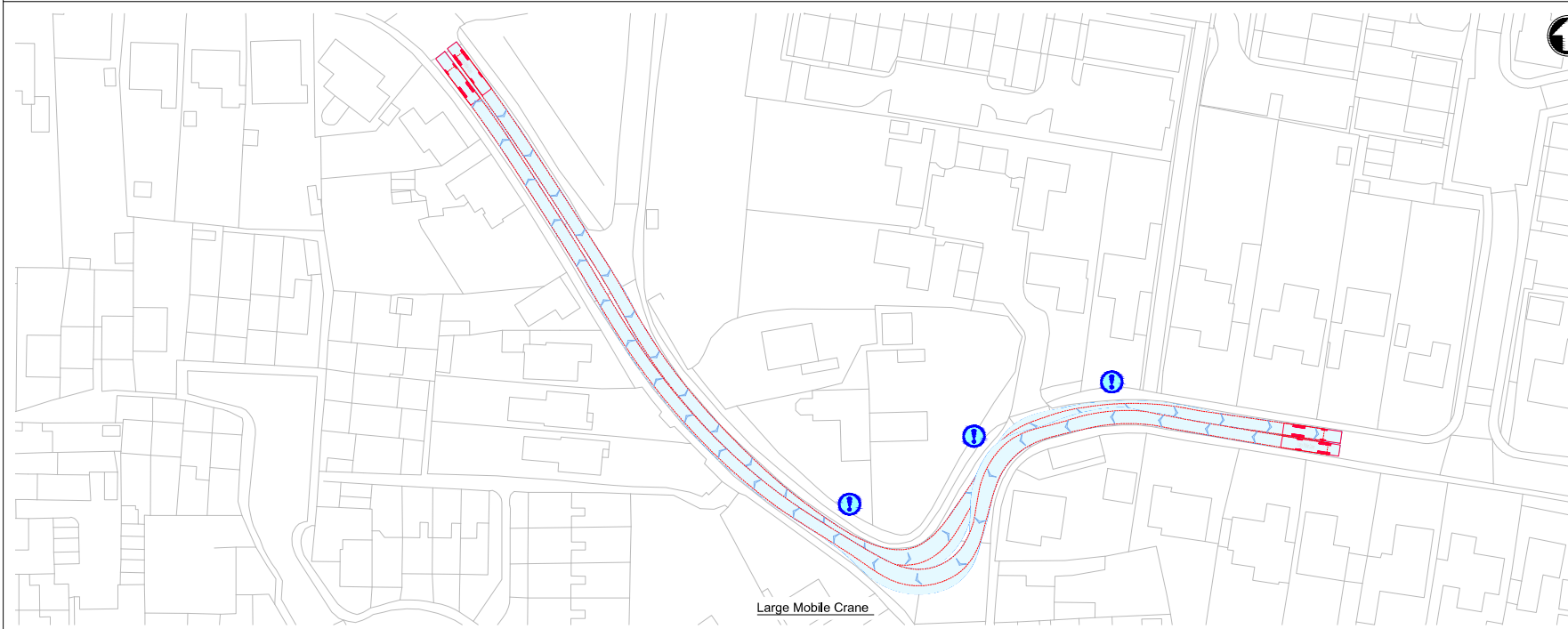
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15. DRAWING MUST BE READ IN COLOUR



Overall Low loader with Trailer (Steering 1820m)	2460m	Overall Length	12.300m
Overall Width	2.910m	Overall Height	2.240m
Overall Body Height	2.410m	Overall Body Height	3.380m
Min Body Ground Clearance	230mm	Min Body Ground Clearance	4.000m
Max. Rear Overhang	6.07m	Rear Wheel	2.500m
Lock to Lock time	6.07m	Lock to Lock time	4.000m
Kerb to Kerb Turning Radius	6.07m	Kerb to Kerb Turning Radius	10.000m

Overall Large Tipper	16.070m	Overall Length	4.600m
Overall Width	2.850m	Overall Height	2.930m
Overall Body Height	2.550m	Overall Body Height	3.000m
Min Body Ground Clearance	250mm	Min Body Ground Clearance	3.100m
Max. Rear Overhang	4.570m	Rear Wheel	2.500m
Lock to Lock time	4.570m	Lock to Lock time	4.000m
Kerb to Kerb Turning Radius	11.500m	Kerb to Kerb Turning Radius	6.000m



Overall Large Tipper	16.070m	Overall Length	4.600m
Overall Width	2.850m	Overall Height	2.930m
Overall Body Height	2.550m	Overall Body Height	3.000m
Min Body Ground Clearance	250mm	Min Body Ground Clearance	3.100m
Max. Rear Overhang	4.570m	Rear Wheel	2.500m
Lock to Lock time	4.570m	Lock to Lock time	4.000m
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	CHK'd	App'd

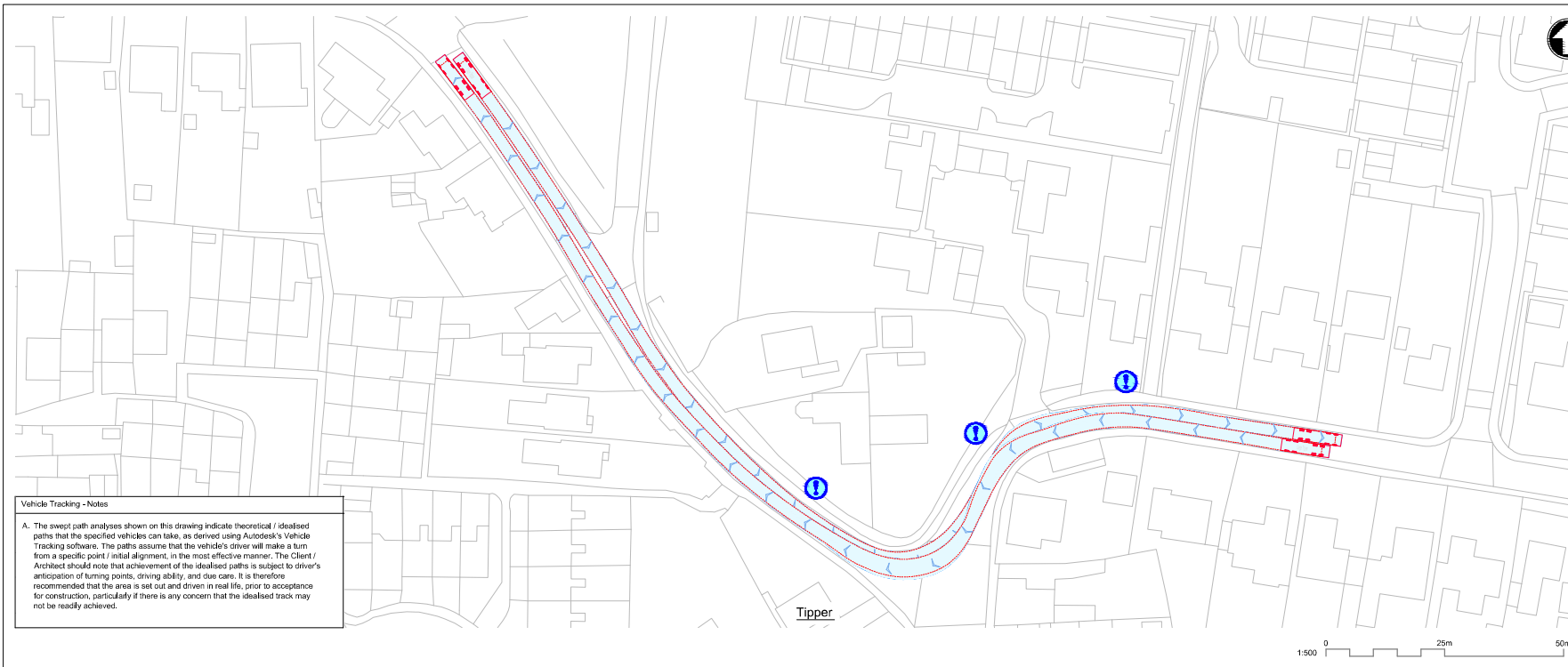


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Denny End Rd - Bannold Rd
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

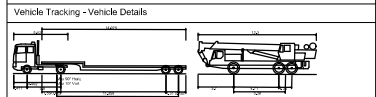
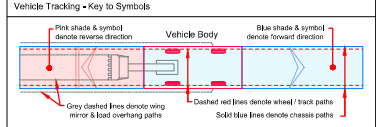


Vehicle Tracking - Notes

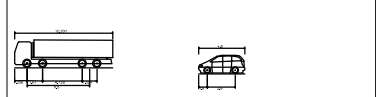
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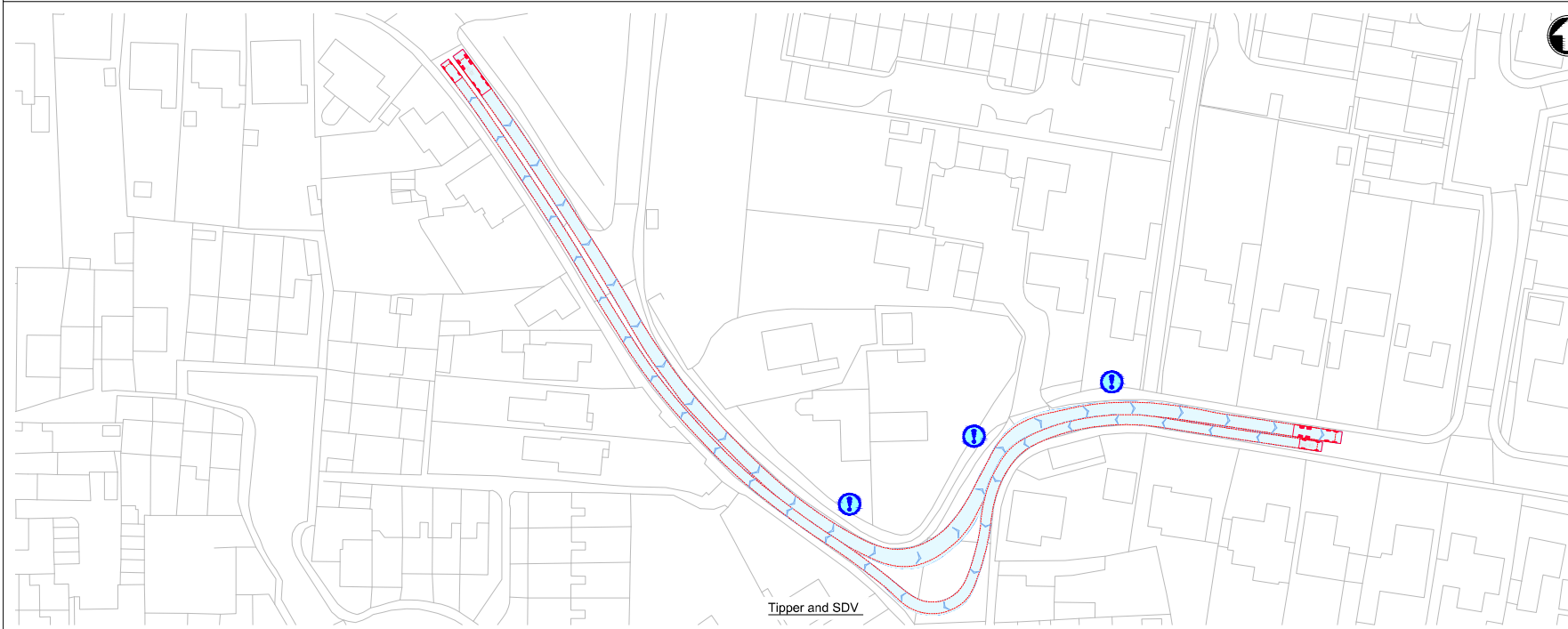
15. DRAWING MUST BE READ IN COLOUR



Overall Low loader with Trailer (Steering 1820m)	2460m	Overall Length	12.300m
Overall Width	2.970m	Overall Width	2.970m
Overall Body Height	3.430m	Overall Body Height	3.380m
Max Body Ground Clearance	0.320m	Max Body Ground Clearance	0.320m
Max. track time	6.07m	Track Width	2.510m
Lock to lock time	6.07m	Lock to lock time	6.07m
Kerb to Kerb Turning Radius	6.030m	Kerb to Kerb Turning Radius	10.000m



Large Tipper	10.070m	Standard Design Vehicle (SDV)	4.600m
Overall Width	2.850m	Overall Width	2.000m
Overall Body Height	2.950m	Overall Body Height	1.900m
Max Body Ground Clearance	0.310m	Max Body Ground Clearance	0.300m
Track Width	2.570m	Track Width	2.100m
Lock to lock time	11.550m	Lock to lock time	4.000m
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	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

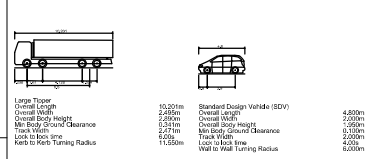
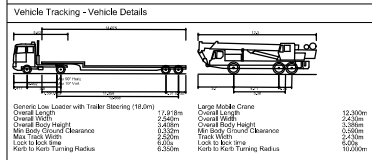
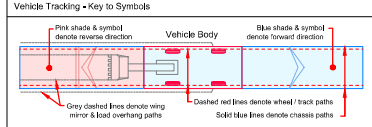


Vehicle Tracking - Notes

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Low Loader (entry)

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Low Loader (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	Appr

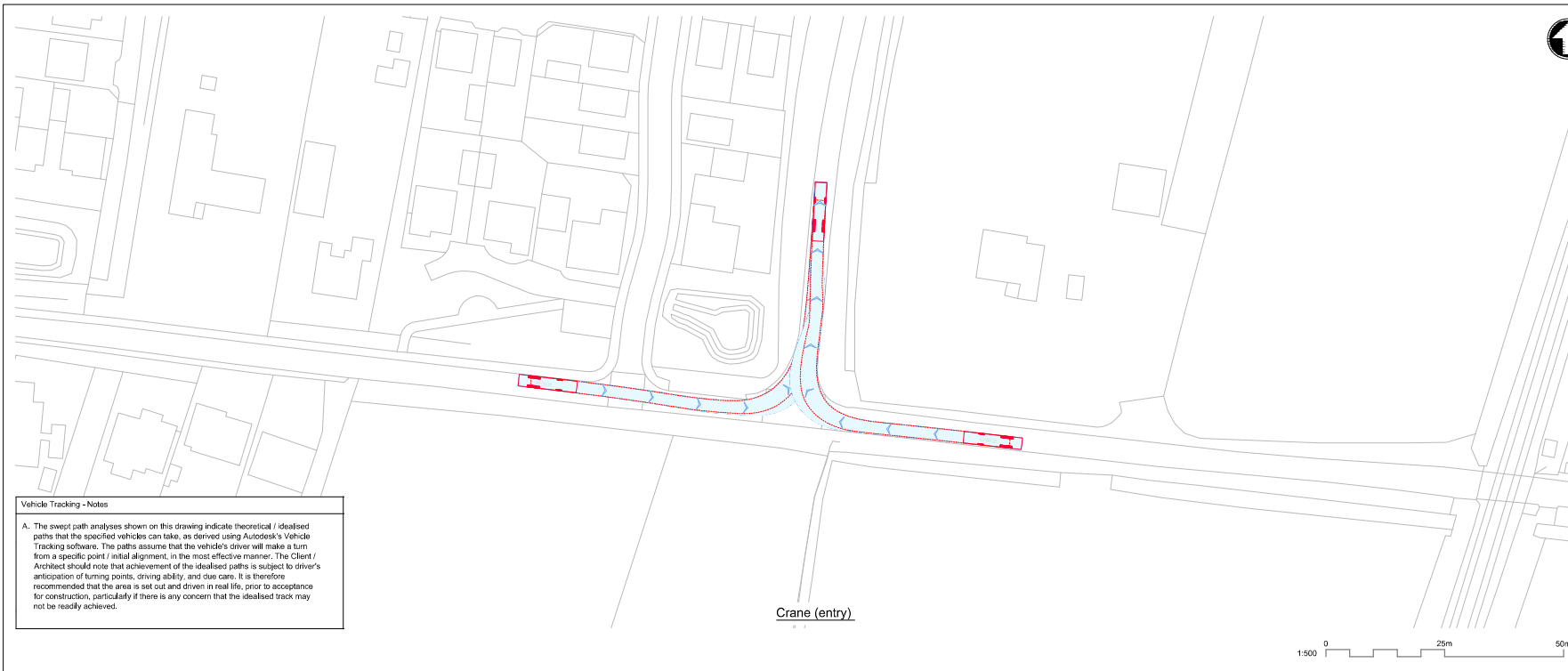


Title
Cambridge Waste Water Treatment Works Relocation
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and
Vehicle Tracking

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

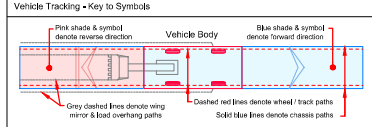
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Crane (entry)



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15. DRAWING MUST BE READ IN COLOUR



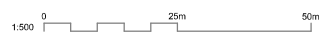
Vehicle Tracking - Vehicle Details

	Crane on Low loader with Trailer (Steering 1820m)	Overall Length 24.60m	Overall Width 2.90m	Overall Height 2.40m	Max Body Ground Clearance 0.20m	Lock to Lock time 6.00m	Kerb to Kerb Turning Radius 6.00m
	Large Mobile Crane	Overall Length 12.20m	Overall Width 2.40m	Overall Height 3.30m	Max Body Ground Clearance 0.20m	Lock to Lock time 6.00m	Kerb to Kerb Turning Radius 10.00m

	Large Tipper	Overall Length 10.00m	Overall Width 2.85m	Overall Height 2.90m	Max Body Ground Clearance 0.20m	Lock to Lock time 6.00m	Kerb to Kerb Turning Radius 11.50m
	Standard Design Vehicle (SDV)	Overall Length 4.80m	Overall Width 2.00m	Overall Height 1.90m	Max Body Ground Clearance 0.20m	Lock to Lock time 4.00m	Kerb to Kerb Turning Radius 6.00m



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

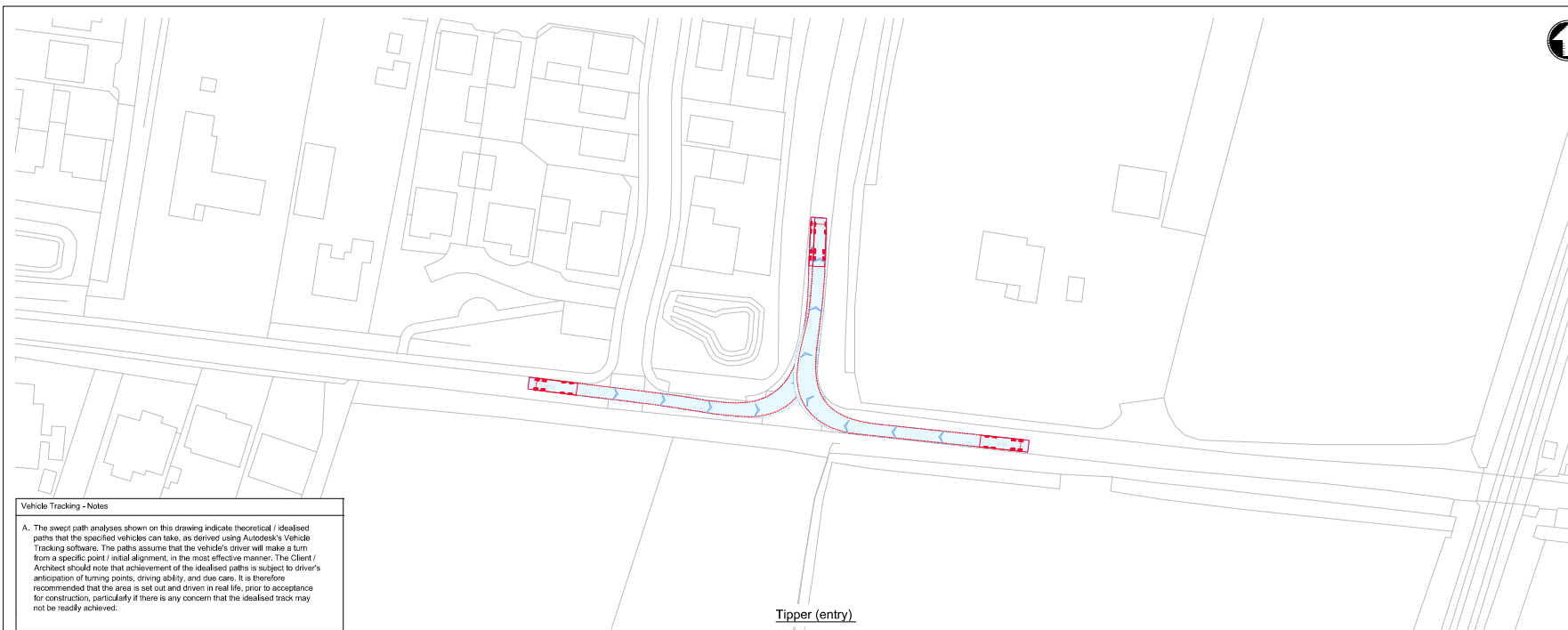


Title
Cambridge Waste Water Treatment Works Relocation
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and
Vehicle Tracking

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

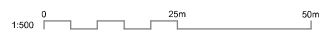
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

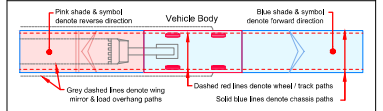
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Tipper (entry)



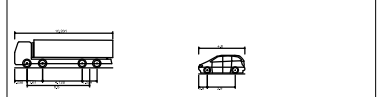
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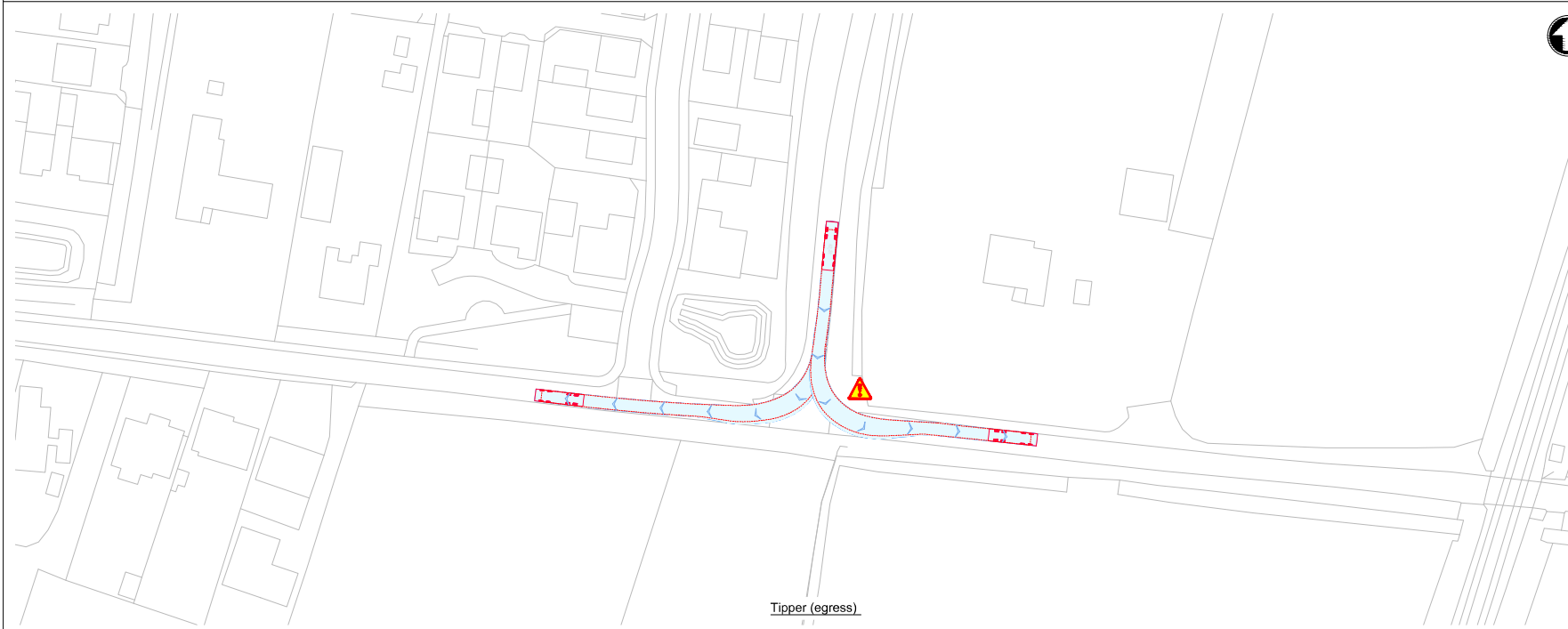


Vehicle Tracking - Vehicle Details

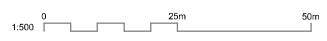
General Low loader with Trailer (Steering 1820m)	Large Mobile Crane	Standard Design Vehicle (SDV)	
Overall Length 24.60m	Overall Length 12.200m	Overall Length 4.600m	
Overall Width 2.460m	Overall Width 2.400m	Overall Width 2.000m	
Overall Body Height 2.400m	Overall Body Height 3.300m	Overall Body Height 1.900m	
Min Body Ground Clearance 0.200m	Min Body Ground Clearance 0.200m	Min Body Ground Clearance 0.200m	
Max. Rear Overhang 6.00m	Max. Rear Overhang 6.00m	Max. Rear Overhang 2.500m	
Lock to Lock time 6.00m	Lock to Lock time 6.00m	Lock to Lock time 4.00m	
Kerb to Kerb Turning Radius 6.000m	Kerb to Kerb Turning Radius 6.000m	Kerb to Kerb Turning Radius 4.000m	



Large Tipper	Standard Design Vehicle (SDV)		
Overall Length 10.000m	Overall Length 4.600m		
Overall Width 2.850m	Overall Width 2.000m		
Overall Body Height 2.850m	Overall Body Height 1.900m		
Min Body Ground Clearance 0.200m	Min Body Ground Clearance 0.200m		
Lock to Lock time 11.500m	Lock to Lock time 4.000m		
Kerb to Kerb Turning Radius 11.500m	Kerb to Kerb Turning Radius 4.000m		



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	Checked	Approved

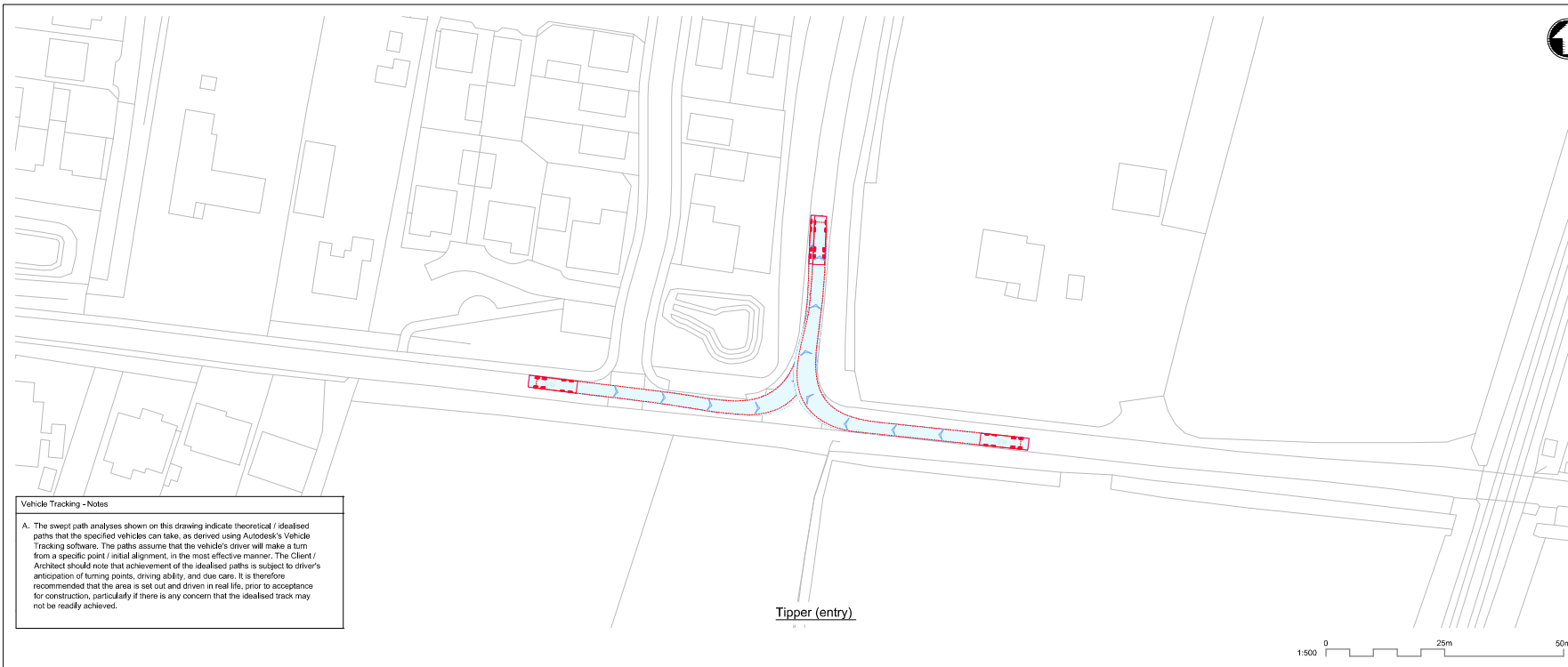


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

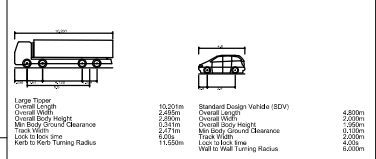
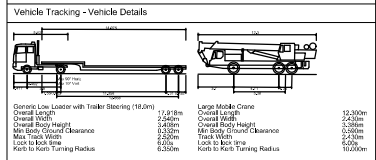
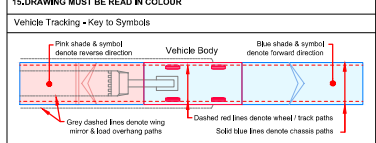
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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- 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

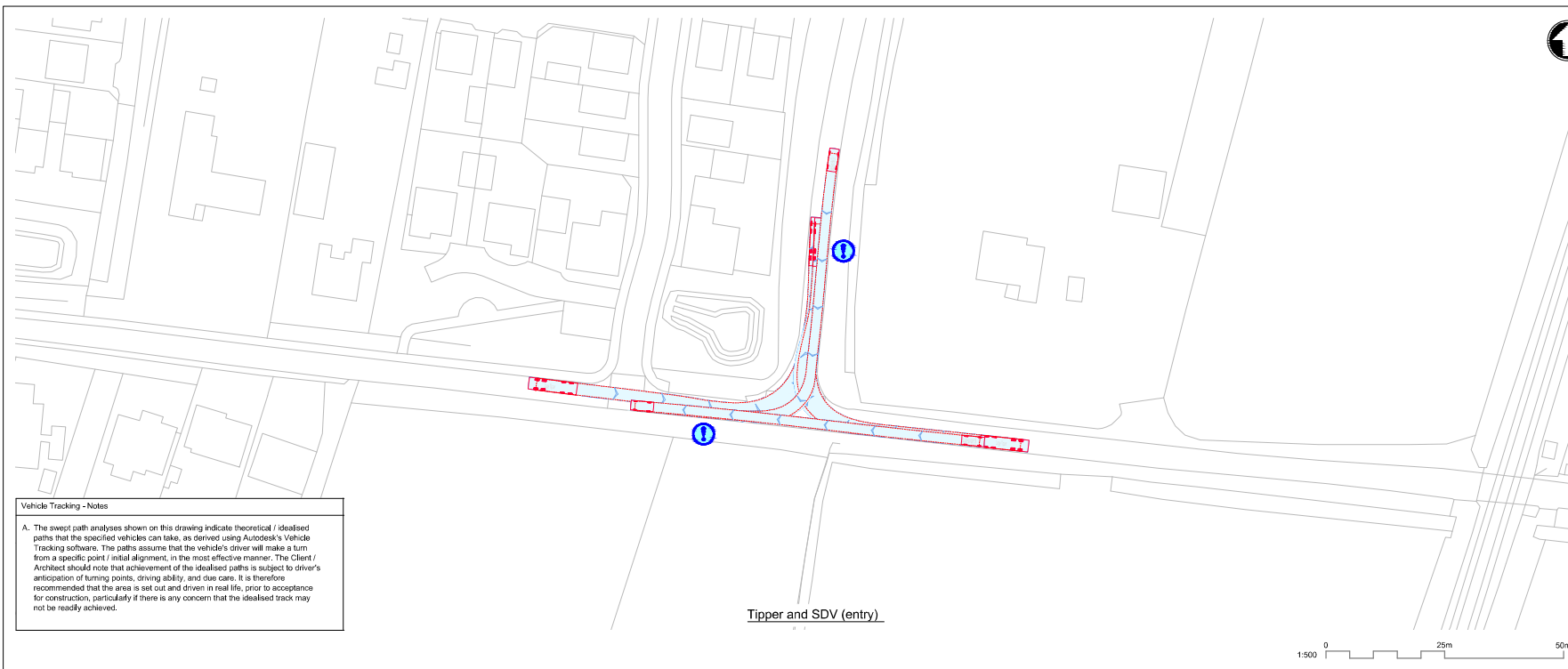


Title
Cambridge Waste Water Treatment Works Relocation
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and
Vehicle Tracking

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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Tipper and SDV (entry)

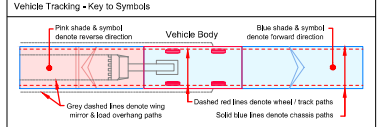


Tipper and SDV (egress)



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Vehicle Tracking - Vehicle Details

General Low loader with Trailer Steering (1620m)	Large Mobile Crane	Standard Design Vehicle (SDV)	
Overall Length 24.60m	Overall Length 12.200m	Overall Length 4.600m	
Overall Width 2.460m	Overall Width 2.400m	Overall Width 2.000m	
Overall Body Height 2.400m	Overall Body Height 3.300m	Overall Body Height 2.000m	
Min Body Ground Clearance 0.300m	Min Body Ground Clearance 0.300m	Min Body Ground Clearance 0.300m	
Max. Rear Overhang 6.00m	Max. Rear Overhang 6.00m	Max. Rear Overhang 6.00m	
Lock to Lock time 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 6.00m	Kerb to Kerb Turning Radius 6.00m	

Large Tipper	Standard Design Vehicle (SDV)		
Overall Length 10.000m	Overall Length 4.600m		
Overall Width 2.850m	Overall Width 2.000m		
Overall Body Height 2.850m	Overall Body Height 2.000m		
Min Body Ground Clearance 0.300m	Min Body Ground Clearance 0.300m		
Max. Rear Overhang 11.500m	Max. Rear Overhang 6.00m		
Lock to Lock time 11.500m	Lock to Lock time 6.00m		
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	01/07/2022	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	Checked	Appr'd

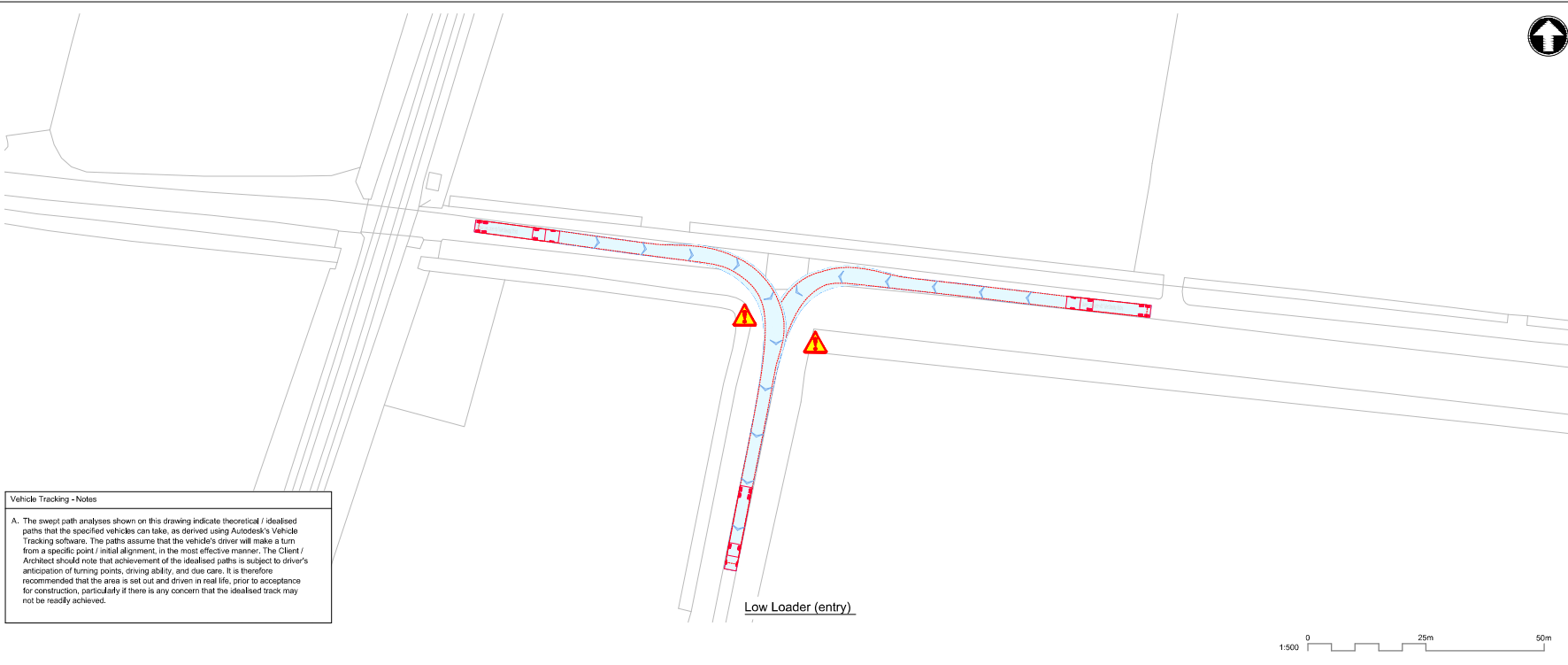


Title
 Cambridge Waste Water Treatment Works Relocation
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

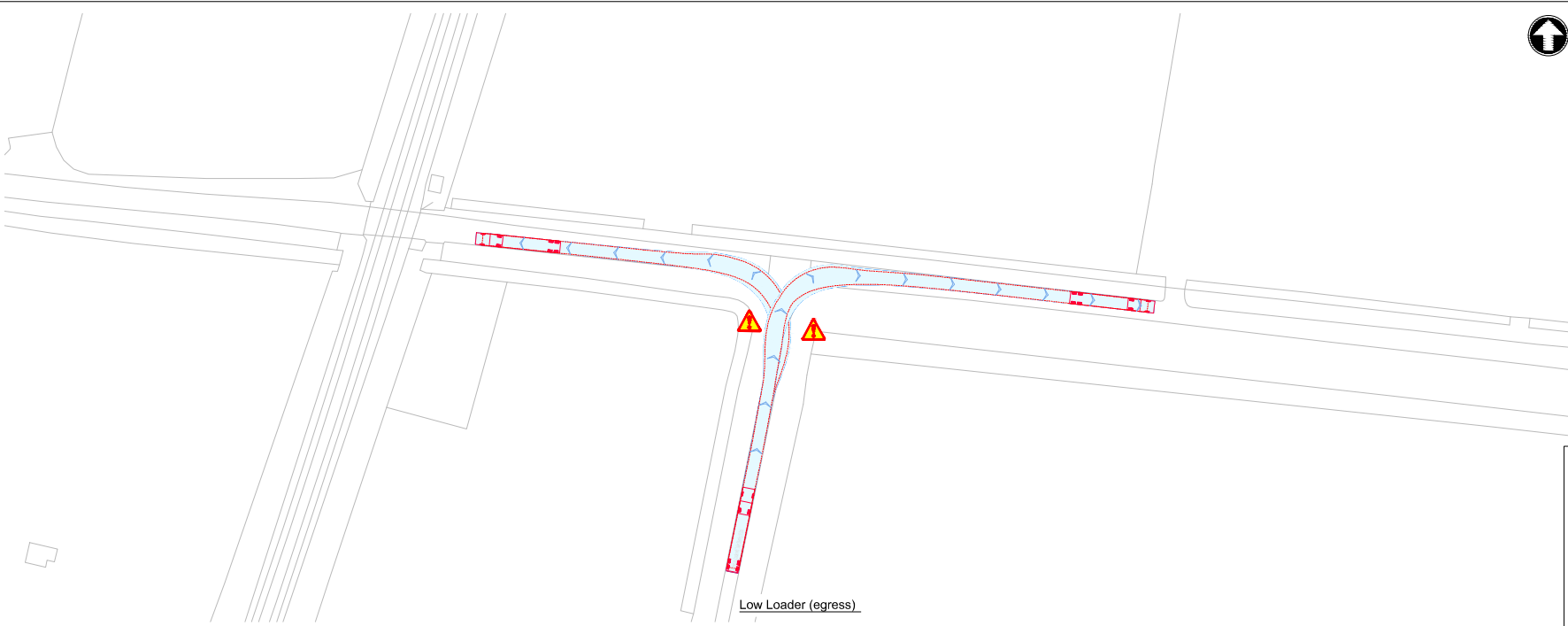
Drawing Number
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Low Loader (entry)

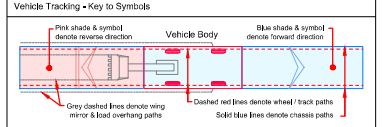


Low Loader (egress)



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

	Low Loader with Trailer (1620m)	Overall Length	24.60m	Overall Width	2.40m	Overall Height	12.20m
		Overall Width	2.40m	Overall Height	2.40m	Overall Depth	24.60m
		Overall Body Height	3.40m	Overall Body Height	3.30m	Overall Body Height	3.30m
		Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m
		Max Body Height	4.00m	Max Body Height	4.00m	Max Body Height	4.00m
		Lock to Lock Time	6.00m	Lock to Lock Time	6.00m	Lock to Lock Time	6.00m
		Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m
	Large Mobile Crane	Overall Length	12.20m	Overall Width	2.40m	Overall Height	12.20m
		Overall Width	2.40m	Overall Height	2.40m	Overall Depth	24.60m
		Overall Body Height	3.40m	Overall Body Height	3.30m	Overall Body Height	3.30m
		Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m
		Max Body Height	4.00m	Max Body Height	4.00m	Max Body Height	4.00m
		Lock to Lock Time	6.00m	Lock to Lock Time	6.00m	Lock to Lock Time	6.00m
		Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m
	Large Tipper	Overall Length	10.00m	Overall Width	2.40m	Overall Height	4.60m
		Overall Width	2.40m	Overall Height	2.40m	Overall Depth	24.60m
		Overall Body Height	3.40m	Overall Body Height	3.30m	Overall Body Height	3.30m
		Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m
		Max Body Height	4.00m	Max Body Height	4.00m	Max Body Height	4.00m
		Lock to Lock Time	6.00m	Lock to Lock Time	6.00m	Lock to Lock Time	6.00m
		Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius	11.50m
	Standard Design Vehicle (SDV)	Overall Length	4.60m	Overall Width	2.40m	Overall Height	2.40m
		Overall Width	2.40m	Overall Height	2.40m	Overall Depth	24.60m
		Overall Body Height	2.40m	Overall Body Height	2.40m	Overall Body Height	2.40m
		Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m	Min Body Ground Clearance	0.20m
		Max Body Height	4.00m	Max Body Height	4.00m	Max Body Height	4.00m
		Lock to Lock Time	6.00m	Lock to Lock Time	6.00m	Lock to Lock Time	6.00m
		Kerb to Kerb Turning Radius	4.00m	Kerb to Kerb Turning Radius	4.00m	Kerb to Kerb Turning Radius	4.00m



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

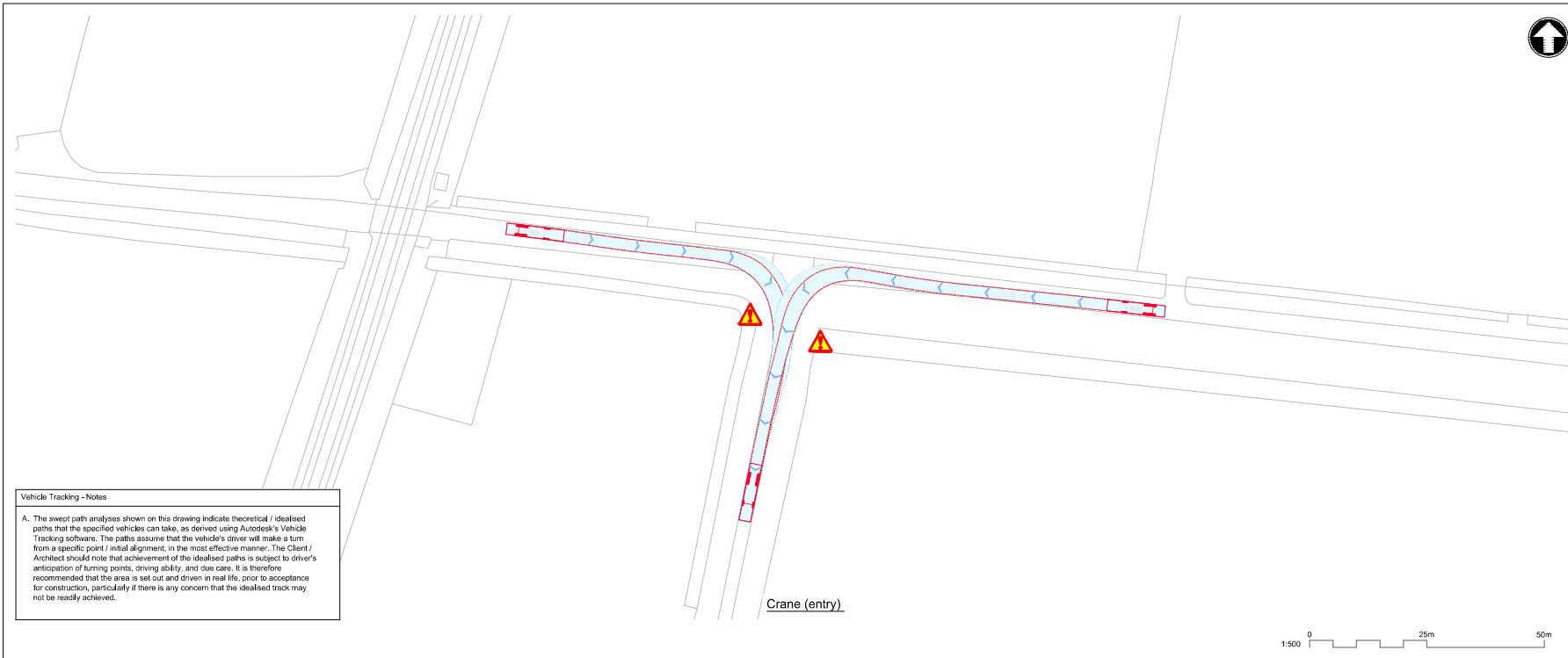


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Burgess's Drove
Highways GA, Visibility Splay and
Vehicle Tracking

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

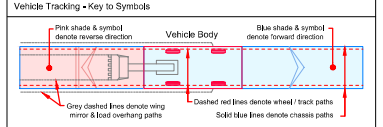
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

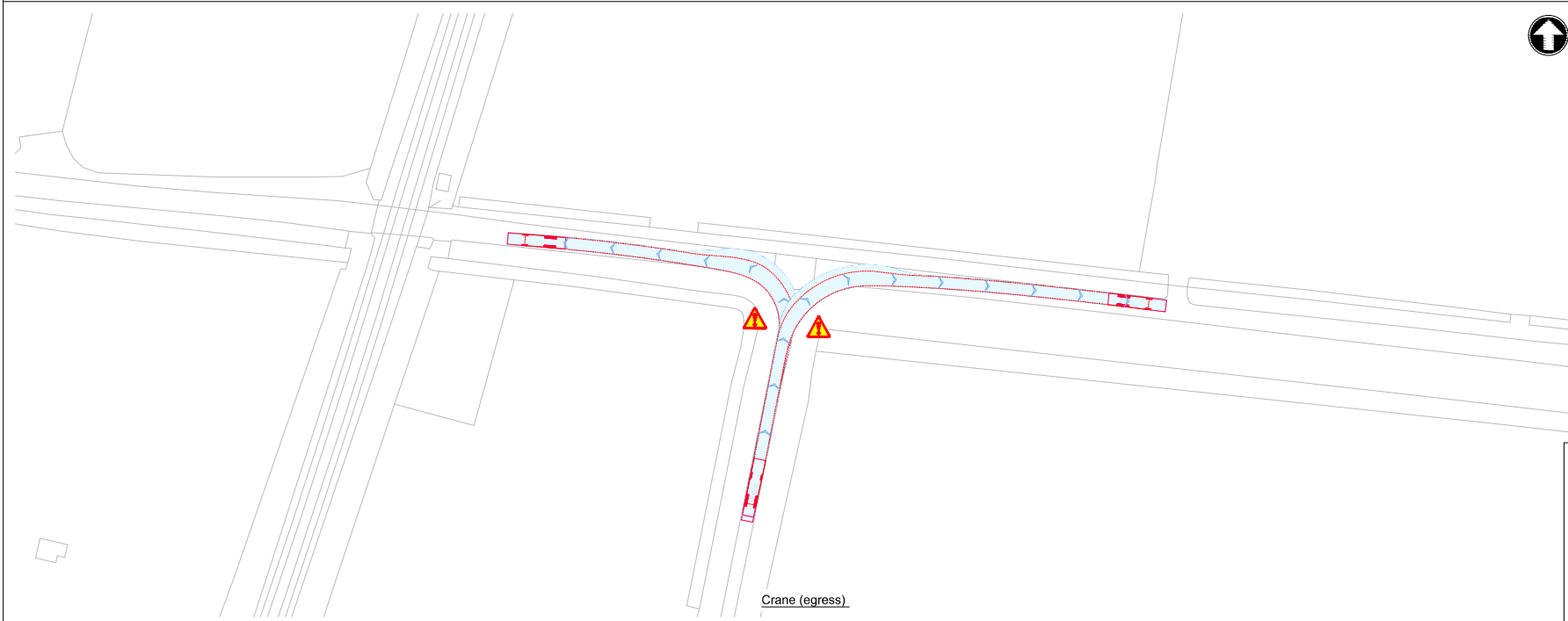
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Vehicle Tracking - Vehicle Details

Crane	Large Tipper	Standard Design Vehicle (SDV)
Overall Length	10.07m	Overall Length
Overall Width	2.85m	Overall Width
Overall Body Height	2.95m	Overall Body Height
Min Body Ground Clearance	0.27m	Min Body Ground Clearance
Max Wheel Overhang	4.07m	Max Wheel Overhang
Lock to Lock Time	11.50m	Lock to Lock Time
Kerb to Kerb Turning Radius	11.50m	Kerb to Kerb Turning Radius



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

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

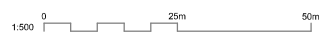


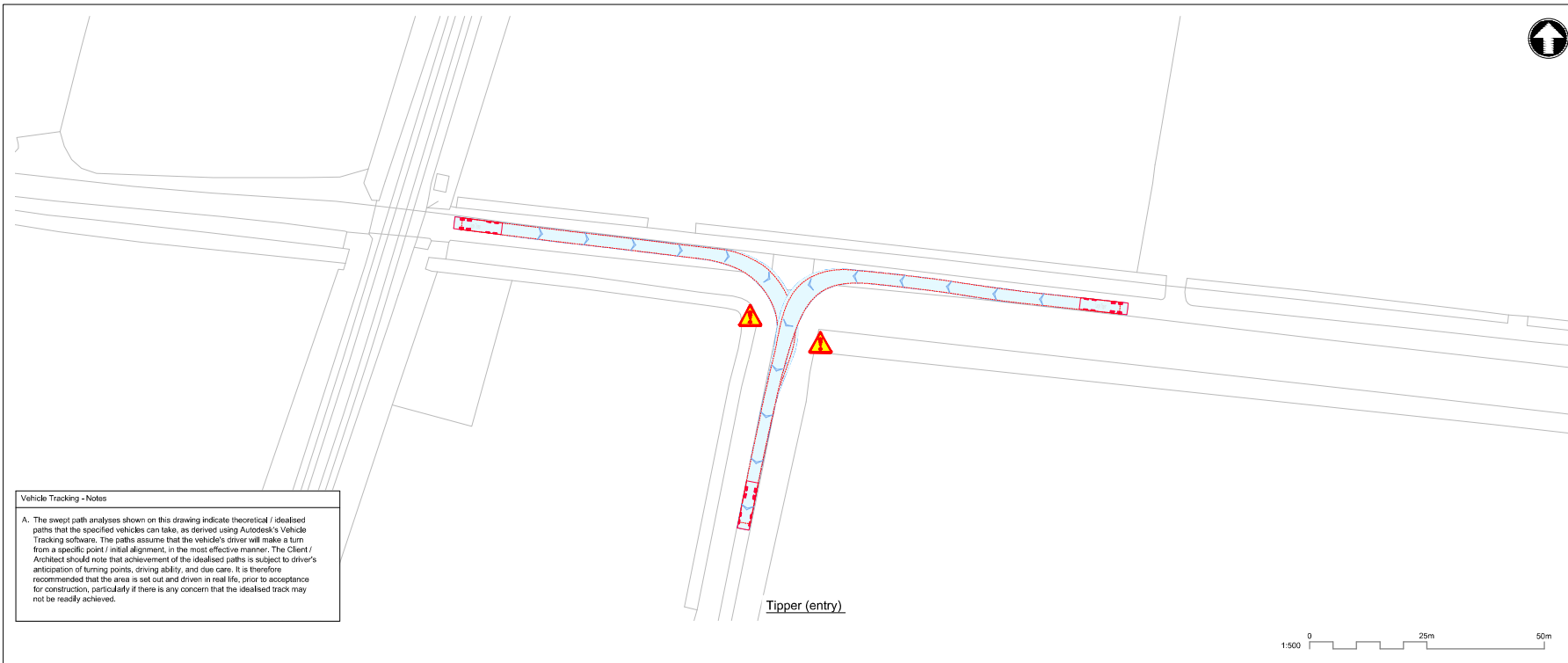
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

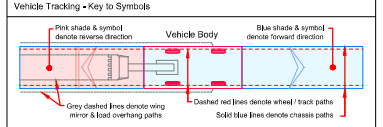
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Tipper (entry)



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Standard Low Loader with Trailer (Steering 1820m)	Large Mobile Crane	Large Tipper	Standard Design Vehicle (SDV)
Overall Length: 24.60m	Overall Length: 12.200m	Overall Length: 10.070m	Overall Length: 4.600m
Overall Width: 2.460m	Overall Width: 2.400m	Overall Width: 2.850m	Overall Width: 2.050m
Overall Body Height: 3.400m	Overall Body Height: 3.300m	Overall Body Height: 3.570m	Overall Body Height: 2.000m
Min Body Ground Clearance: 0.200m	Min Body Ground Clearance: 0.200m	Min Body Ground Clearance: 0.270m	Min Body Ground Clearance: 0.100m
Max. Track Spacing: 2.500m	Max. Track Spacing: 2.500m	Max. Track Spacing: 2.570m	Max. Track Spacing: 2.100m
Lock to Lock Time: 6.07m	Lock to Lock Time: 6.07m	Lock to Lock Time: 6.07m	Lock to Lock Time: 4.00m
Kerb to Kerb Turning Radius: 6.000m	Kerb to Kerb Turning Radius: 6.000m	Kerb to Kerb Turning Radius: 11.500m	Kerb to Kerb Turning Radius: 6.000m

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: 3.570m	Overall Body Height: 2.000m
Min Body Ground Clearance: 0.270m	Min Body Ground Clearance: 0.100m
Max. Track Spacing: 2.570m	Max. Track Spacing: 2.100m
Lock to Lock Time: 6.07m	Lock to Lock Time: 4.00m
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	CHK'd	App'd

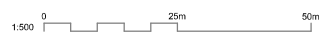


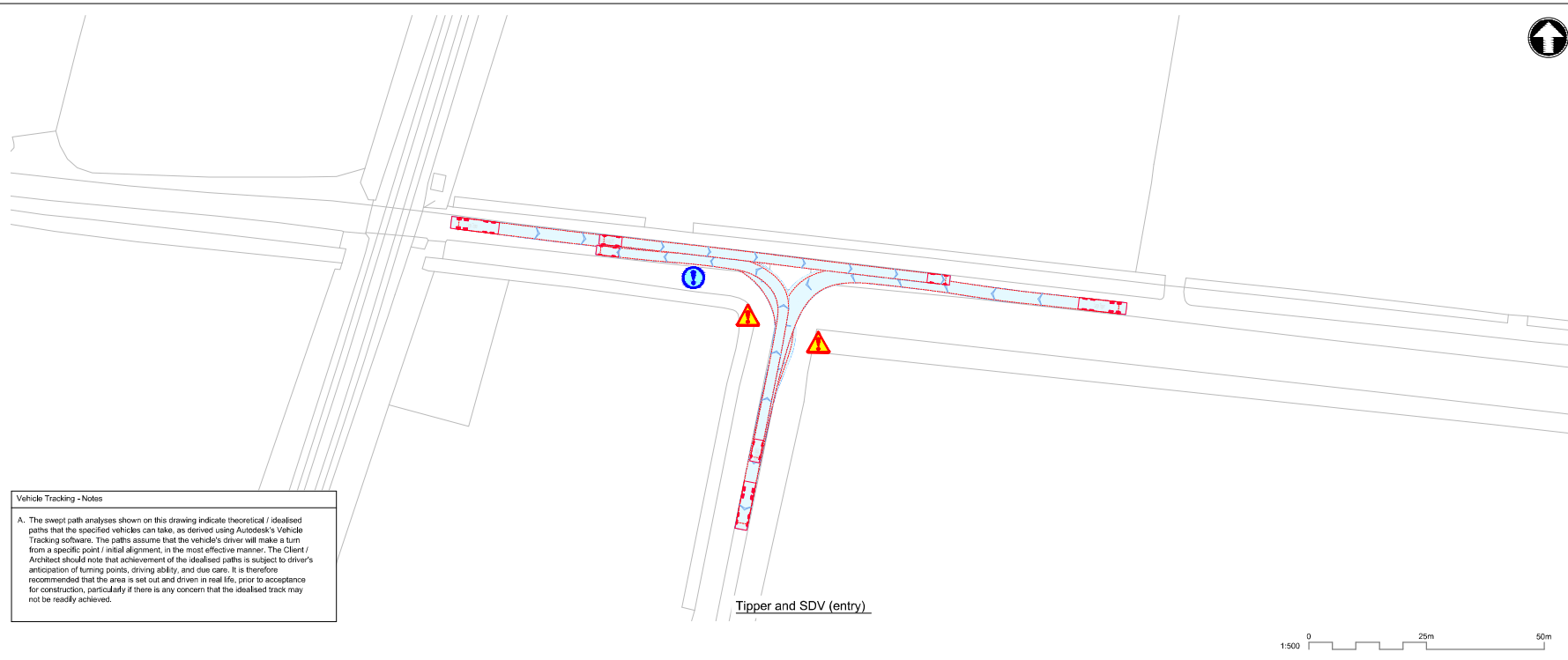
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

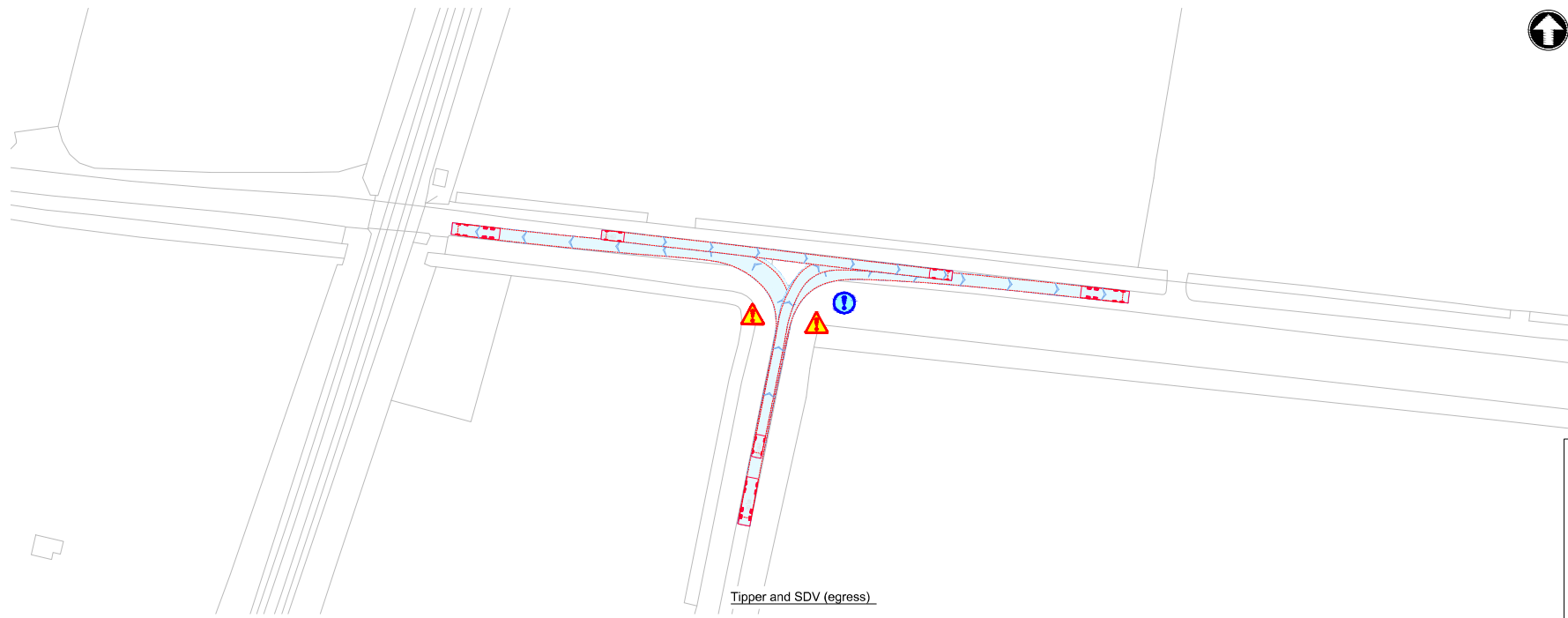




Vehicle Tracking - Notes

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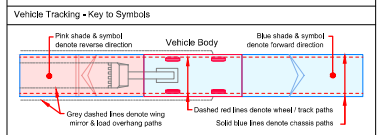
Tipper and SDV (entry)



Tipper and SDV (egress)



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Vehicle Tracking - Vehicle Details

<p>Overall Length with Trailer (1620m)</p> <p>Overall Width 2.90m</p> <p>Overall Body Height 3.40m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Max. Rear Overhang 6.00m</p> <p>Lock to Lock time 6.00m</p> <p>Kerb to Kerb Turning Radius 11.50m</p>	<p>Overall Length 12.00m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 3.50m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Lock to Lock time 6.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p>

<p>Overall Length 10.00m</p> <p>Overall Width 2.85m</p> <p>Overall Body Height 3.50m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Lock to Lock time 6.00m</p> <p>Kerb to Kerb Turning Radius 11.50m</p>	<p>Overall Length 4.50m</p> <p>Overall Width 1.90m</p> <p>Overall Body Height 2.50m</p> <p>Max Body Ground Clearance 2.00m</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	MF	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	CHK'd	App'd

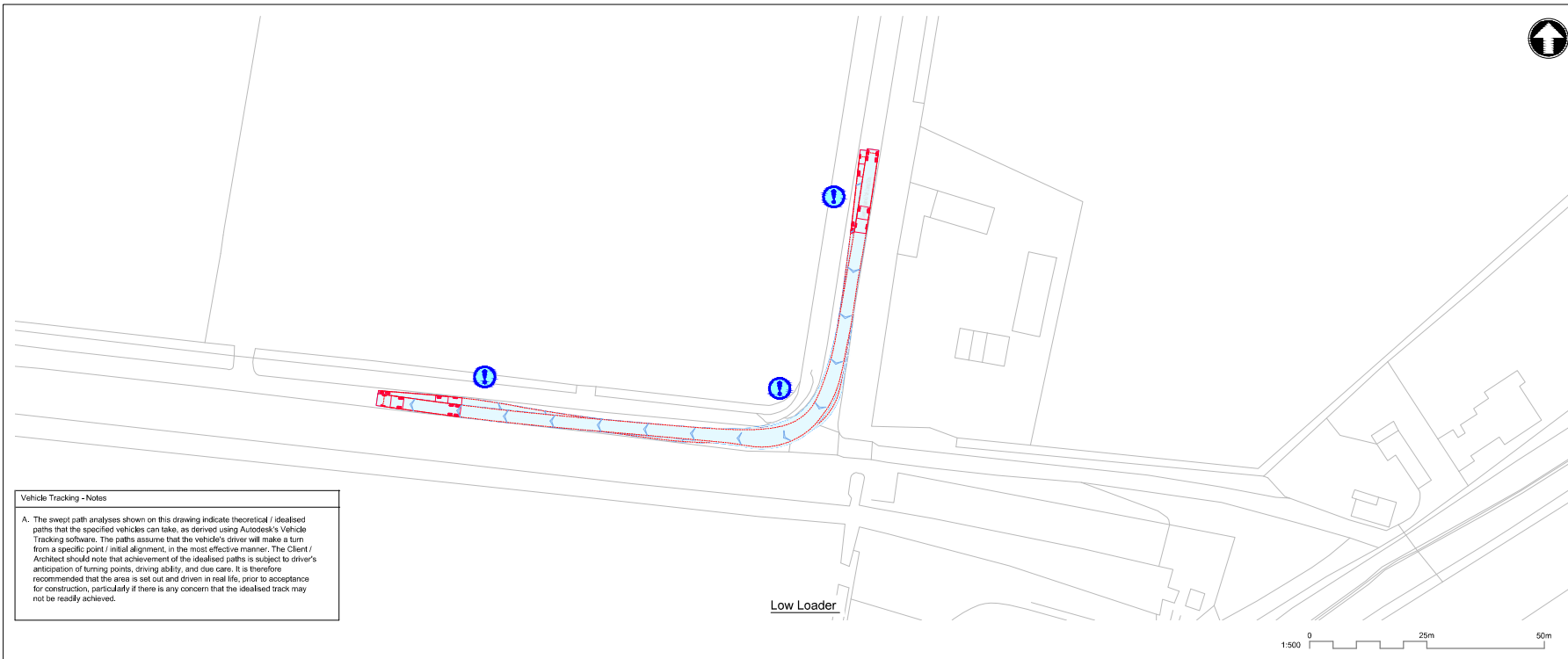


Title
**Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking**

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

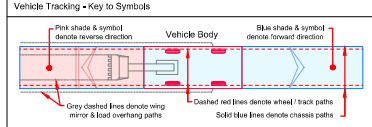
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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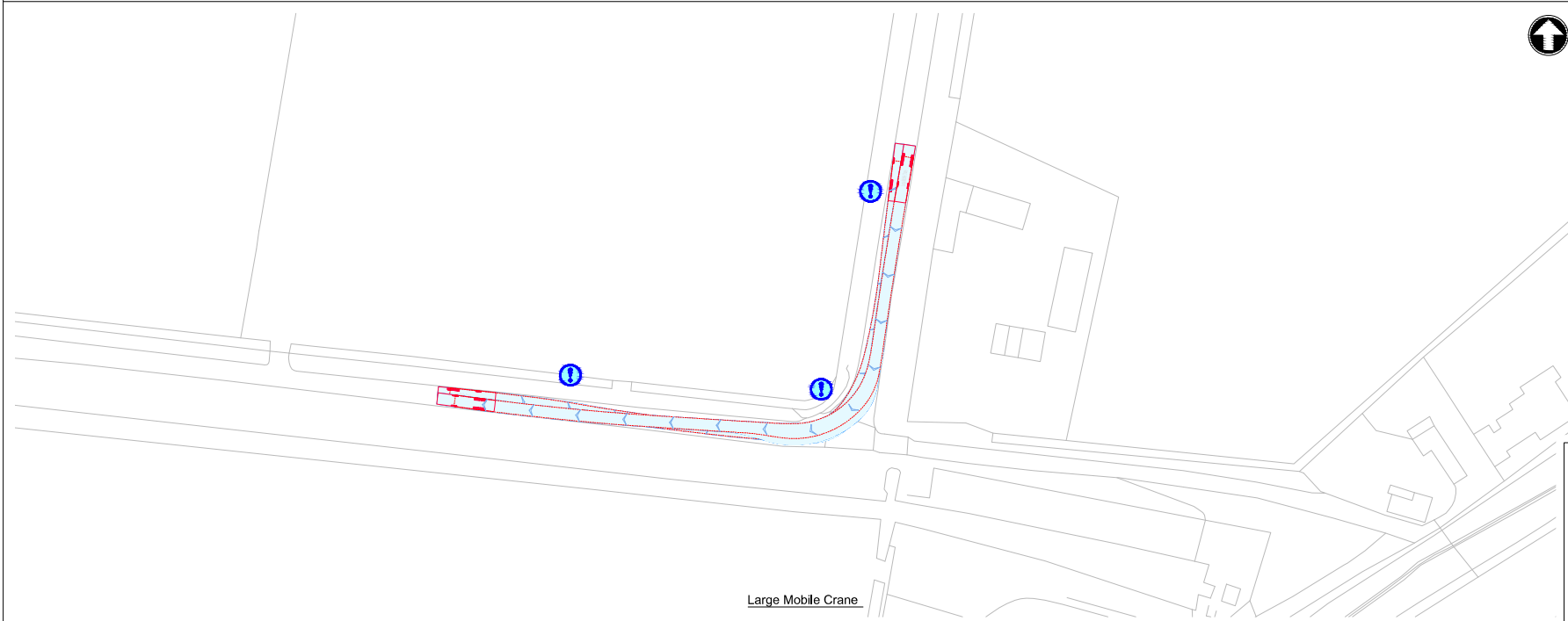
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Vehicle Tracking - Vehicle Details

Low Loader with Trailer (16200) Overall Length: 24600mm Overall Width: 24600mm Overall Body Height: 3400mm Max Body Ground Clearance: 2300mm Max. Trail Over: 6200mm Lock to Lock Time: 6200mm Kerb to Kerb Turning Radius: 6200mm	Large Mobile Crane Overall Length: 12300mm Overall Width: 24600mm Overall Body Height: 3400mm Max Body Ground Clearance: 2300mm Max. Trail Over: 6200mm Lock to Lock Time: 6200mm Kerb to Kerb Turning Radius: 6200mm	

Large Tipper Overall Length: 16200mm Overall Width: 24600mm Overall Body Height: 3400mm Max Body Ground Clearance: 2300mm Max. Trail Over: 6200mm Lock to Lock Time: 6200mm Kerb to Kerb Turning Radius: 6200mm	Standard Design Vehicle (SDV) Overall Length: 4600mm Overall Width: 2000mm Overall Body Height: 1900mm Max Body Ground Clearance: 2100mm Max. Trail Over: 4200mm Lock to Lock Time: 4200mm Kerb to Kerb Turning Radius: 4200mm	



Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

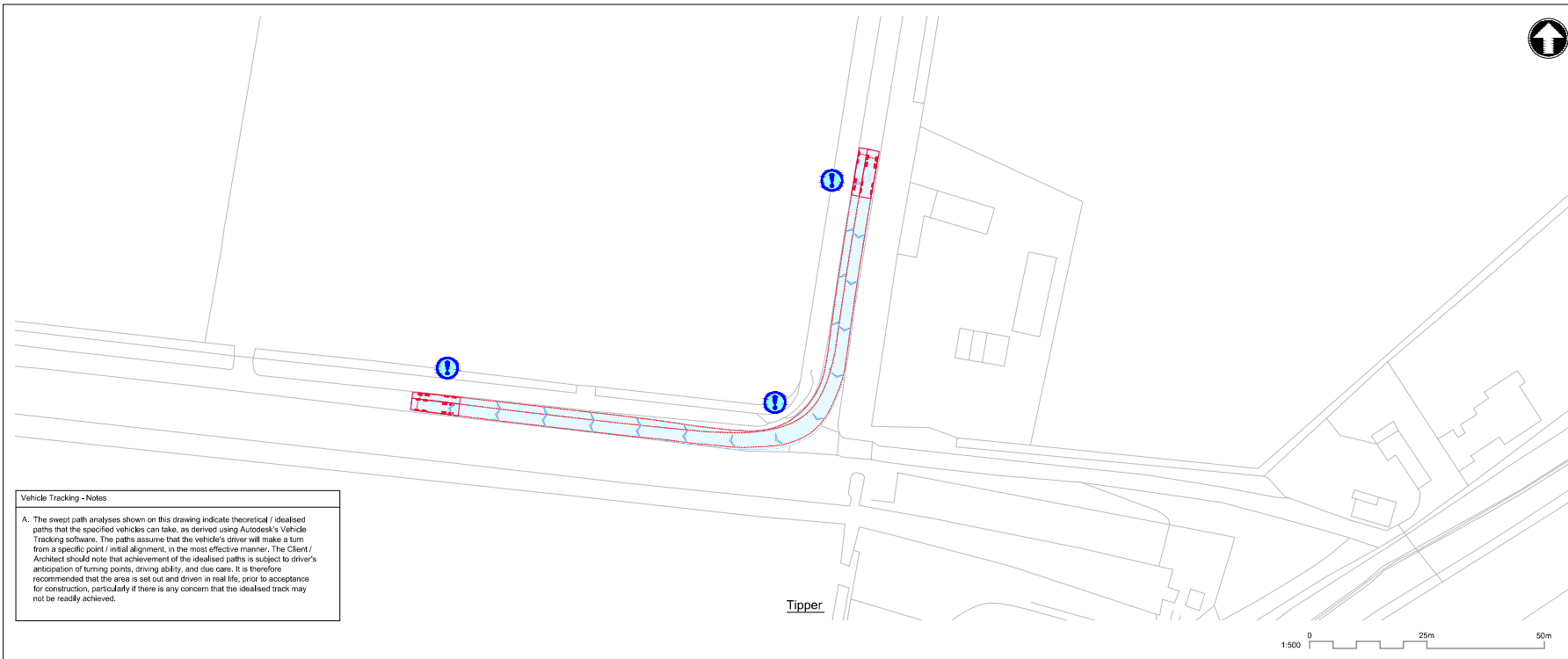
P1	10/23	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	CHK'd	App'd



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 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	-

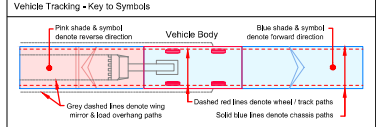
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD



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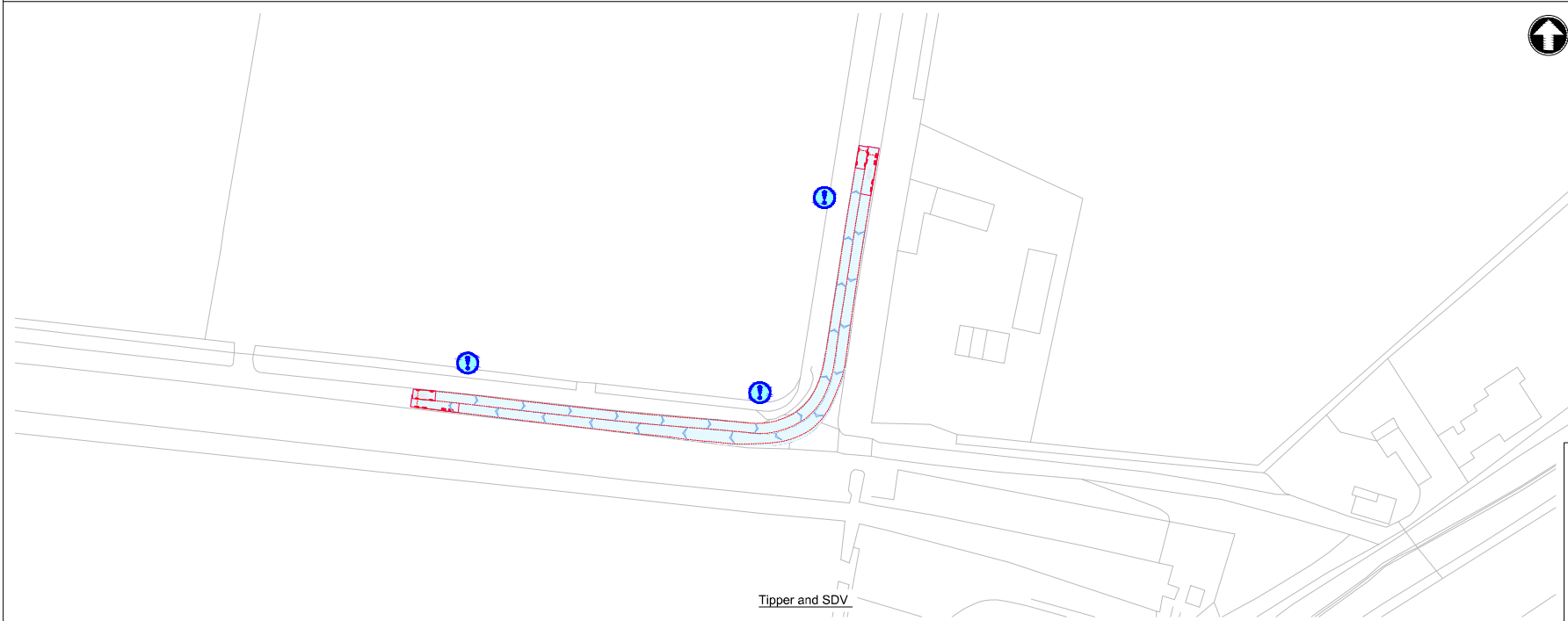
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Vehicle Tracking - Vehicle Details

Overall Length with Trailer Steering (1820m)	2460m	Overall Length	12.200m
Overall Width	2.40m	Overall Width	2.40m
Overall Body Height	3.40m	Overall Body Height	3.20m
Min Body Ground Clearance	0.30m	Min Body Ground Clearance	0.30m
Max. Trail Over	6.00m	Max. Trail Over	2.50m
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	4.800m
Overall Width	2.850m	Overall Width	2.900m
Overall Body Height	2.850m	Overall Body Height	2.850m
Min Body Ground Clearance	0.30m	Min Body Ground Clearance	0.30m
Max. Trail Over	11.500m	Max. Trail Over	4.00m
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



- 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

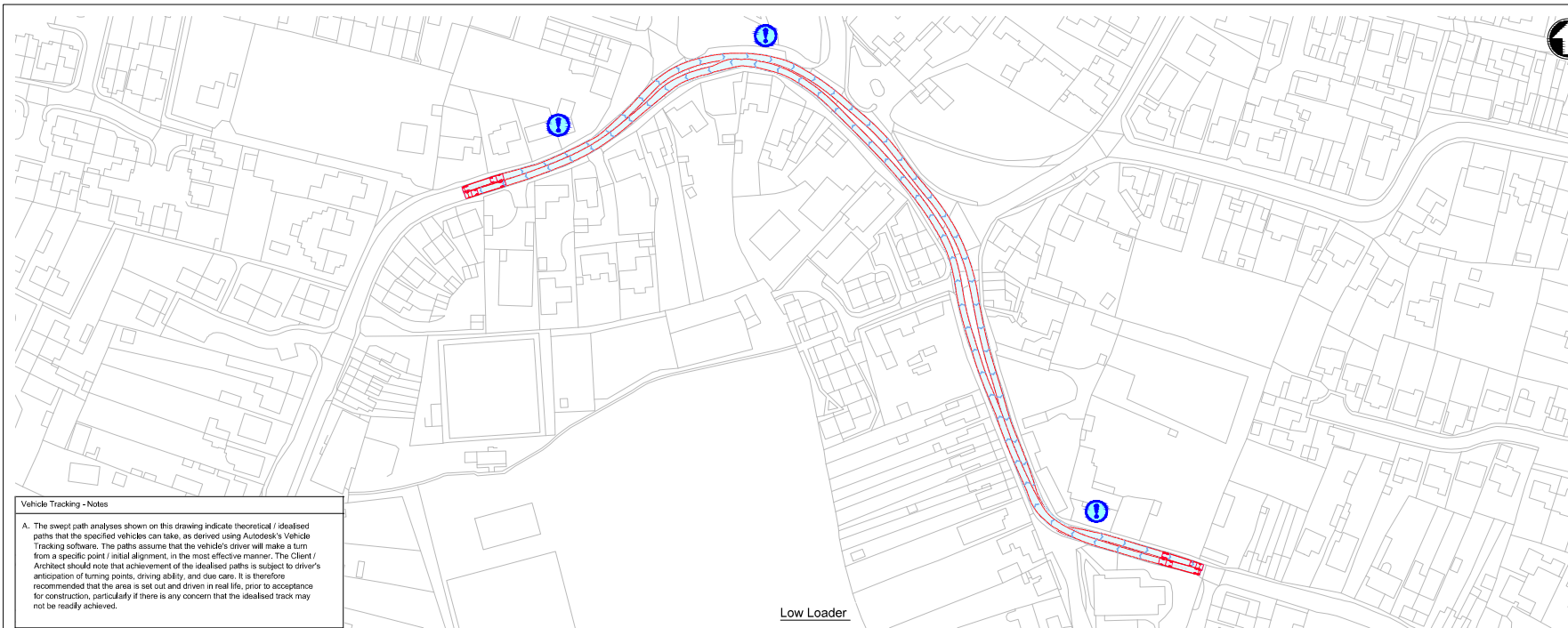


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Long Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

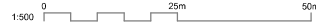
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



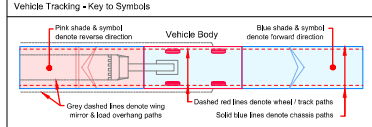
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Low Loader



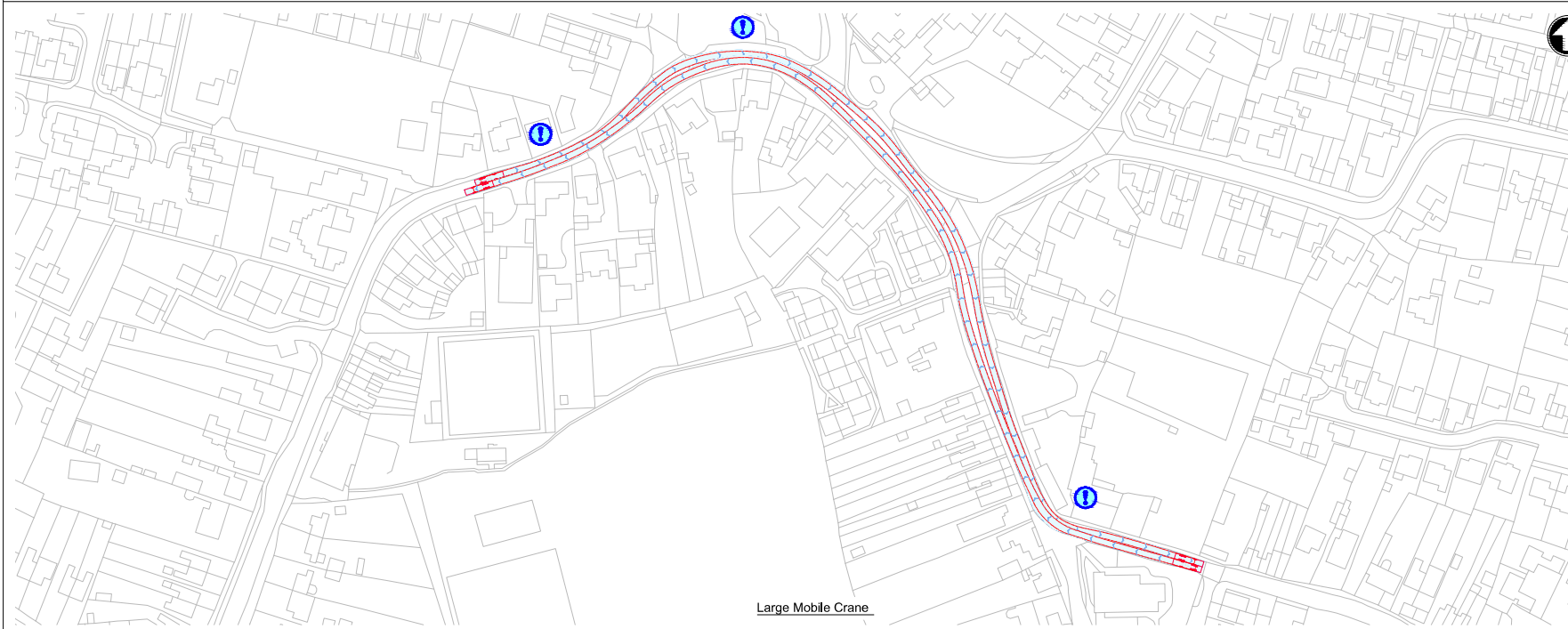
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Vehicle Tracking - Vehicle Details

Dimension / Description	Value	Dimension / Description	Value
Overall Length	24.90m	Overall Length	12.200m
Overall Width	2.960m	Overall Width	2.430m
Overall Body Height	3.400m	Overall Body Height	3.300m
Max. Body Ground Clearance	0.300m	Max. Body Ground Clearance	0.200m
Max. Wheel Overlap	0.200m	Max. Wheel Overlap	0.200m
Load to Lock time	6.00m	Load to Lock time	6.00m
Kerb to Kerb Turning Radius	6.000m	Kerb to Kerb Turning Radius	10.000m

Dimension / Description	Value	Dimension / Description	Value
Overall Length	10.000m	Overall Length	4.600m
Overall Width	2.850m	Overall Width	2.000m
Overall Body Height	3.200m	Overall Body Height	2.000m
Max. Body Ground Clearance	0.200m	Max. Body Ground Clearance	0.200m
Load to Lock time	11.500m	Load to Lock time	4.000m
Kerb to Kerb Turning Radius	11.500m	Kerb to Kerb Turning Radius	6.000m



- 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

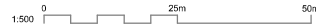


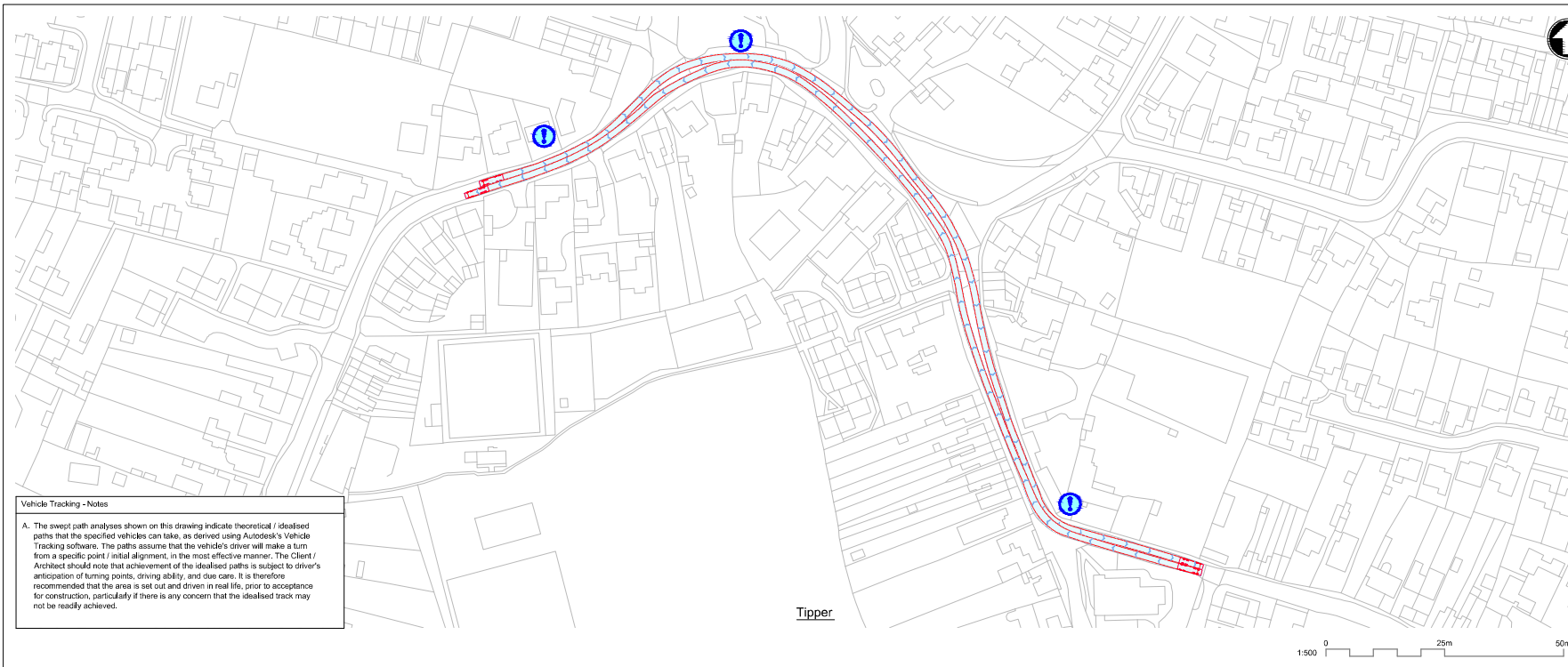
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cambridge Rd - Chapel St - Station Rd
Highways GA, Visibility Splay and
Vehicle Tracking

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

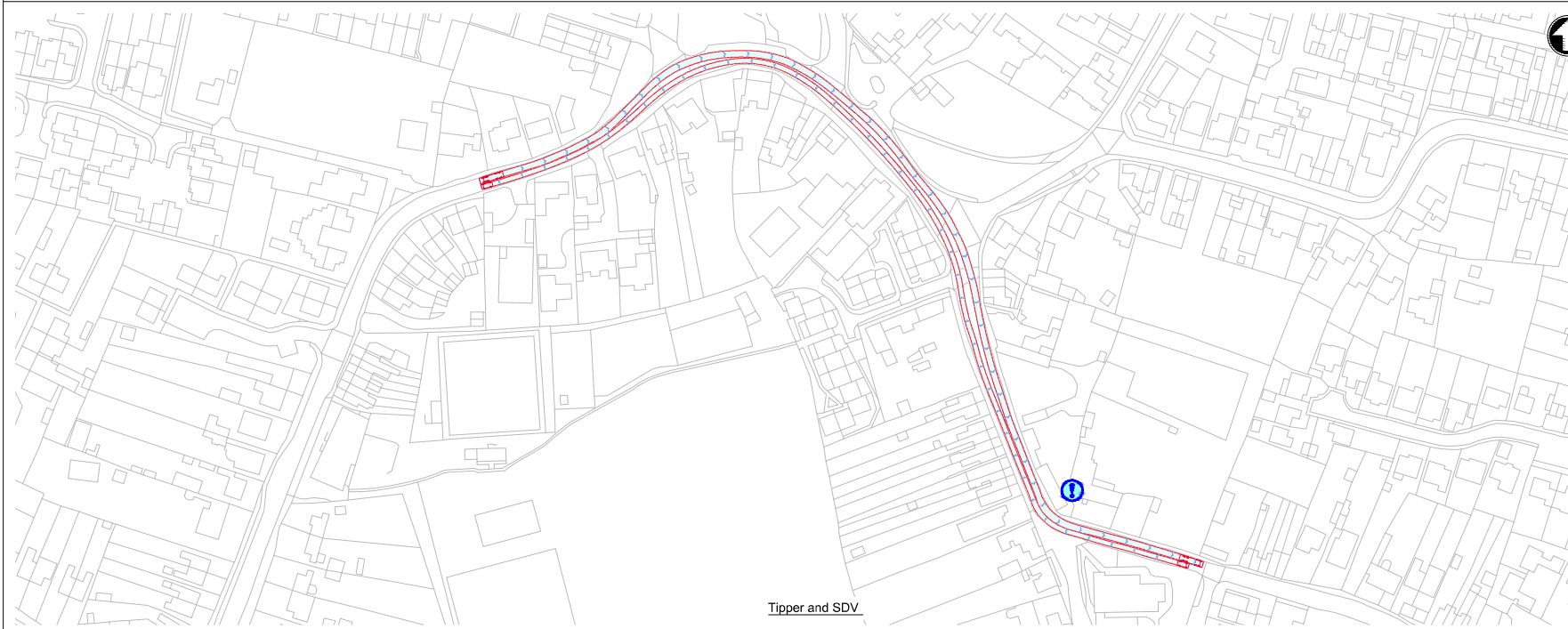
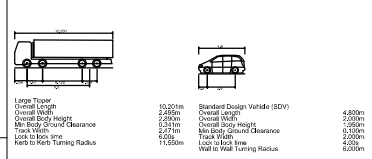
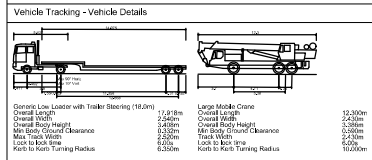
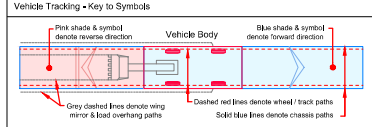




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- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
 - Restrictive road width

P1	مراجعة	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	Checked	Appr

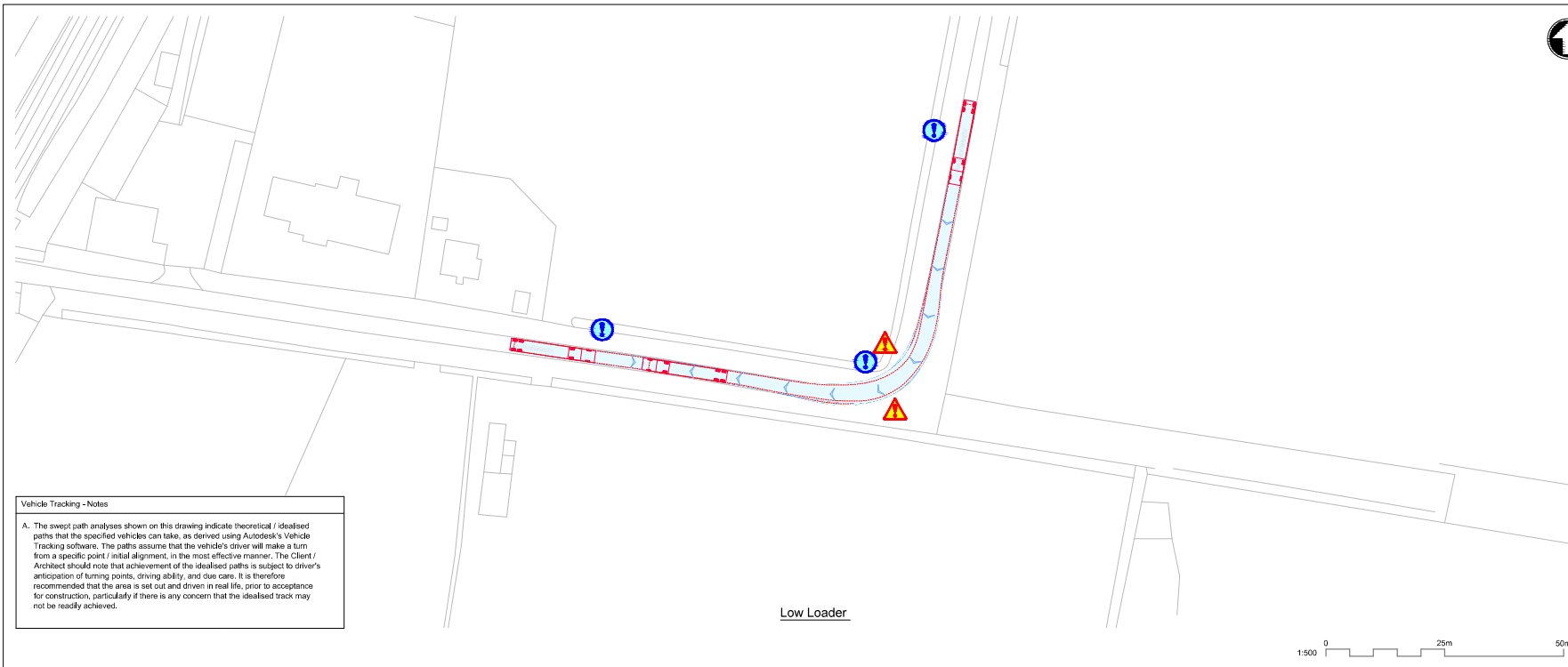


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cambridge Rd - Chapel St - Station Rd
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

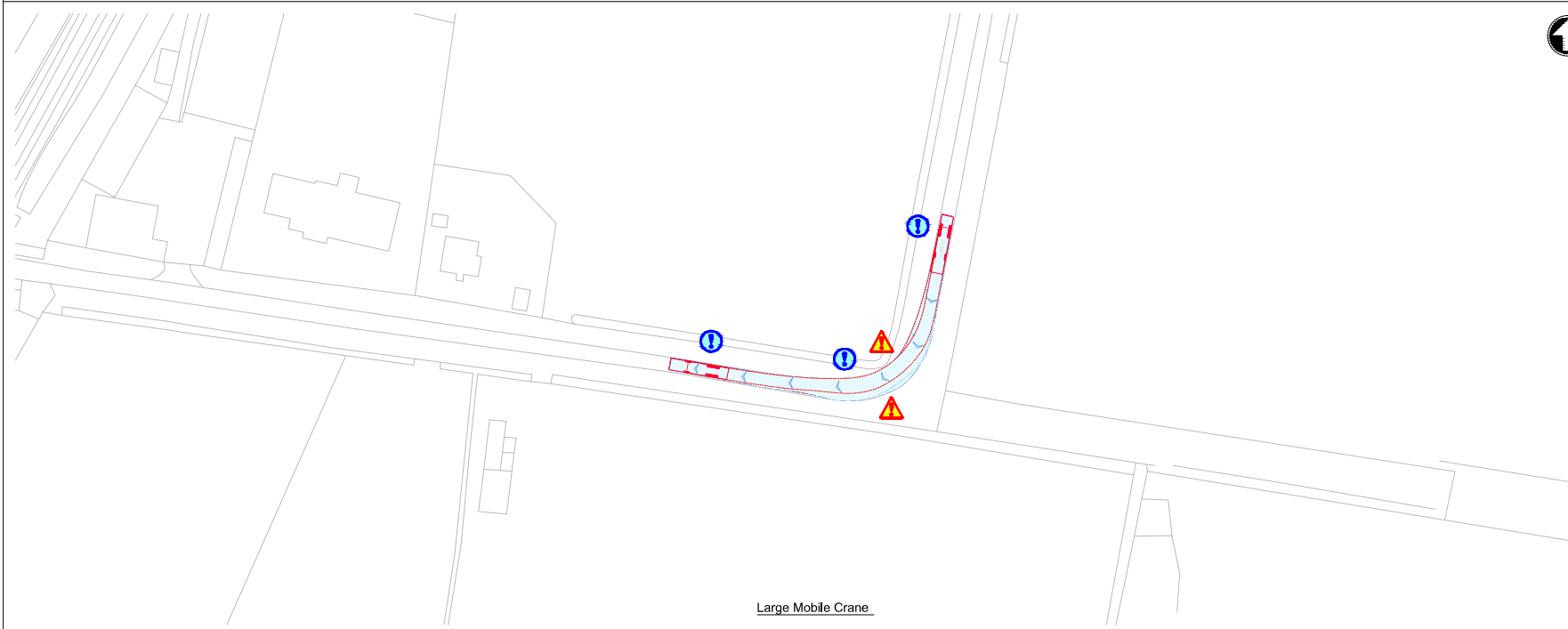
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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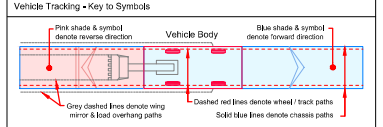
Low Loader



Large Mobile Crane



- Notes**
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Vehicle Tracking - Vehicle Details

Overall Low Loader 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	3.300m
Min Body Ground Clearance	0.300m	Min Body Ground Clearance	0.300m
Max Body Height	4.000m	Max Body Height	4.000m
Lock to Lock line	6.00m	Lock to Lock line	6.00m
Kerb to Kerb Turning Radius	6.000m	Kerb to Kerb Turning Radius	10.000m
Large Tipper	10.000m	Standard Design Vehicle (SDV)	4.600m
Overall Length	2.850m	Overall Length	2.950m
Overall Width	2.050m	Overall Width	2.050m
Overall Body Height	3.250m	Overall Body Height	3.000m
Min Body Ground Clearance	0.250m	Min Body Ground Clearance	0.200m
Max Body Height	4.000m	Max Body Height	4.000m
Lock to Lock line	11.500m	Lock to Lock line	4.00m
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	10/23	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	CHK'd	App'd

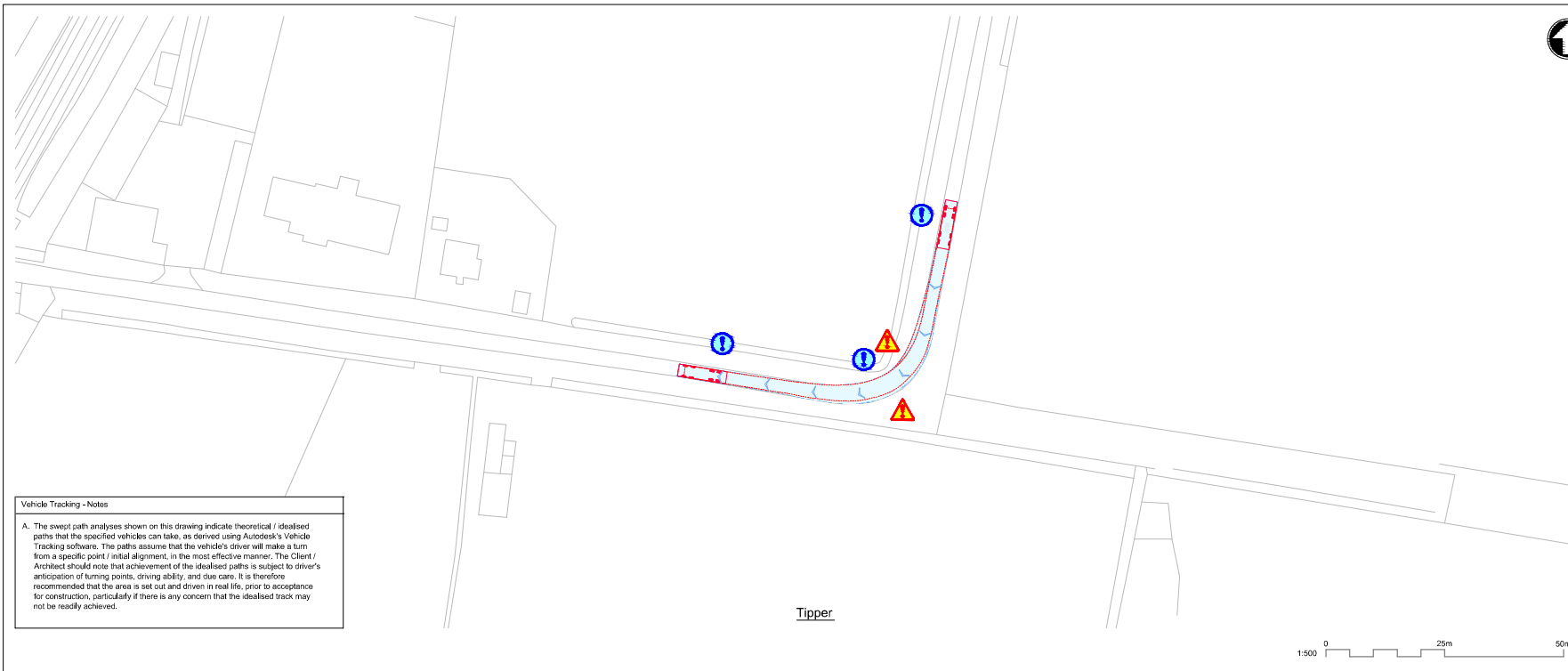


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Burgess's Drove
Highways GA, Visibility Splay and
Vehicle Tracking

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

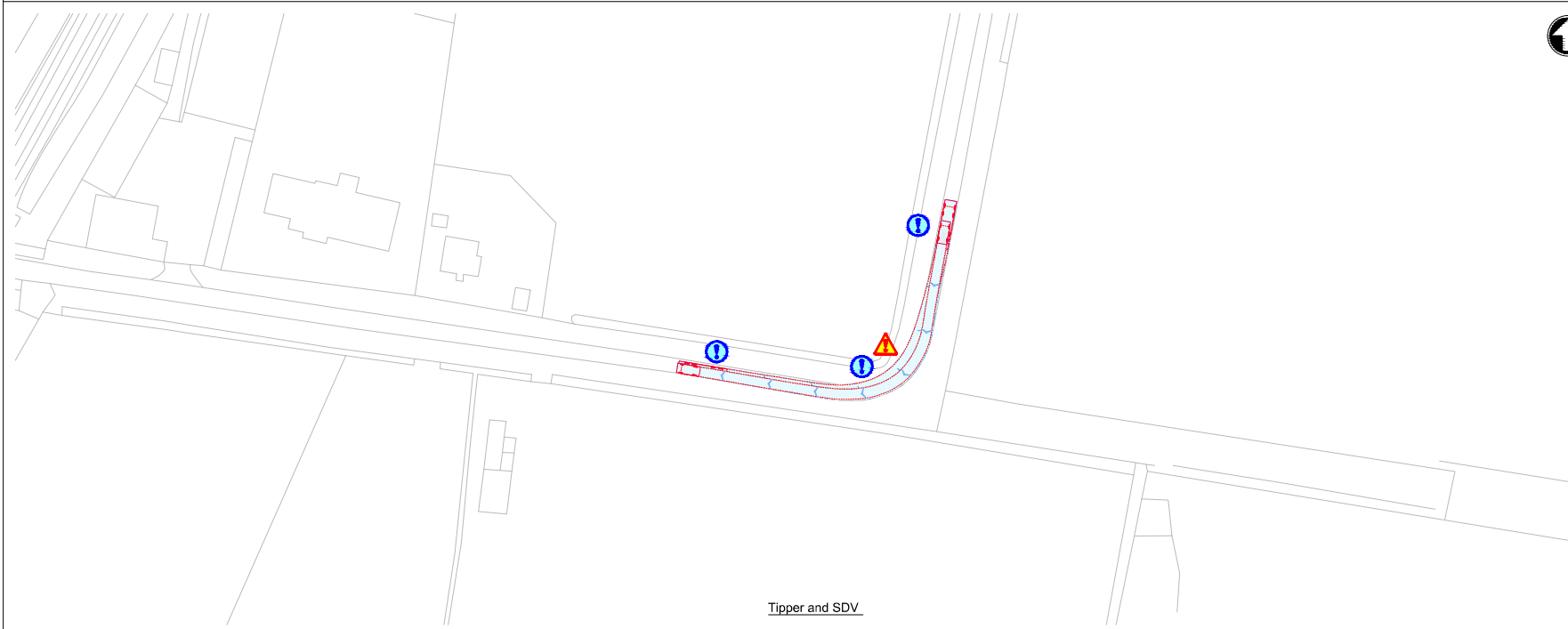
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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



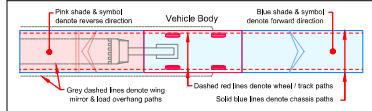
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Vehicle Type	Overall Length	Overall Width	Overall Height	Max Body Overall Clearance	Max Body Overall Clearance	Max Body Overall Clearance	Lock to Lock line	Kerb to Kerb Turning Radius
Standard Low Loader with Trailer Steering (1820m)	24.60m	2.40m	3.30m	3.30m	3.30m	3.30m	6.00m	10.00m
Large Mobile Crane	12.30m	2.40m	3.30m	3.30m	3.30m	3.30m	6.00m	10.00m
Large Tipper	10.00m	2.85m	3.30m	3.30m	3.30m	3.30m	6.00m	10.00m
Standard Design Vehicle (SDV)	4.80m	2.00m	2.00m	2.00m	2.00m	2.00m	4.00m	6.00m

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.		

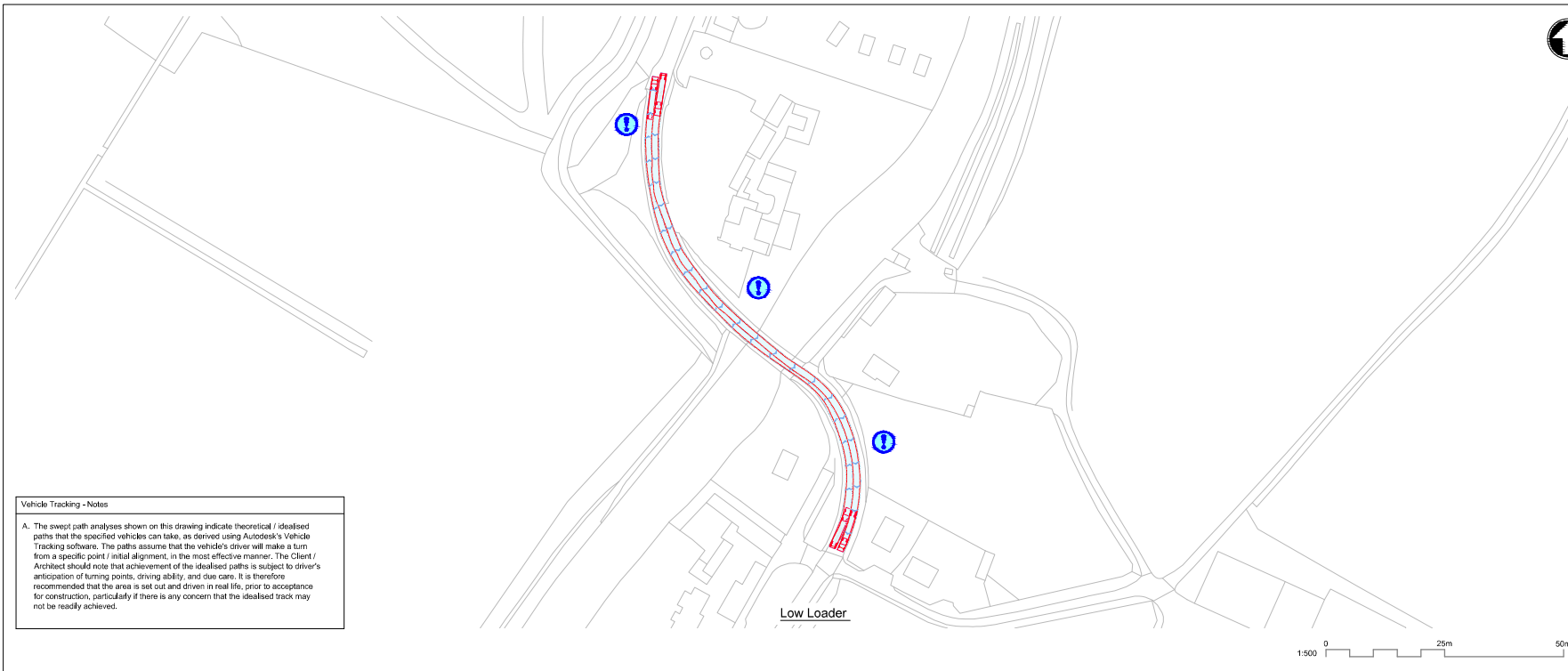


Title
 Cambridge Waste Water Treatment Works Relocation
 Burgess's Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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



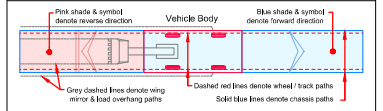
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Low Loader

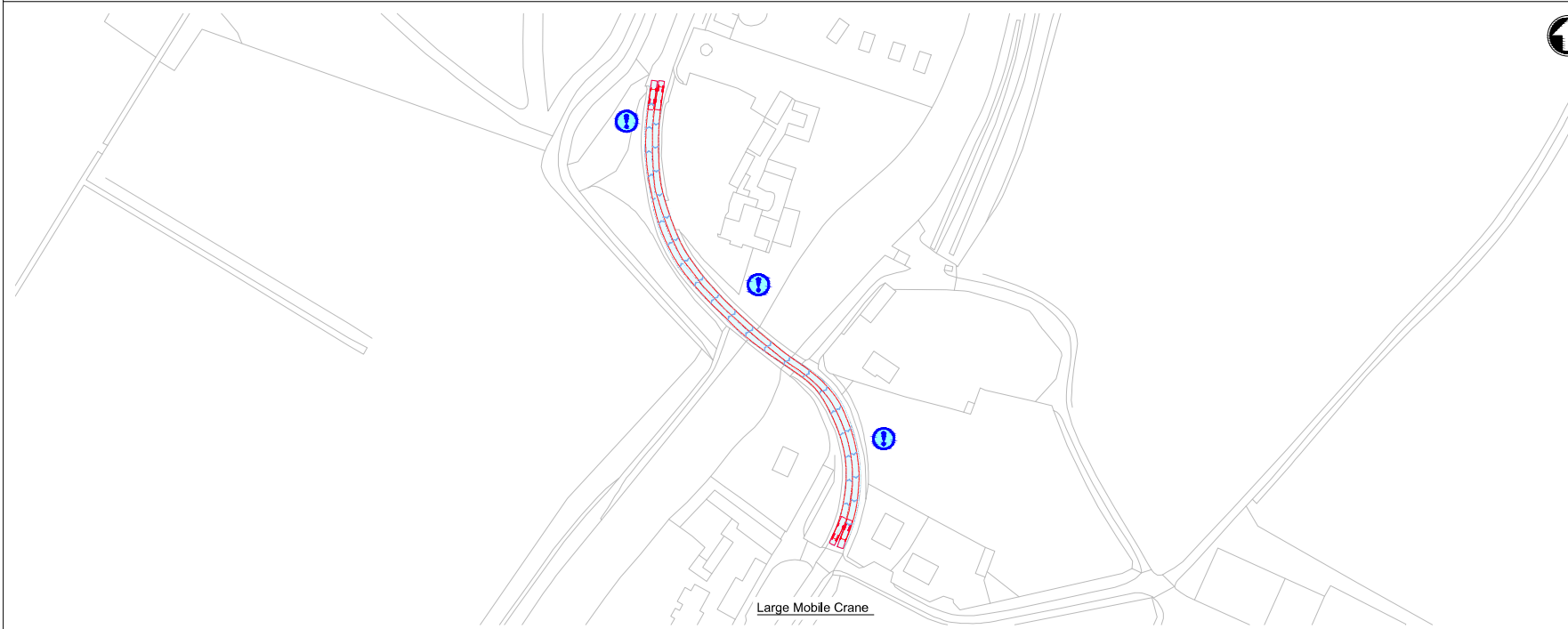
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Vehicle Tracking - Vehicle Details

<p>General 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. Rear Overhang 6.00m</p> <p>Lock to Lock time 4.00m</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 0.30m</p> <p>Lock to Lock time 4.00m</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 0.30m</p> <p>Lock to Lock time 4.00m</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 0.30m</p> <p>Lock to Lock time 4.00m</p> <p>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	CHK'd	Appr'd

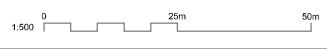


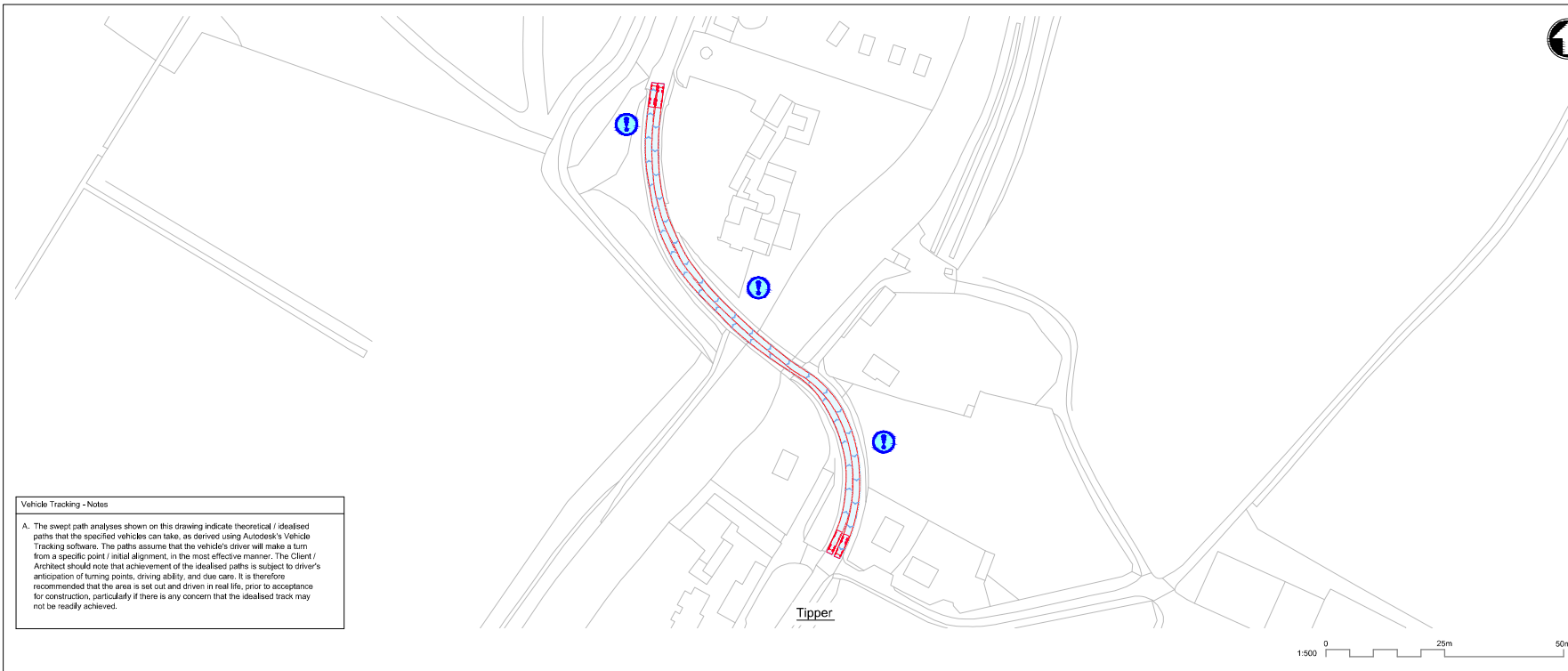
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Clayhithe Bridge
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

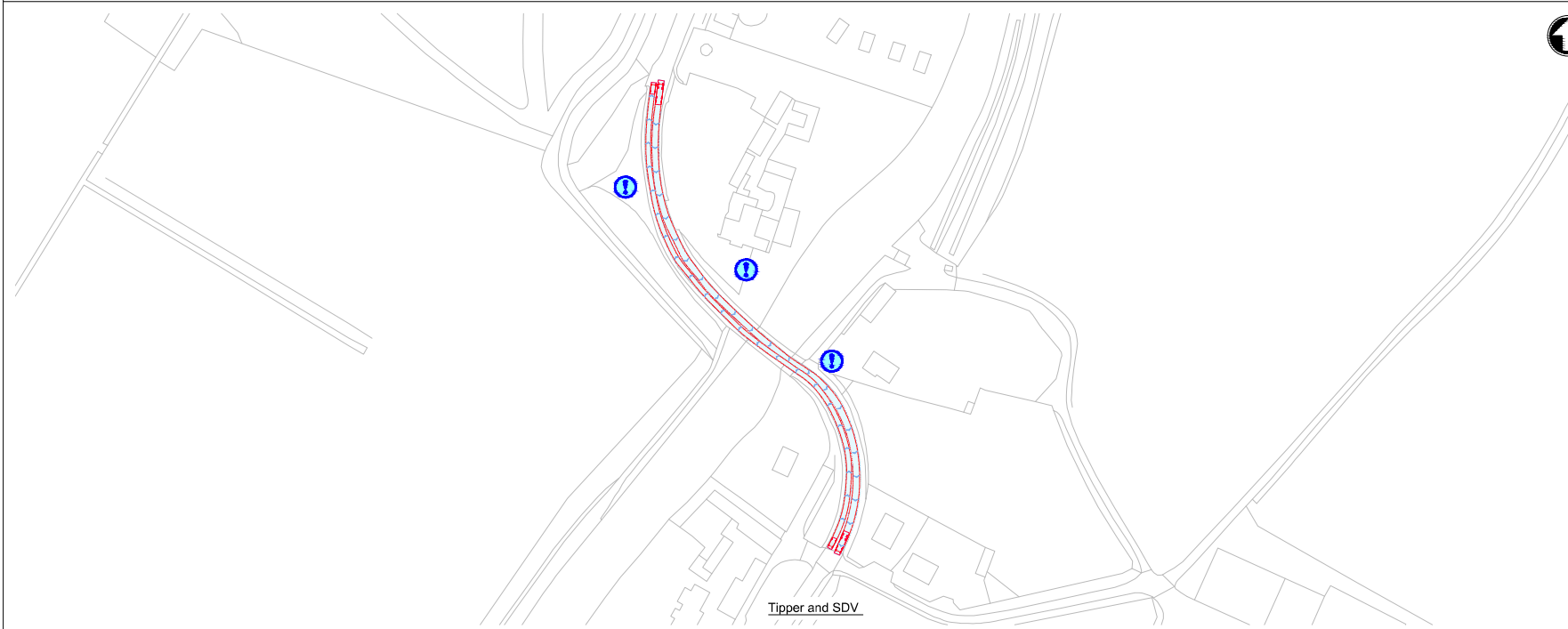
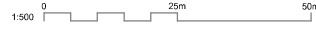
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT





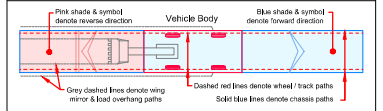
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Vehicle Tracking - Vehicle Details

<p>Container Lorry with Trailer Steering (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 23.00m 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 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 Lock to Lock time 4.50m 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 0.30m 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	15/07/2022	M/F	Draft for Discussion / Review.	M/F	M/F
Rev	Date	Drawn	Description	Checked	Appr

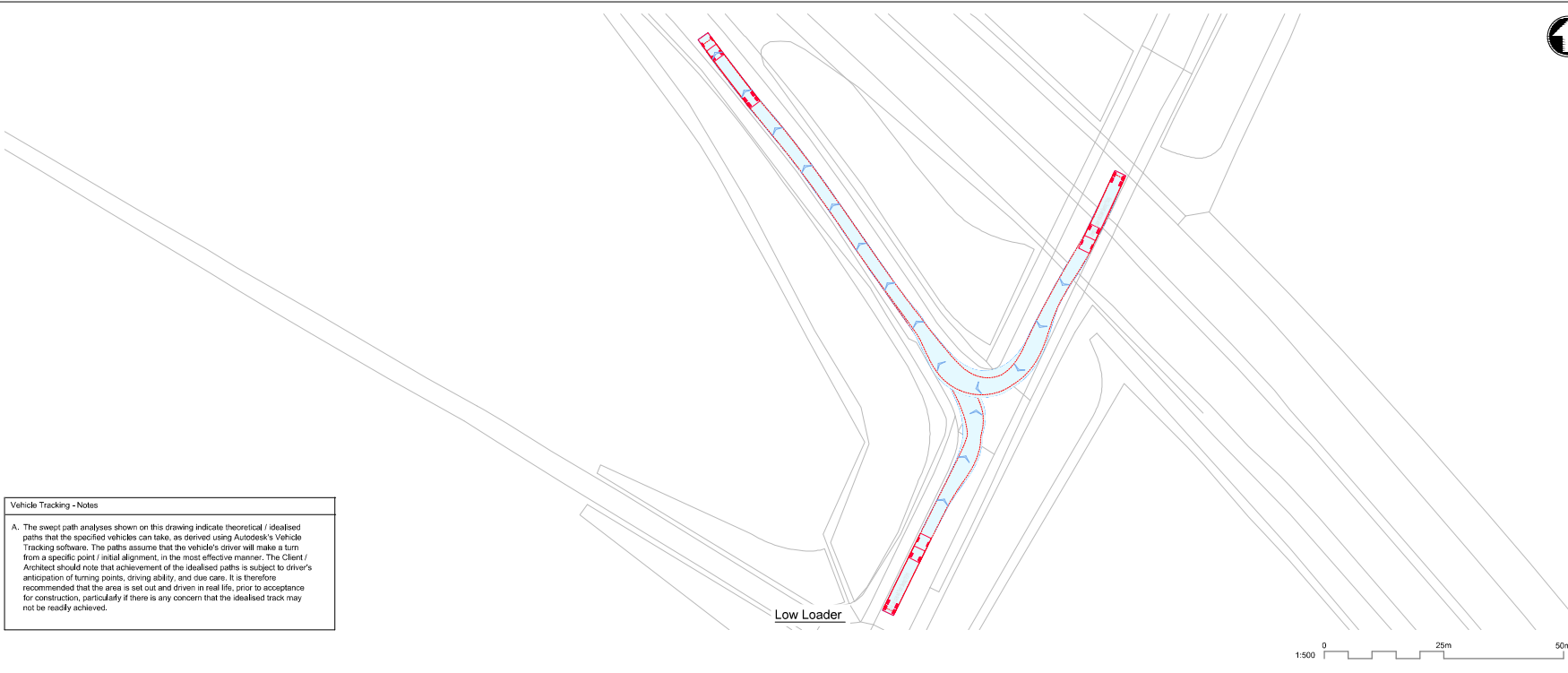


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Clayhithe Bridge
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

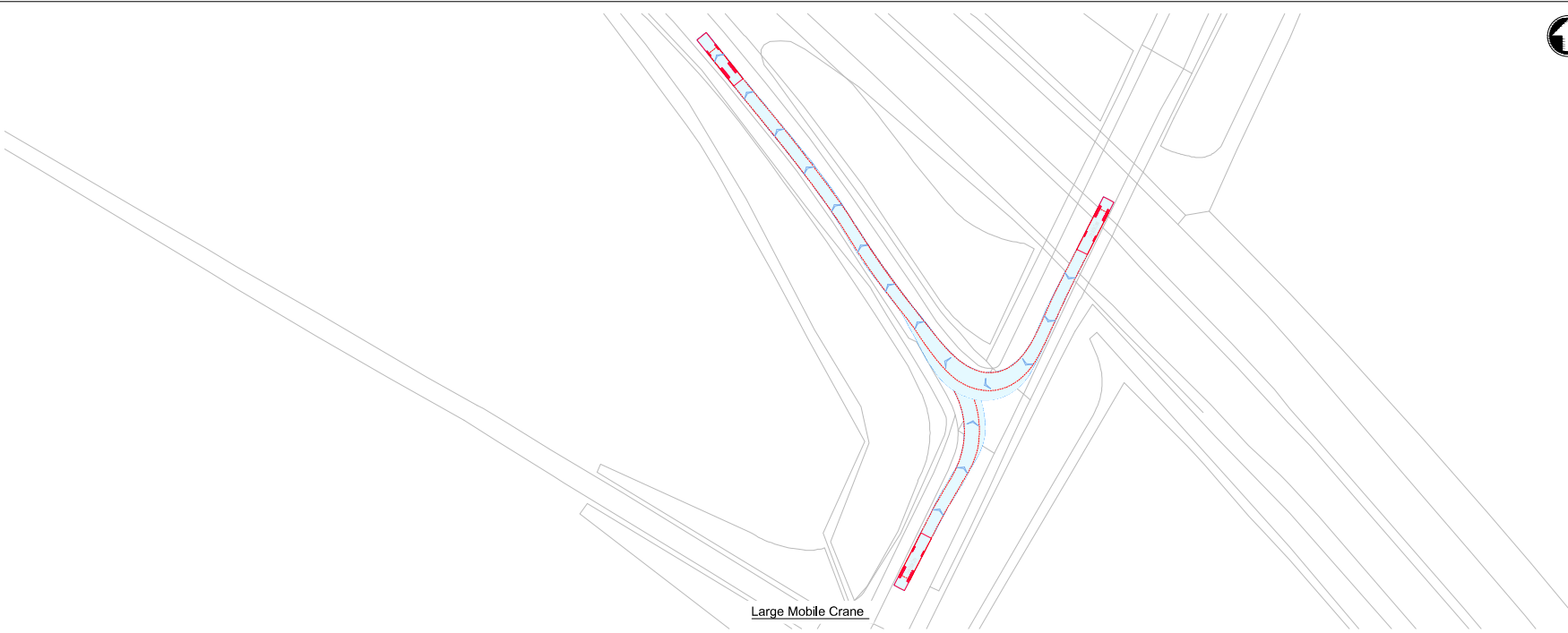
Drawing Number
 102375-MMD-01-XX-DR-C-DRAFT



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Low Loader

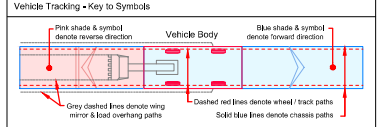


Large Mobile Crane



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Vehicle Tracking - Vehicle Details

<p>General Low Loader with Trailer (1620m)</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 2.40m Min Body Ground Clearance 0.20m Max. Trail Over 6.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 10.00m</p>	<p>Large Mobile Crane</p> <p>Overall Length 12.00m Overall Width 2.40m Overall Body Height 2.40m Min Body Ground Clearance 0.20m Max. Trail Over 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 2.40m Overall Body Height 2.40m Min Body Ground Clearance 0.20m Max. Trail Over 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 4.50m Overall Width 1.90m Overall Body Height 1.90m Min Body Ground Clearance 0.20m Max. Trail Over 4.00m 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	01	01	Draft for Discussion / Review.	01	01
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	01/01	Eng check	-
Drawn	M Fonseca	01/01	Coordination	-
Dwg check	-	-	Approved	-

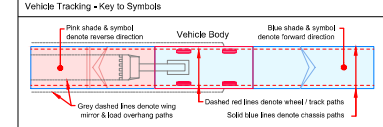
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

Drawing Number
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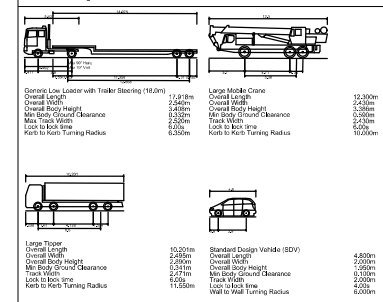


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Vehicle Tracking - Vehicle Details



Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
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P1	مراجعة	AP	Draft for Discussion / Review.	AP	AP
Rev	Date	Drawn	Description	CHK'd	App'd

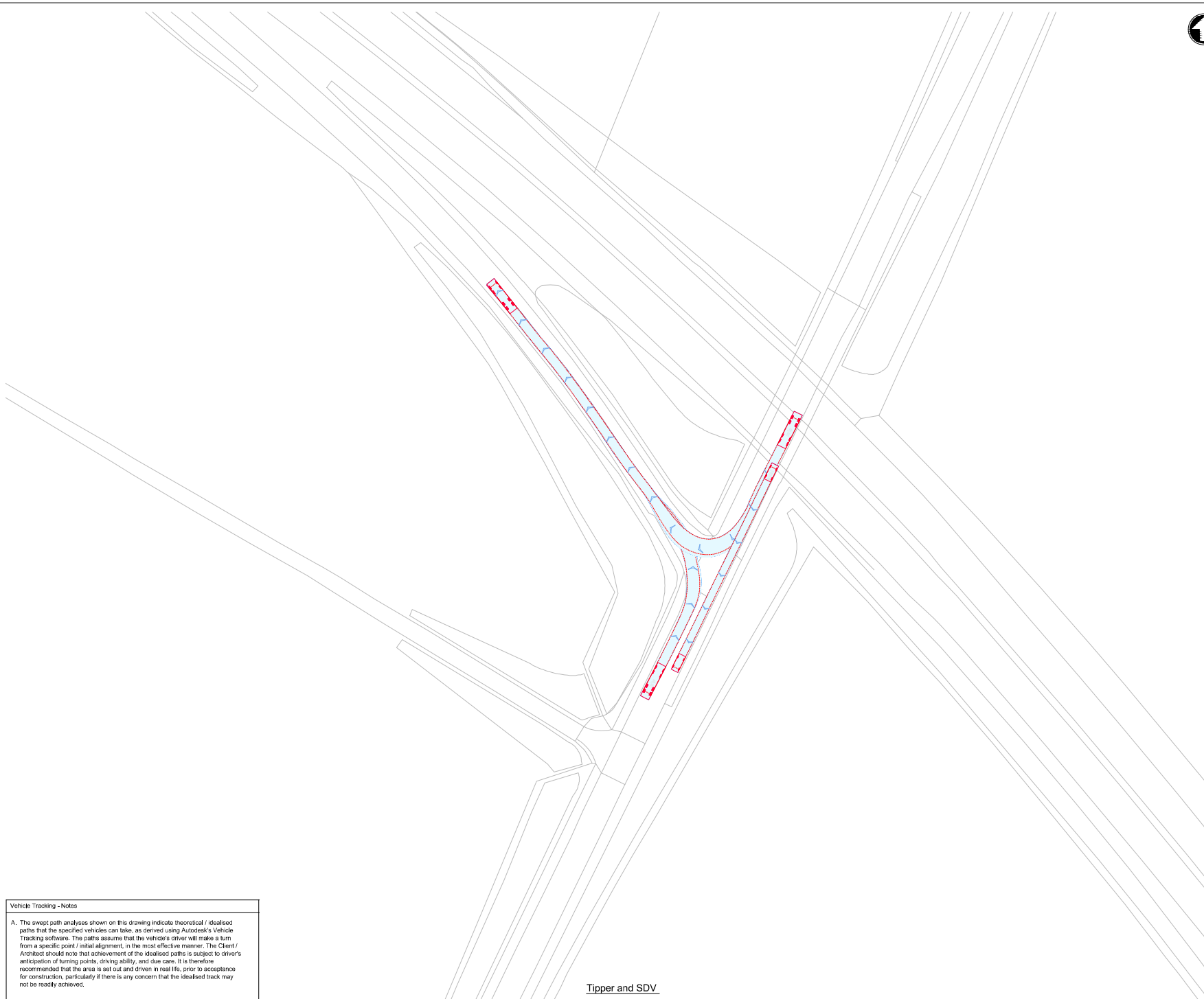


Title
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 Temporary Access Junctions
 B1047 - A14 Junction 34
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

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

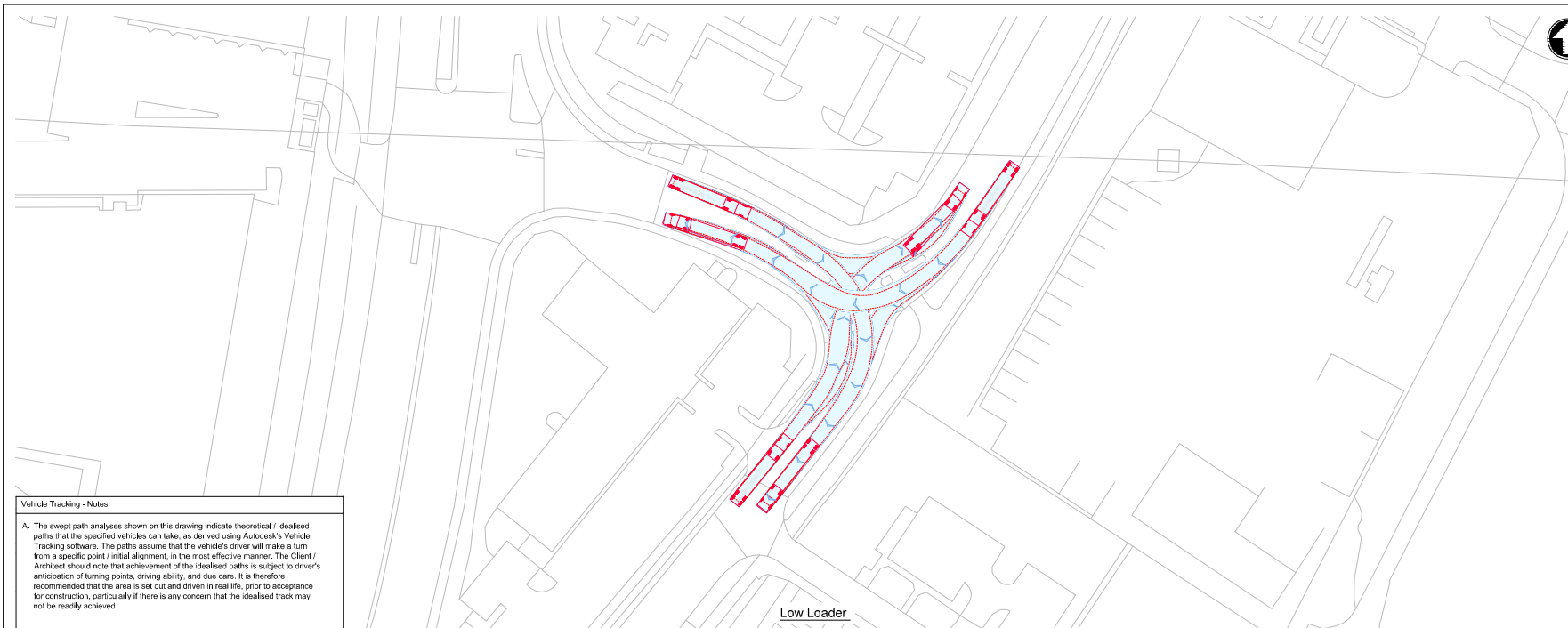


Tipper and SDV

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.

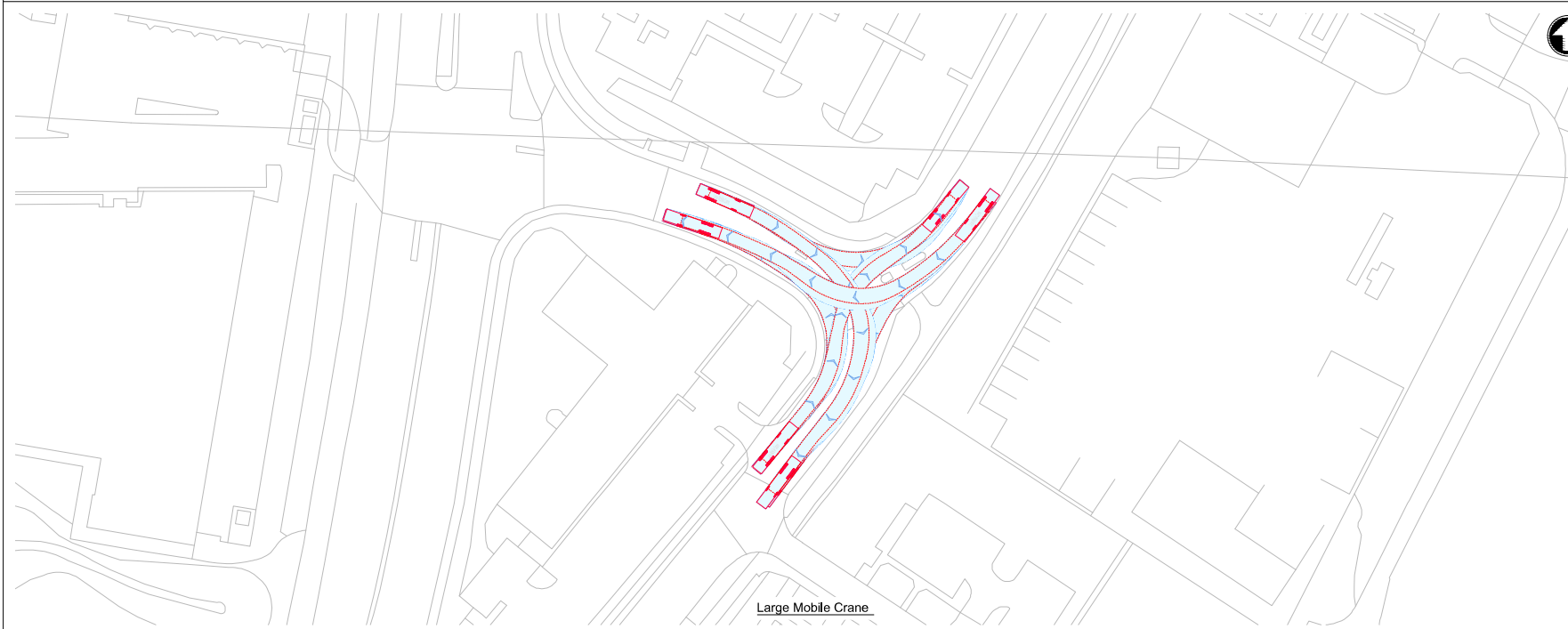




Vehicle Tracking - Notes

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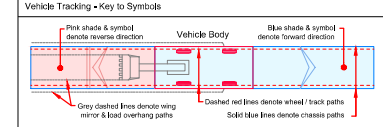
Low Loader



Large Mobile Crane



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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

 Container Low Loader with Trailer (1620m) Overall Length: 24.60m Overall Width: 2.40m Overall Body Height: 2.40m Max Body Ground Clearance: 0.30m Max. Rear Overhang: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 6.00m	 Large Mobile Crane Overall Length: 12.00m Overall Width: 2.40m Overall Body Height: 2.40m Max Body Ground Clearance: 0.30m Max. Rear Overhang: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 6.00m
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 Large Tipper Overall Length: 10.00m Overall Width: 2.40m Overall Body Height: 2.40m Max Body Ground Clearance: 0.30m Max. Rear Overhang: 6.00m Lock to Lock time: 6.00m Kerb to Kerb Turning Radius: 6.00m	 Standard Design Vehicle (SDV) Overall Length: 4.60m Overall Width: 1.90m Overall Body Height: 1.90m Max Body Ground Clearance: 0.10m Max. Rear Overhang: 0.20m Lock to Lock time: 4.00m Kerb to Kerb Turning Radius: 4.00m
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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

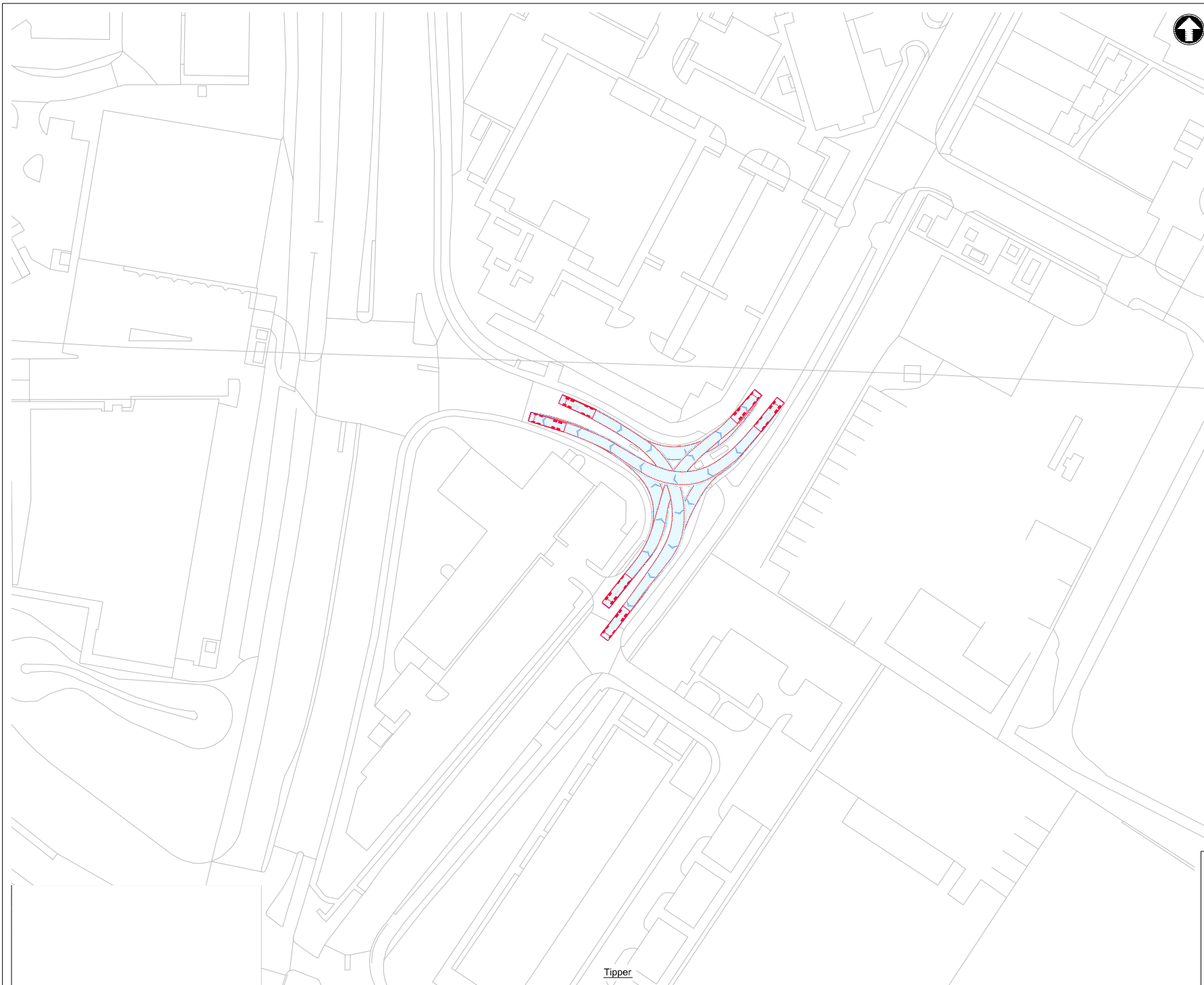


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Cowley Rd Junction
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

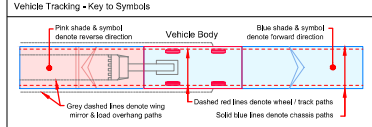
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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 Low Loader with Trailer (Steering 1820m)	2460m	Large Mobile Crane	12,200m
Overall Length	7,910m	Overall Length	24,200m
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	2,500m	Max. Track Width	2,500m
Lock to Lock Time	6.0m	Lock to Lock Time	6.0m
Kerb to Kerb Turning Radius	11,500m	Kerb to Kerb Turning Radius	11,500m

Large Tipper	10,070m	Standard Design Vehicle (SDV)	4,600m
Overall Length	2,850m	Overall Length	2,930m
Overall Width	2,460m	Overall Width	2,460m
Overall Body Height	3,310m	Overall Body Height	3,310m
Min Body Ground Clearance	250mm	Min Body Ground Clearance	250mm
Max. Track Width	2,500m	Max. Track Width	2,500m
Lock to Lock Time	6.0m	Lock to Lock Time	6.0m
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

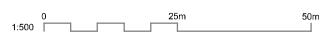


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Cowley Rd Junction
 Highways GA, Visibility Splay and
 Vehicle Tracking

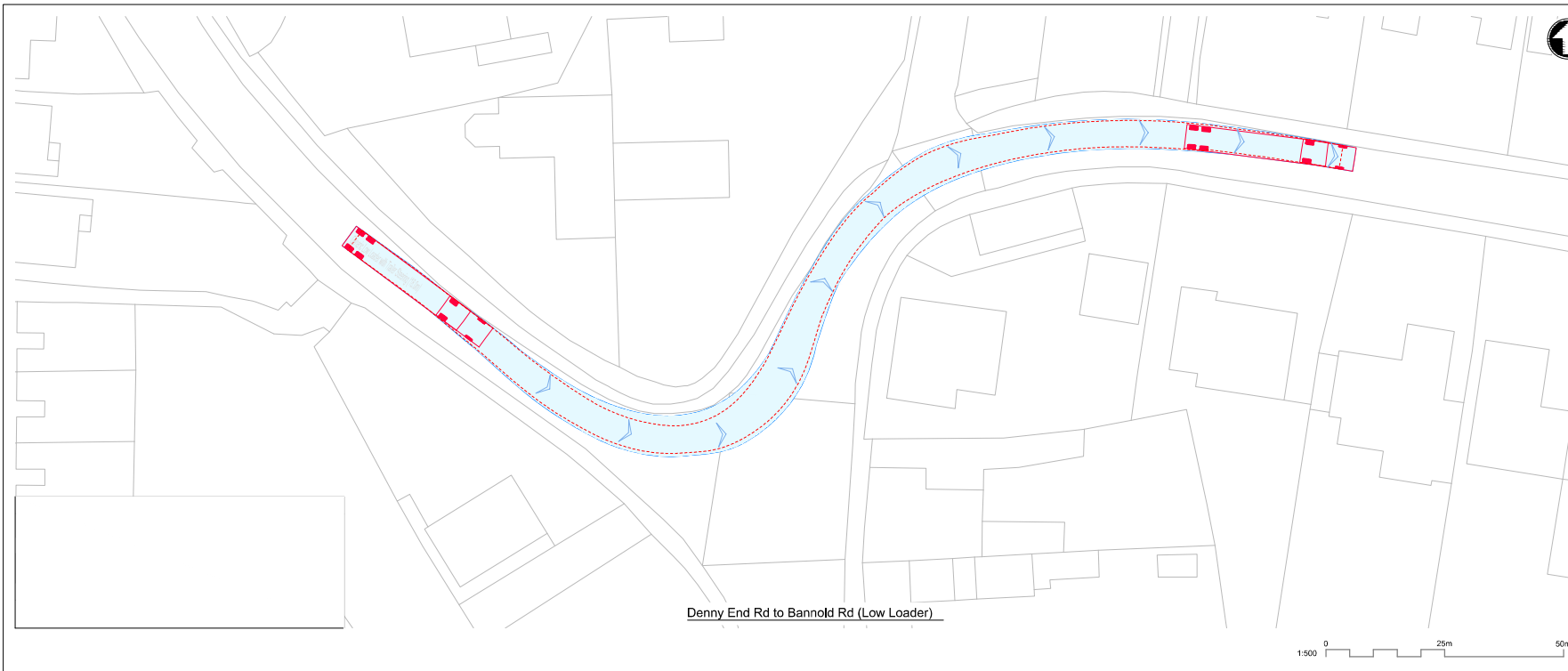
Designed	M Fonseca	MF	Eng check	-
Drawn	M Fonseca	MF	Coordination	-
Dwg check	-		Approved	-

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

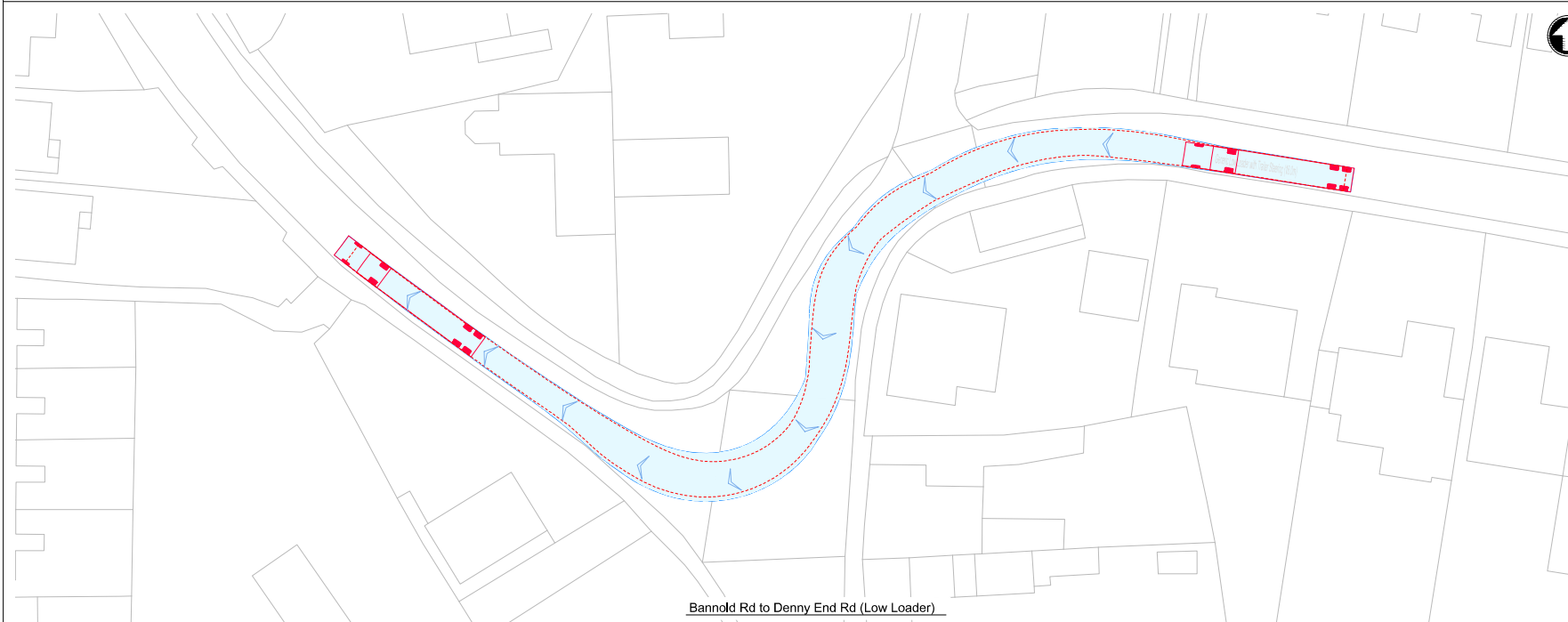
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Tipper



Denny End Rd to Bannold Rd (Low Loader)

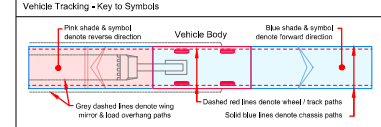


Bannold Rd to Denny End Rd (Low Loader)



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

<p>Standard Low Loader with Trailer (1620m)</p> <p>Overall Width 2.46m Overall Length 7.97m Overall Body Height 2.49m Max Body Ground Clearance 0.30m Max Wheel Height 0.20m Lock to Lock time 6.07m Kerb to Kerb Turning Radius 11.00m</p>	<p>Large Blade Crane</p> <p>Overall Length 12.20m Overall Width 2.43m Overall Body Height 3.36m Max Body Ground Clearance 0.30m Max Wheel Height 0.25m Lock to Lock time 6.07m Kerb to Kerb Turning Radius 10.00m</p>
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<p>Large Tipper</p> <p>Overall Width 2.85m Overall Body Height 2.57m Max Wheel Height 0.20m Lock to Lock time 11.550m Kerb to Kerb Turning Radius 4.02m</p>	<p>Standard Design Vehicle (SDV)</p> <p>Overall Width 2.40m Overall Body Height 2.00m Max Wheel Height 0.20m Lock to Lock time 4.02m Kerb to Kerb Turning Radius 4.00m</p>
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Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

P1	01/09/2022	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	Checked	Approved

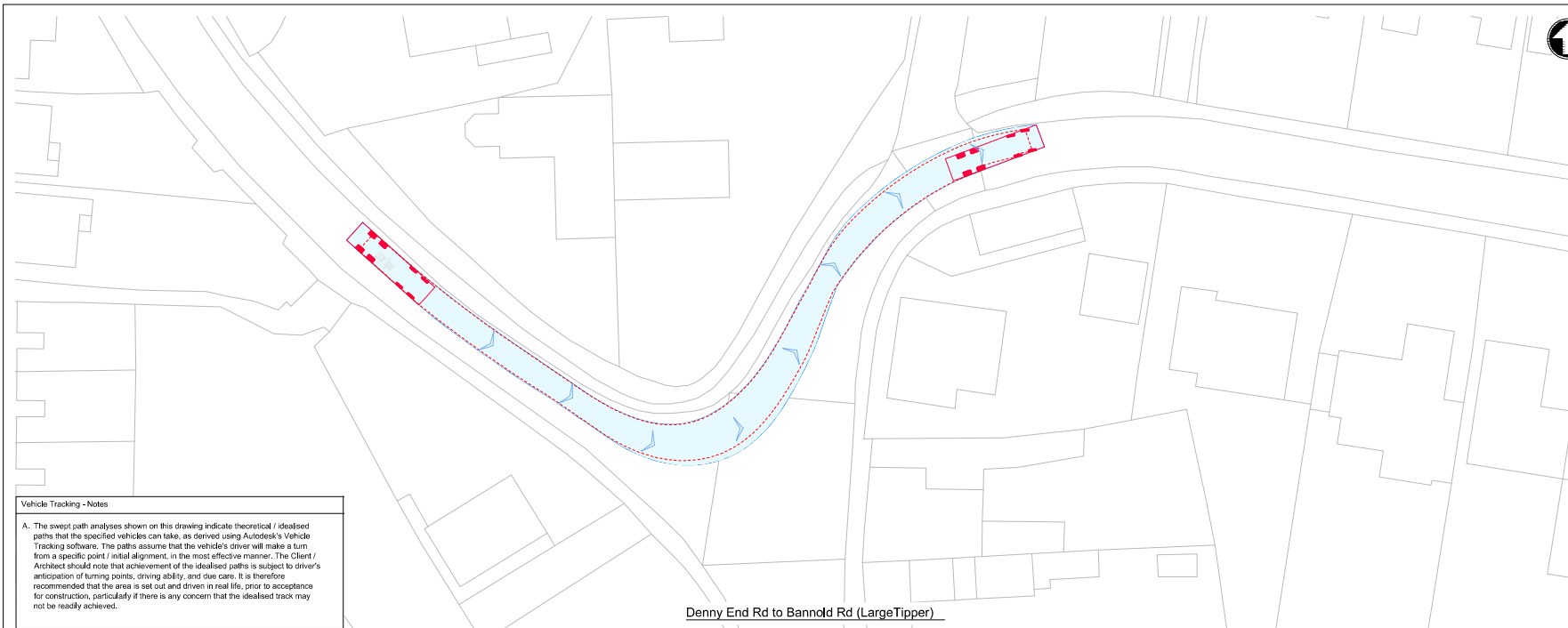


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and
Vehicle Tracking

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

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

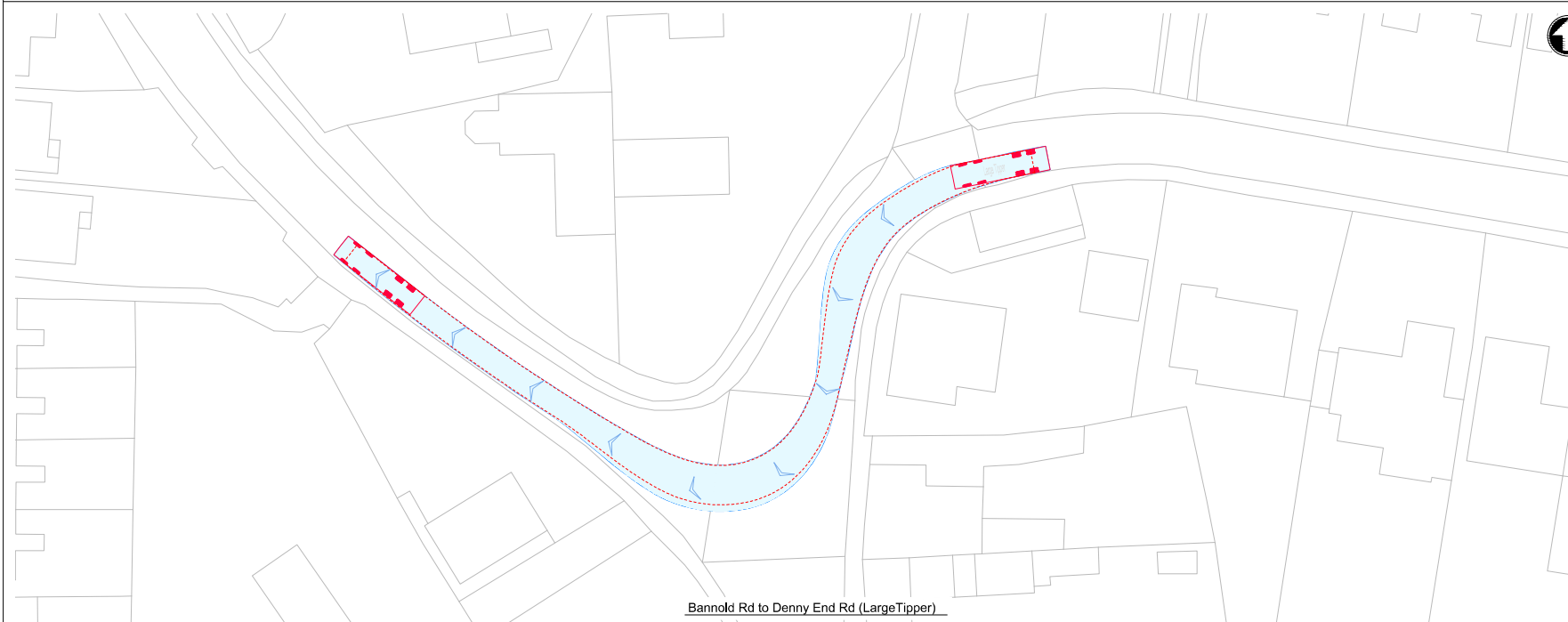
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



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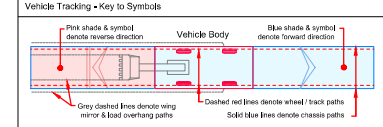
Denny End Rd to Bannold Rd (Large Tipper)



Bannold Rd to Denny End Rd (Large Tipper)



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Vehicle Tracking - Vehicle Details

<p>Standard Load Lorry with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 3.40m Min Body Ground Clearance 0.30m Max. Rear Overhang 6.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 6.00m</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. Rear Overhang 2.50m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 6.00m</p>

<p>Large Tipper</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 3.40m Min Body Ground Clearance 0.30m Max. Rear Overhang 6.00m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 6.00m</p>	<p>Standard Design Vehicle (EDV)</p> <p>Overall Length 12.30m Overall Width 2.40m Overall Body Height 3.30m Min Body Ground Clearance 0.30m Max. Rear Overhang 2.50m Lock to Lock time 6.00m Kerb to Kerb Turning Radius 6.00m</p>

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

P1	01/23	MF	Draft for Discussion / Review.	MF	MF
Rev	Date	Drawn	Description	CHK'd	App'd

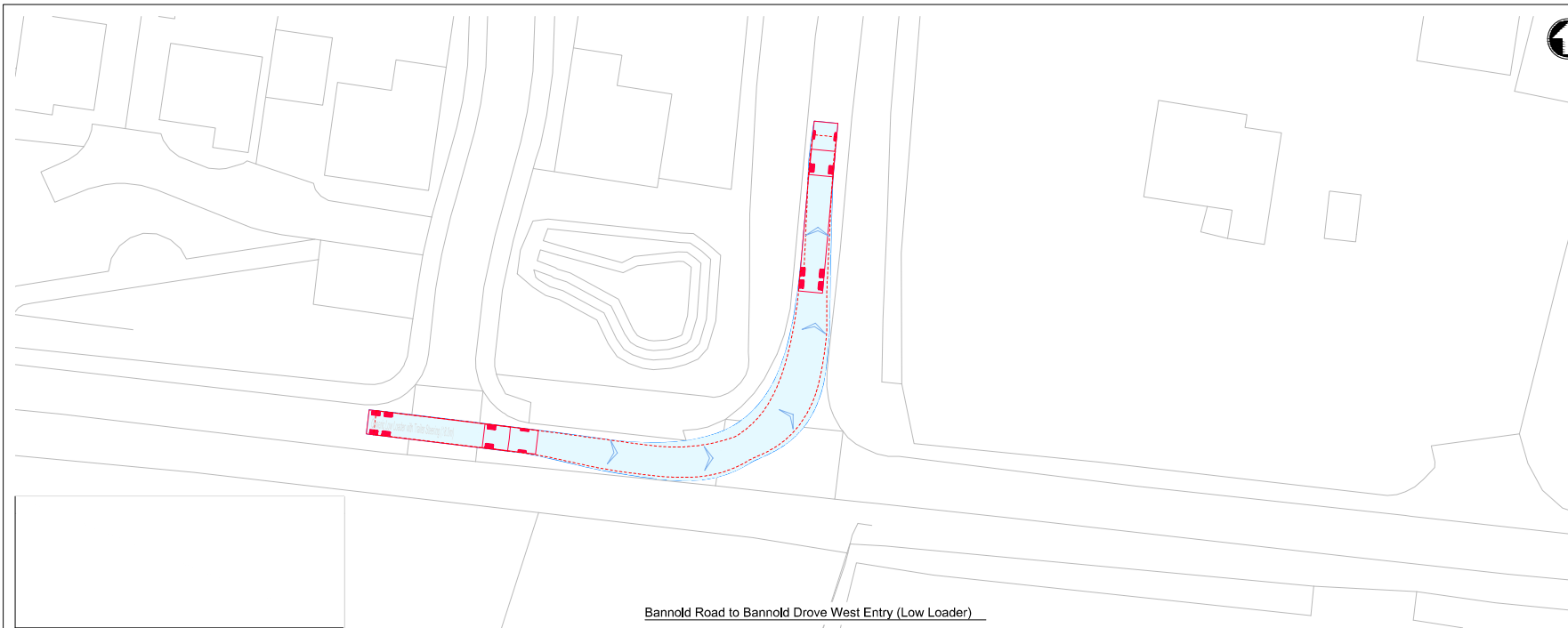


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and
Vehicle Tracking

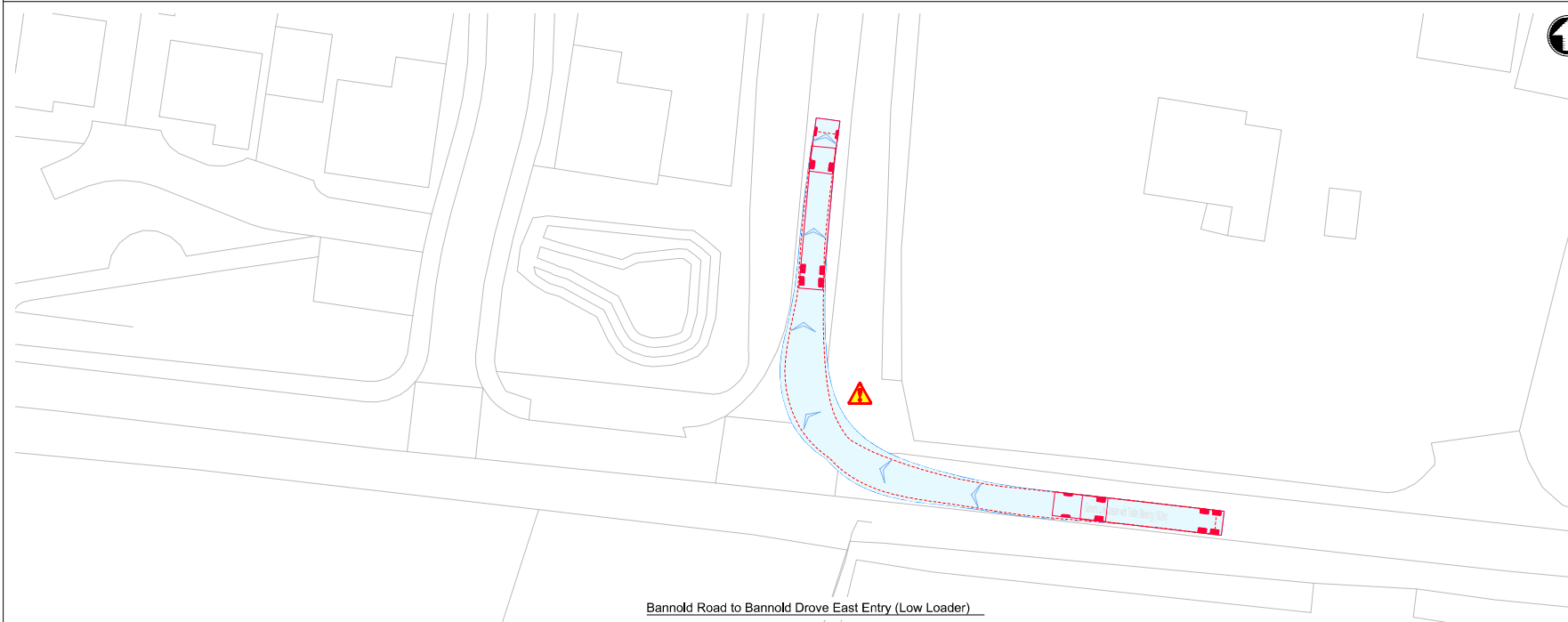
Designed	M Fonseca	MF	Eng check	-
Drawn	M Fonseca	MF	Coordination	-
Dwg check	-	-	Approved	-

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

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



Bannold Road to Bannold Drove West Entry (Low Loader)

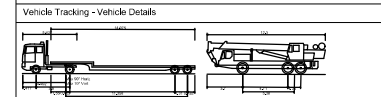
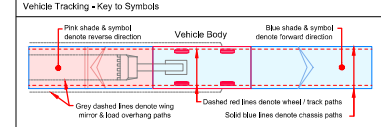


Bannold Road to Bannold Drove East Entry (Low Loader)

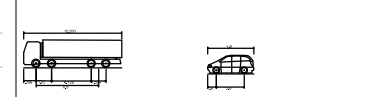


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15. DRAWING MUST BE READ IN COLOUR



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. Rear Overhang	6,070m	Max. Rear Overhang	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
Lock to Lock time	5,270m	Lock to Lock time	5,270m
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	Rev	Appr

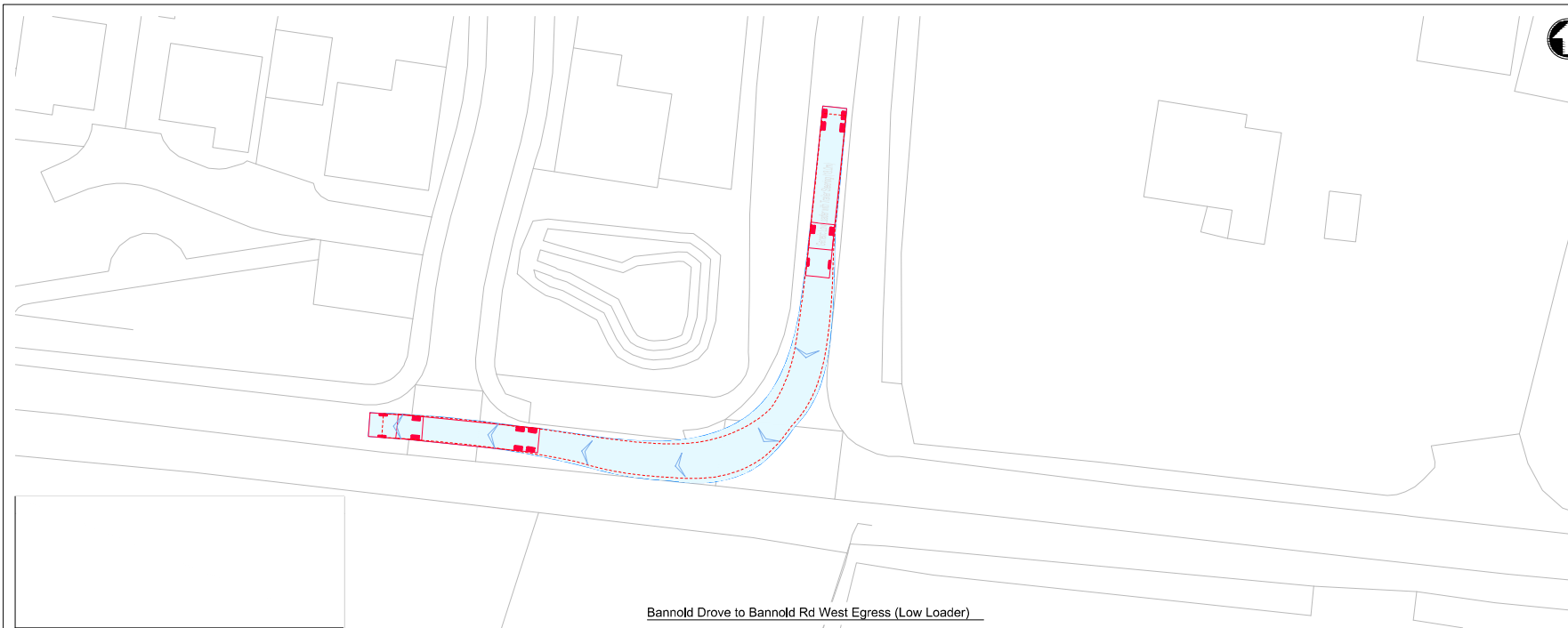


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Bannold Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

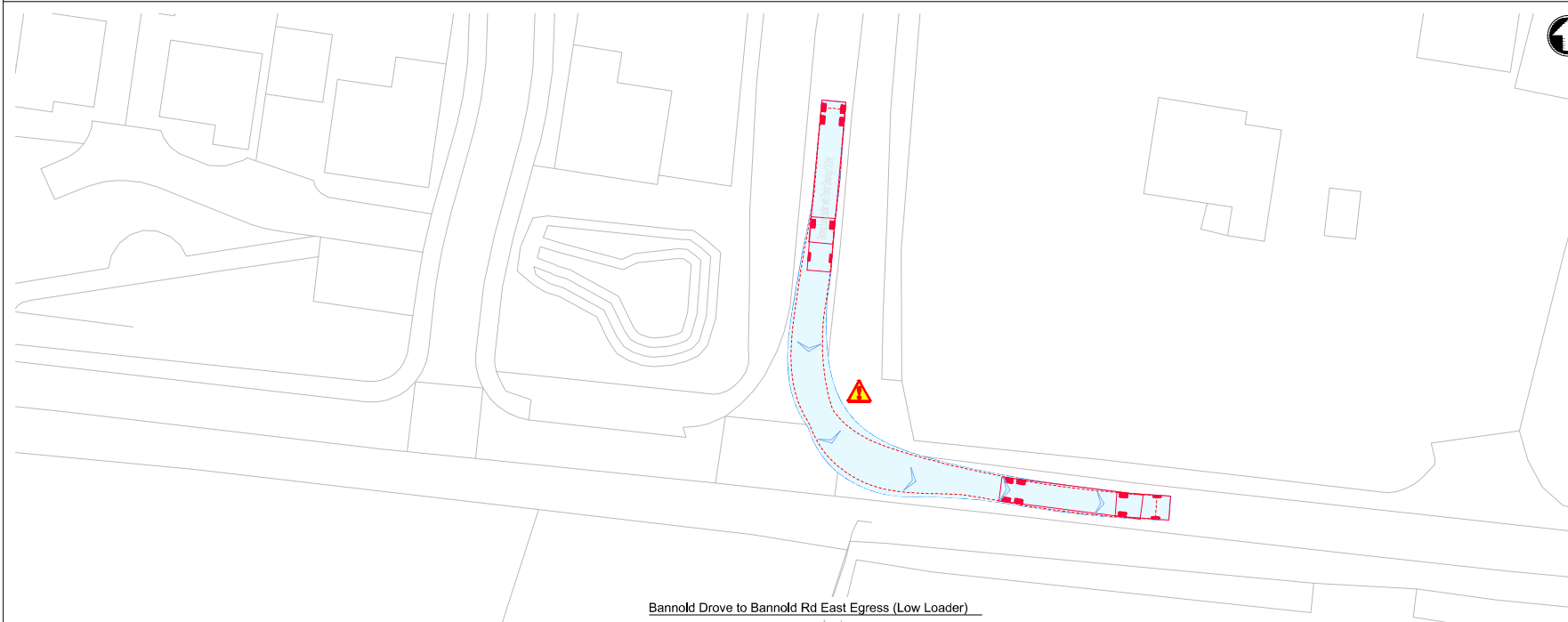
Designed	M Fonseca	M/F	Eng check	-
Drawn	M Fonseca	M/F	Coordination	-
Dwg check	-	-	Approved	-

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

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



Bannold Drive to Bannold Rd West Egress (Low Loader)

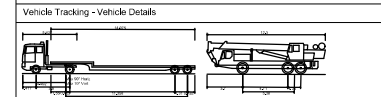
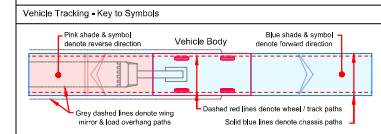


Bannold Drive to Bannold Rd East Egress (Low Loader)

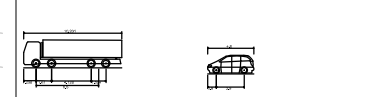


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Overall Low loader with Trailer (Steering 1820m)	2460m	Overall Length	12.300m
Overall Width	2.90m	Overall Width	2.90m
Overall Body Height	3.40m	Overall Body Height	3.30m
Min. Body Ground Clearance	0.30m	Min. Body Ground Clearance	0.30m
Max. Body Height	4.20m	Max. Body Height	4.20m
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)	4.80m
Overall Width	2.85m	Overall Width	2.90m
Overall Body Height	3.25m	Overall Body Height	3.30m
Min. Body Ground Clearance	0.30m	Min. Body Ground Clearance	0.30m
Max. Body Height	4.20m	Max. Body Height	4.20m
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	Rev	Date	Drawn	Description	Rev	Appr

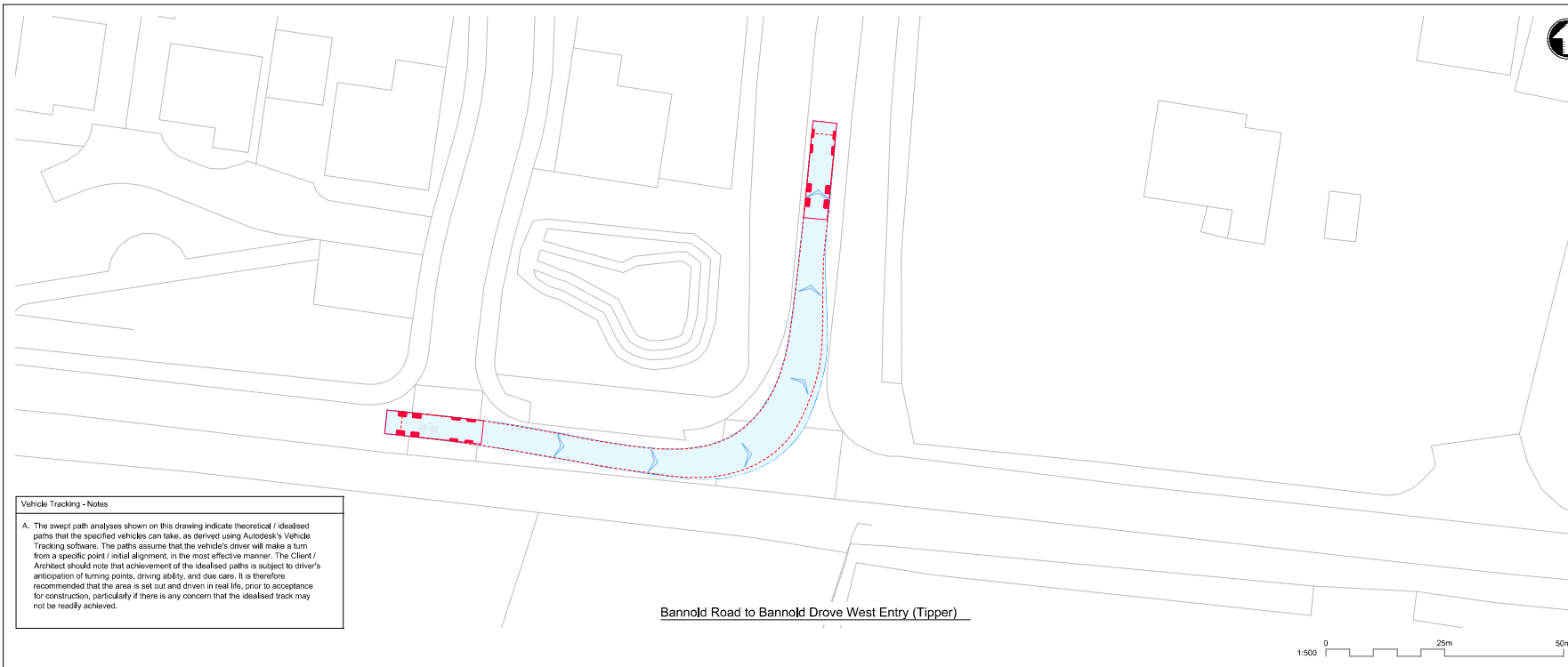


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Bannold Drive
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

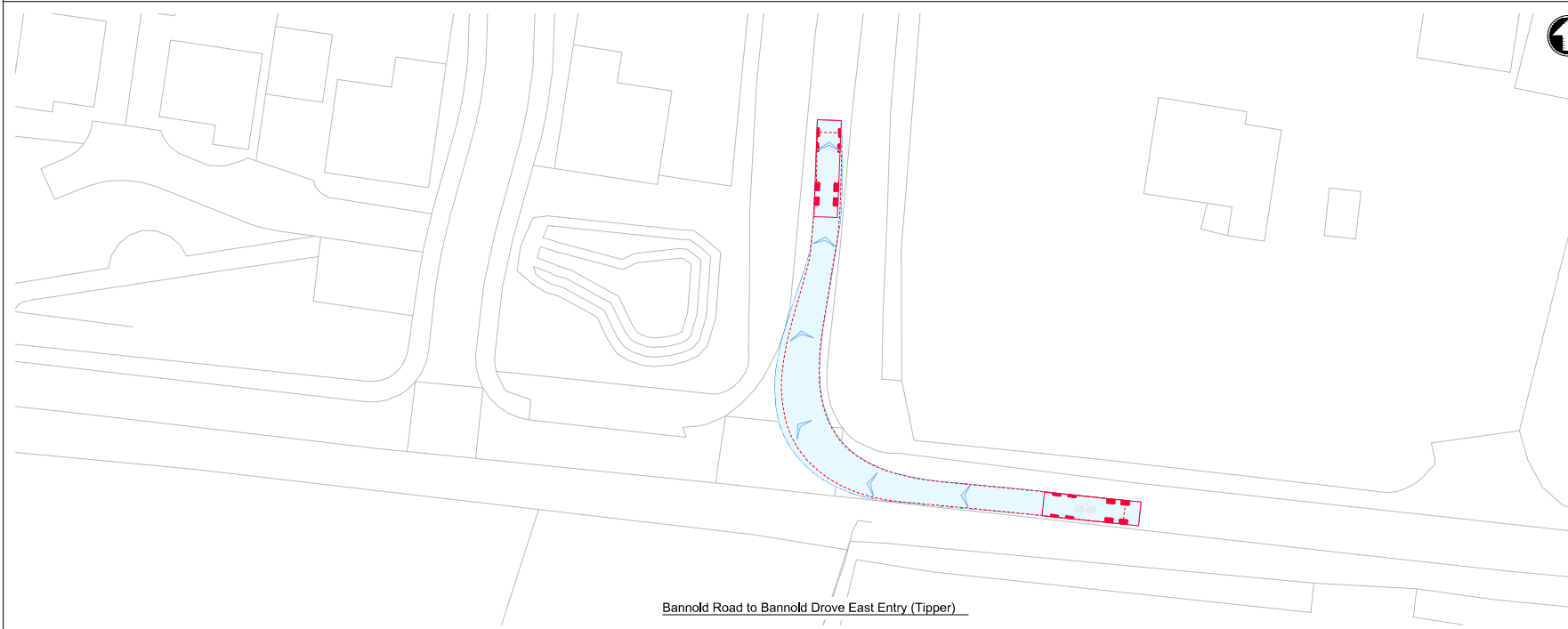
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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Bannold Road to Bannold Drive West Entry (Tipper)

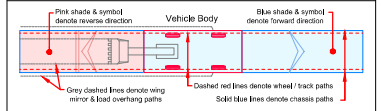


Bannold Road to Bannold Drive East Entry (Tipper)



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



Vehicle Tracking - Vehicle Details

Overall Length with Trailer (Steering 1820m)	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

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

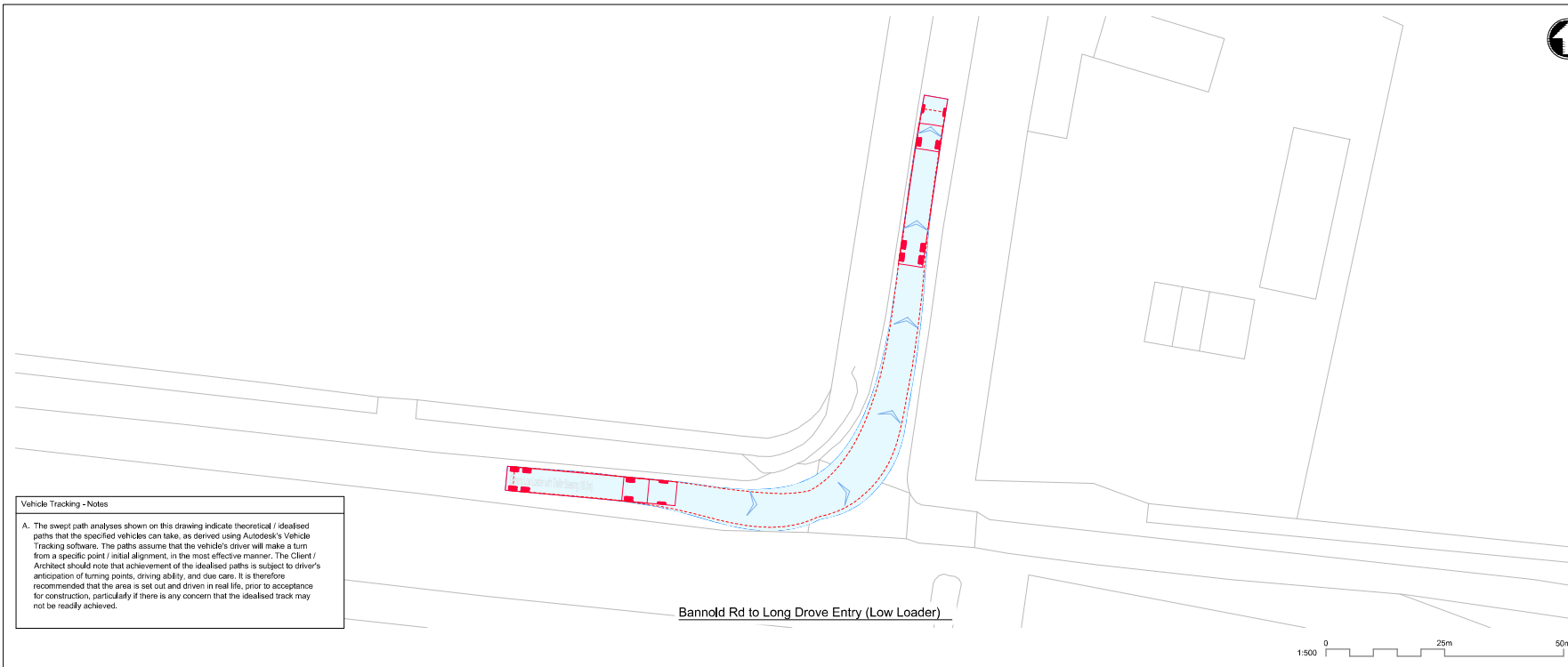


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drive
Highways GA, Visibility Splay and
Vehicle Tracking

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

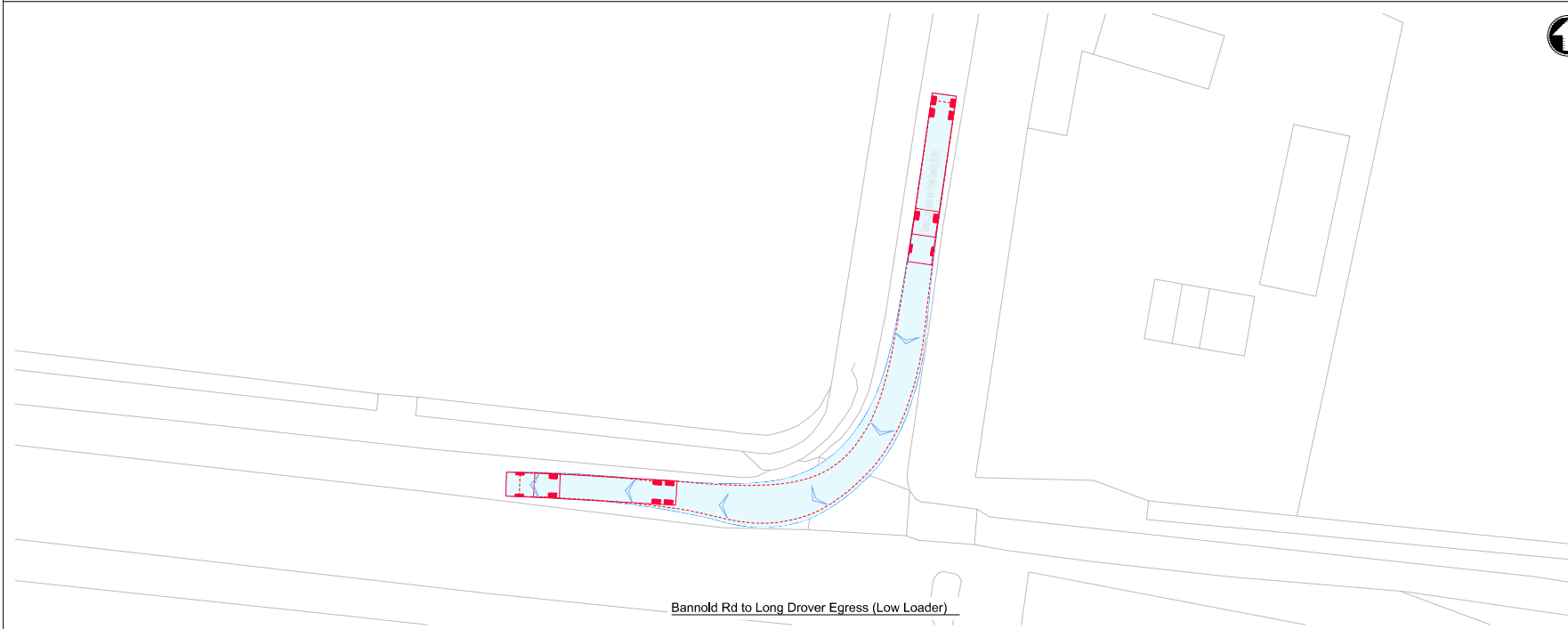
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

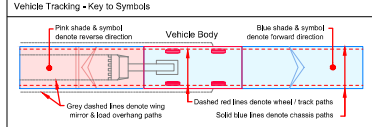
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Bannold Rd to Long Drove Entry (Low Loader)



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Overall Low Loader with Trailer (Steering 1820m)	2460m	Overall Length	12,300m
Overall Width	2,910m	Overall Width	2,410m
Overall Body Height	3,400m	Overall Body Height	3,300m
Min Body Ground Clearance	230mm	Min Body Ground Clearance	2,000m
Max. Rear Overhang	6,070m	Max. Rear Overhang	2,500m
Lock to Lock time	6,070m	Lock to Lock time	6,070m
Kerb to Kerb Turning Radius	6,070m	Kerb to Kerb Turning Radius	10,000m

Large Tipper	10,070m	Standard Design Vehicle (SDV)	4,600m
Overall Width	2,850m	Overall Width	2,930m
Overall Body Height	2,950m	Overall Body Height	2,930m
Min Body Ground Clearance	2,570m	Min Body Ground Clearance	2,000m
Max. Rear Overhang	4,570m	Max. Rear Overhang	2,000m
Lock to Lock time	11,550m	Lock to Lock time	4,200m
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	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 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

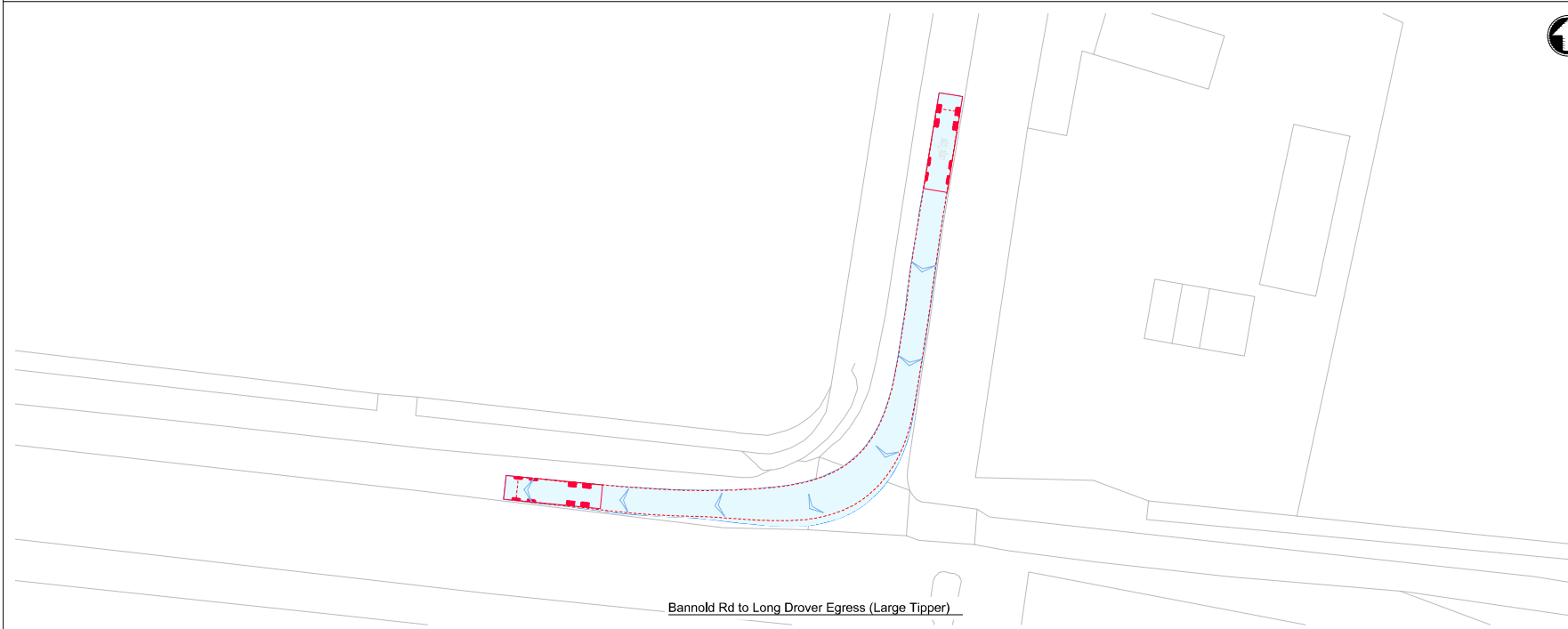
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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Bannold Rd to Long Drove Entry (Large Tipper)

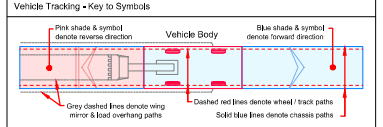


Bannold Rd to Long Drove Egress (Large Tipper)



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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 2.85m</p> <p>Overall Body Height 3.40m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Max. Trail Over 6.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 18.00m</p>	<p>Large Mobile Crane</p> <p>Overall Length 12.00m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 3.30m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 16.00m</p>
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<p>Large Tipper</p> <p>Overall Length 10.00m</p> <p>Overall Width 2.85m</p> <p>Overall Body Height 3.40m</p> <p>Max Body Ground Clearance 2.00m</p> <p>Lock to Lock time 4.00m</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>Max Body Ground Clearance 2.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 6.00m</p>
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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

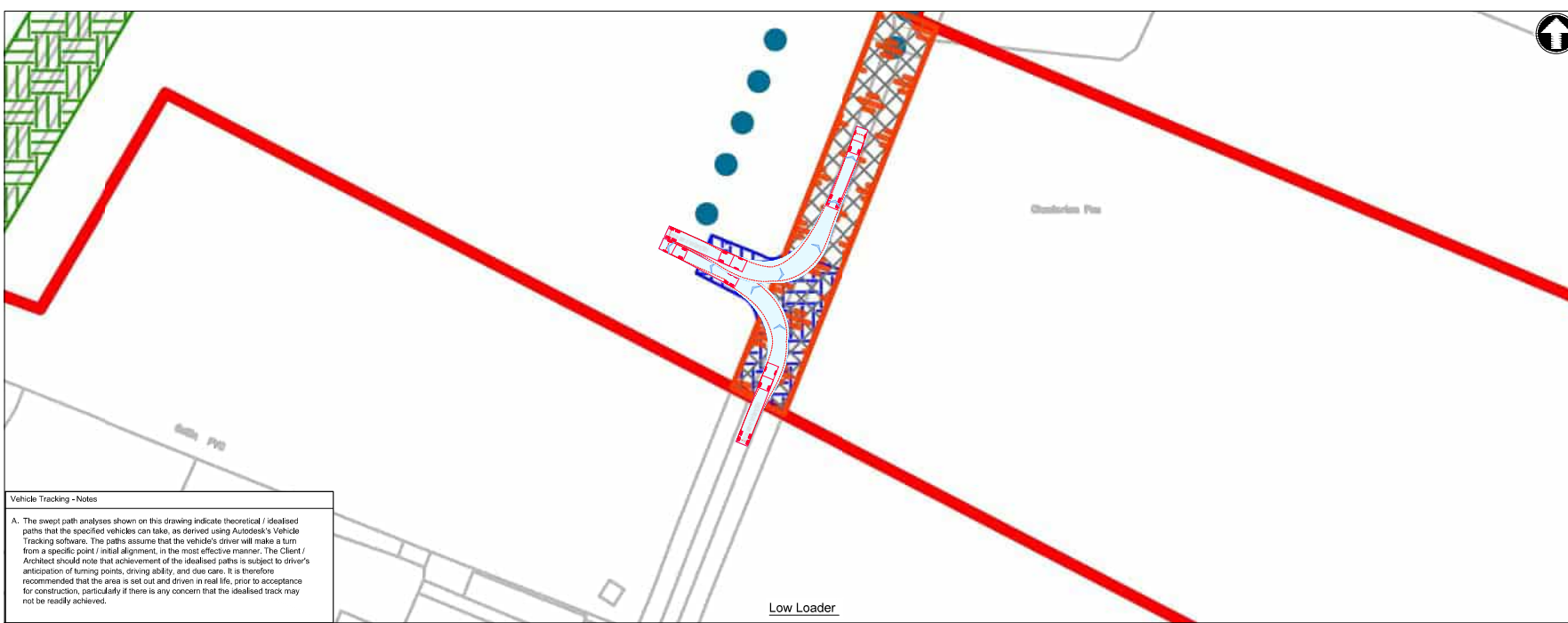


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 Bannold Rd - Long Drove
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

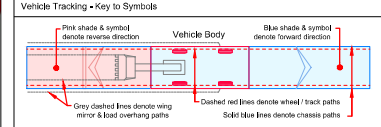


Vehicle Tracking - Notes

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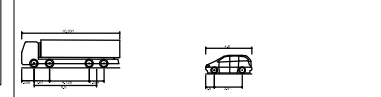
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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Vehicle Type	Overall Length	Overall Width	Overall Height	Max Body Overall Clearance	Max Body Overall Clearance	Lock to Lock time	Lock to Kerb Turning Radius
Standard Low Loader with Trailer (Steering 180°)	24.60m	2.40m	3.20m	2.00m	2.00m	6.00m	10.00m
Large Mobile Crane	12.00m	2.40m	3.20m	2.00m	2.00m	6.00m	10.00m



Vehicle Type	Overall Length	Overall Width	Overall Height	Max Body Overall Clearance	Max Body Overall Clearance	Lock to Lock time	Lock to Kerb Turning Radius
Large Trailer	18.00m	2.40m	3.20m	2.00m	2.00m	6.00m	10.00m
Standard Design Vehicle (SDV)	4.80m	2.00m	2.00m	1.50m	1.50m	4.00m	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
				CHV	Appr



Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9012
 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

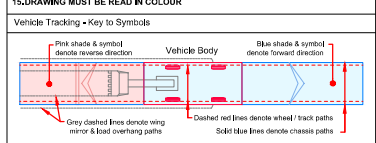
Drawing Number
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Vehicle Tracking - Notes

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Vehicle Tracking - Vehicle Details

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
Standard Low Loader with Trailer (Steering 1820m)	24.60m	2.40m	3.20m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m
Large Mobile Crane	12.00m	2.40m	3.20m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m

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	3.20m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m
Standard Design Vehicle (SDV)	4.80m	2.00m	2.00m	0.20m	0.20m	0.20m	0.20m	0.20m	0.20m



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

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

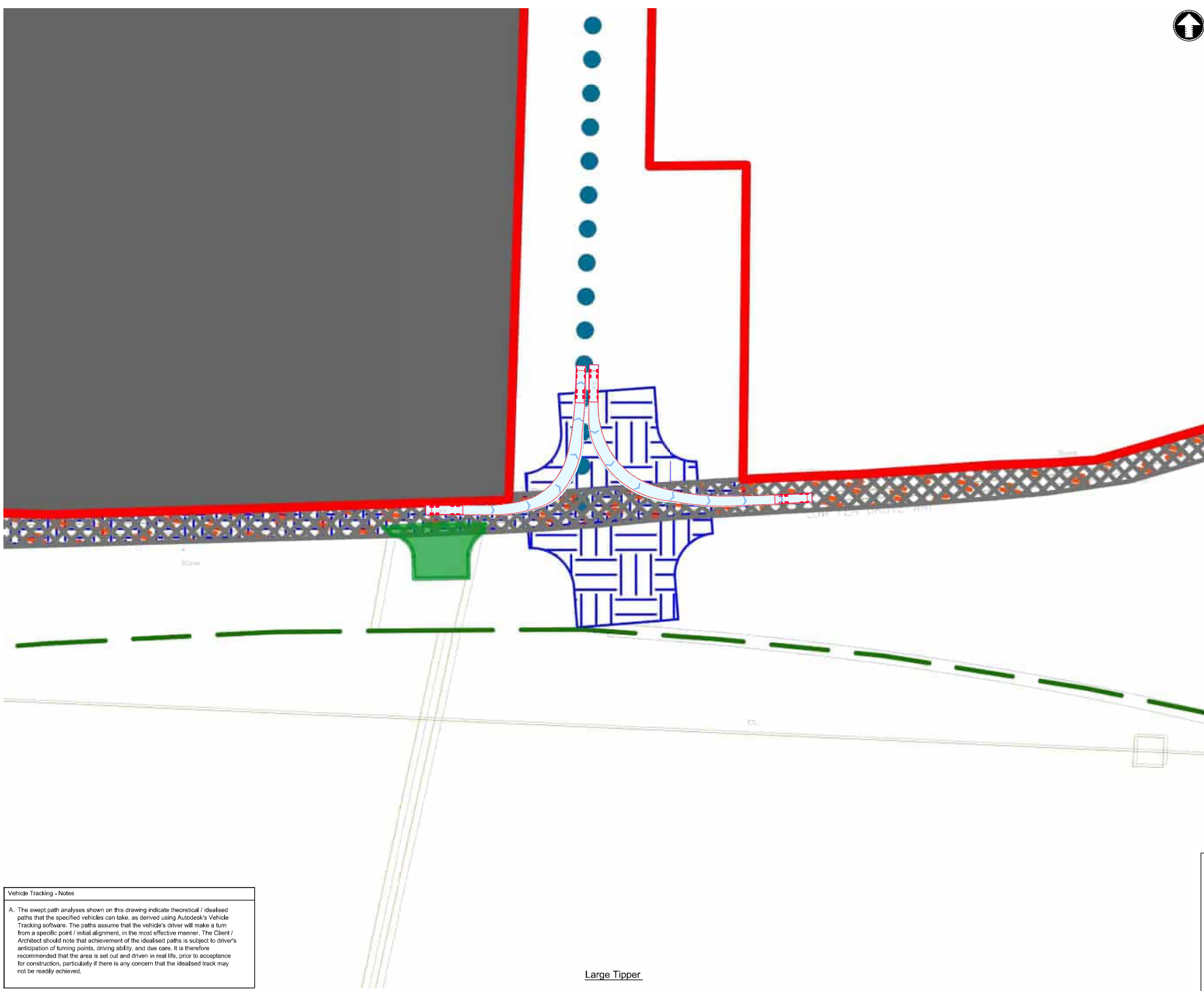


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9013
Highways GA, Visibility Splay and
Vehicle Tracking

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

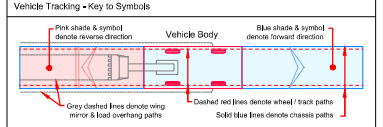
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

Drawing Number
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Vehicle Tracking - Vehicle Details

Parameter	Large Tipper	Standard Design Vehicle (SDV)
Overall Length	10.00m	4.80m
Overall Width	2.45m	2.00m
Overall Body Height	3.25m	2.00m
Min Body Ground Clearance	0.25m	0.25m
Max Wheel Overhang	2.00m	0.50m
Lock to Lock Time	6.00m	4.00m
Kerb to Kerb Turning Radius	11.50m	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

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

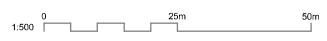
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1:500	PRE	P1	STD

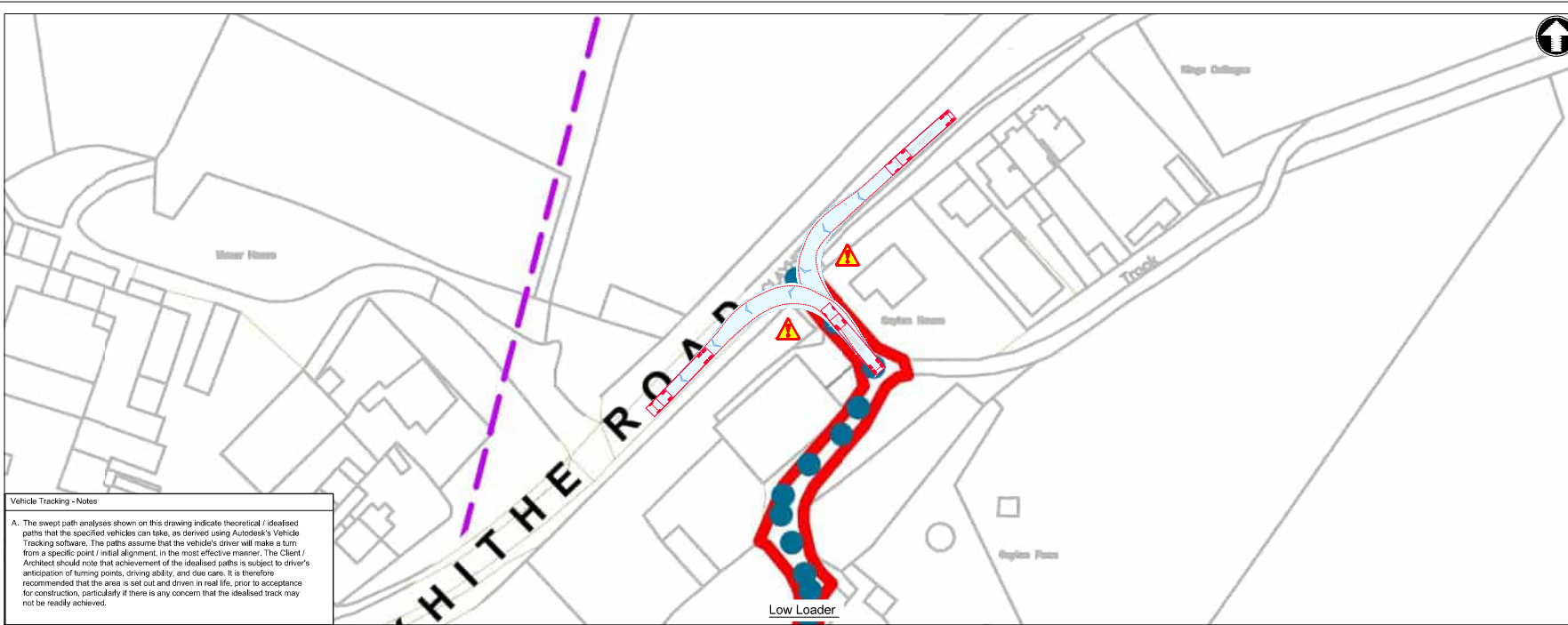
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102375-MMD-01-XX-DR-C-DRAFT

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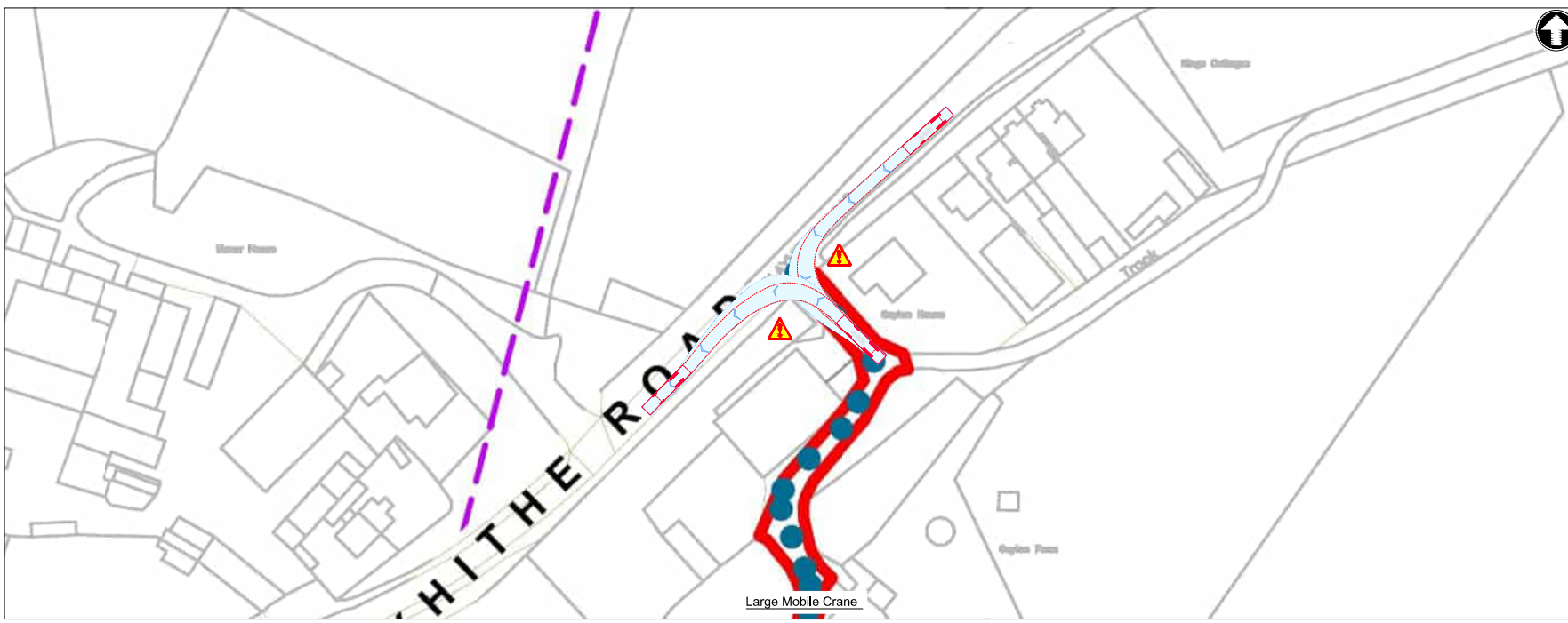
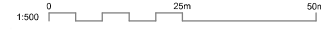
Large Tipper





Vehicle Tracking - Notes

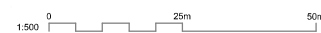
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Vehicle Tracking - Risks & Compliance

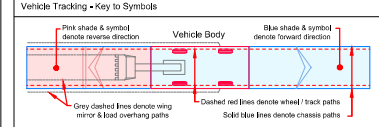
Risks

- Kerb overrun
- Restrictive road width



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Parameter	Value	Parameter	Value
Overall Length	24.60m	Overall Length	12.300m
Overall Width	2.460m	Overall Width	2.460m
Overall Body Height	3.400m	Overall Body Height	3.350m
Min Body Ground Clearance	0.300m	Min Body Ground Clearance	0.300m
Max. Track Spacing	6.00m	Max. Track Spacing	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	11.500m

Parameter	Value	Parameter	Value
Overall Length	10.00m	Standard Design Vehicle (SDV)	4.600m
Overall Width	2.850m	Overall Width	2.850m
Overall Body Height	3.350m	Overall Body Height	3.350m
Min Body Ground Clearance	0.300m	Min Body Ground Clearance	0.300m
Max. Track Spacing	2.500m	Max. Track Spacing	2.500m
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

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

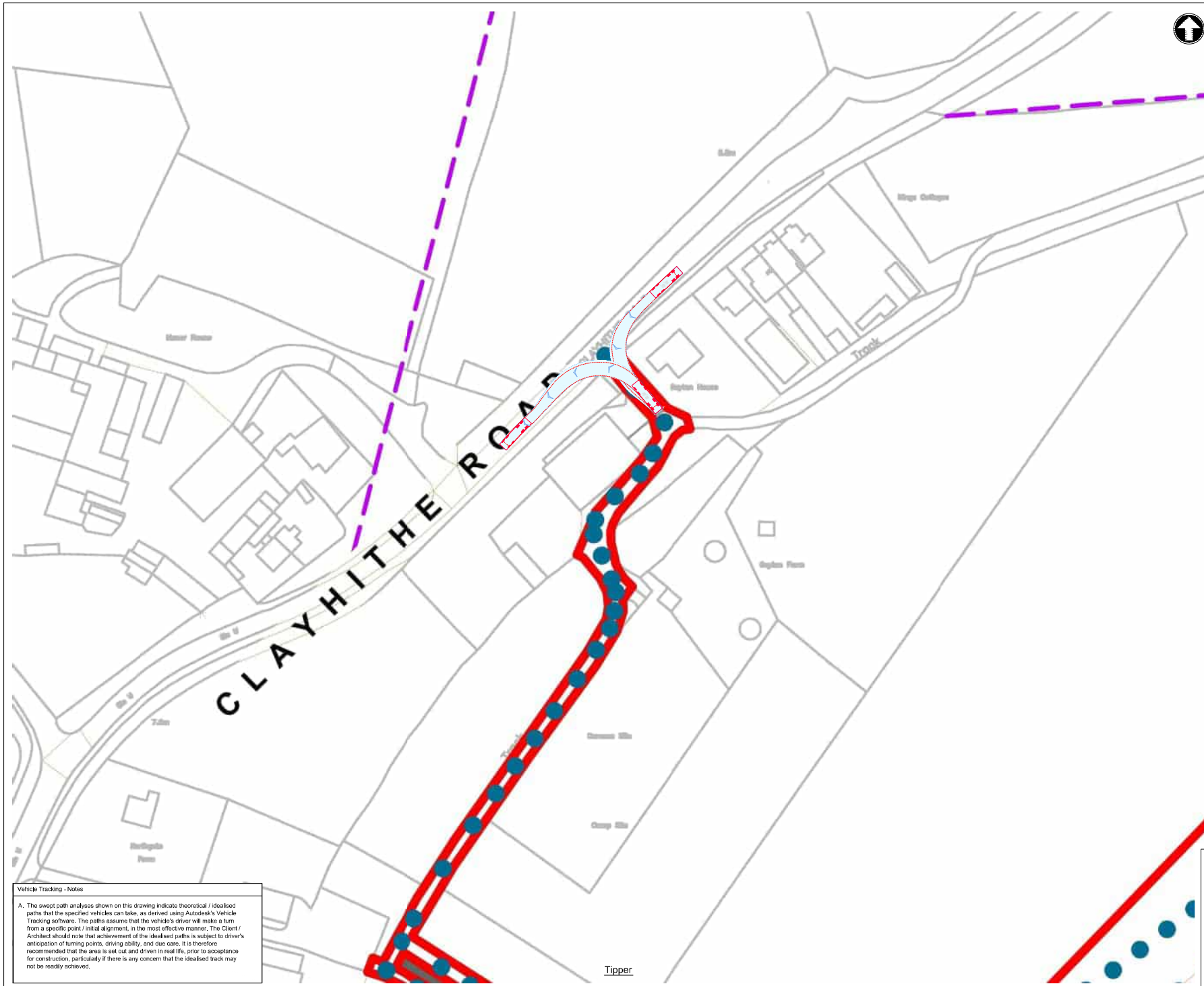


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9016
Highways GA, Visibility Splay and
Vehicle Tracking

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

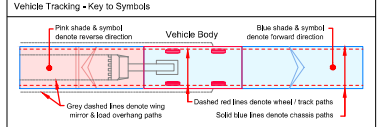
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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>General Use Loader with Trailer (Steering 1820m)</p> <p>Overall Length 7.91m Overall Width 2.66m Overall Body Height 2.41m Min Body Ground Clearance 0.30m Max Wheel Overhang 6.07m Lock to Lock time 6.07m Kerb to Kerb Turning Radius 10.00m</p>	<p>Large Mobile Crane</p> <p>Overall Length 12.20m Overall Width 2.41m Overall Body Height 3.30m Min Body Ground Clearance 0.30m Max Wheel Overhang 6.07m Lock to Lock time 6.07m Kerb to Kerb Turning Radius 10.00m</p>	<p>Large Tipper</p> <p>Overall Length 10.07m Overall Width 2.85m Overall Body Height 3.31m Min Body Ground Clearance 0.30m Max Wheel Overhang 6.07m Lock to Lock time 11.55m</p>	<p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m Overall Width 2.00m Overall Body Height 2.00m Min Body Ground Clearance 0.30m Max Wheel Overhang 2.00m 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	01	01	Draft for Discussion / Review.	01	01
Rev	Date	Drawn	Description	Checked	Approved

Vehicle Tracking - Notes

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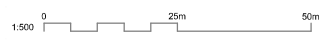


Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9016
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

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





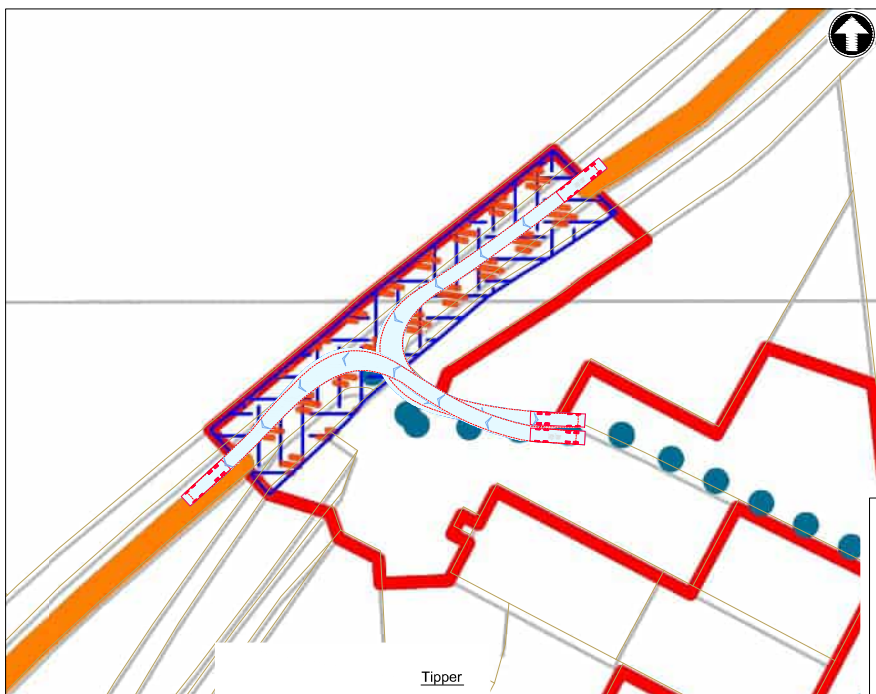
Low Loader



Large Mobile Crane



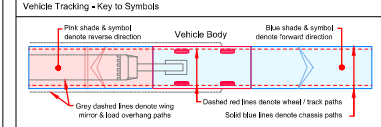
Tipper



Tipper



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Vehicle Tracking - Vehicle Details

Vehicle	Overall Length	Overall Width	Overall Height	Max Body Ground Clearance	Max Body Ground Clearance	Max Wheel	Lock to Lock Time	Lock to Kerb Turning Radius
General Low Loader with Trailer (Steering 1820m)	24.6m	2.9m	3.2m	2.0m	2.0m	2.0m	6.0m	10.0m
Large Mobile Crane	12.00m	2.40m	3.30m	2.00m	2.00m	2.00m	6.00m	10.00m

Vehicle	Overall Length	Overall Width	Overall Height	Max Body Ground Clearance	Max Wheel	Lock to Lock Time	Lock to Kerb Turning Radius
Large Tipper	10.00m	2.85m	3.25m	2.00m	2.00m	6.00m	10.00m
Standard Design Vehicle (SDV)	4.80m	2.00m	2.00m	2.00m	2.00m	6.00m	10.00m

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

P1	Rev	Date	Drawn	Description	Rev	Appr
				Draft for Discussion / Review		

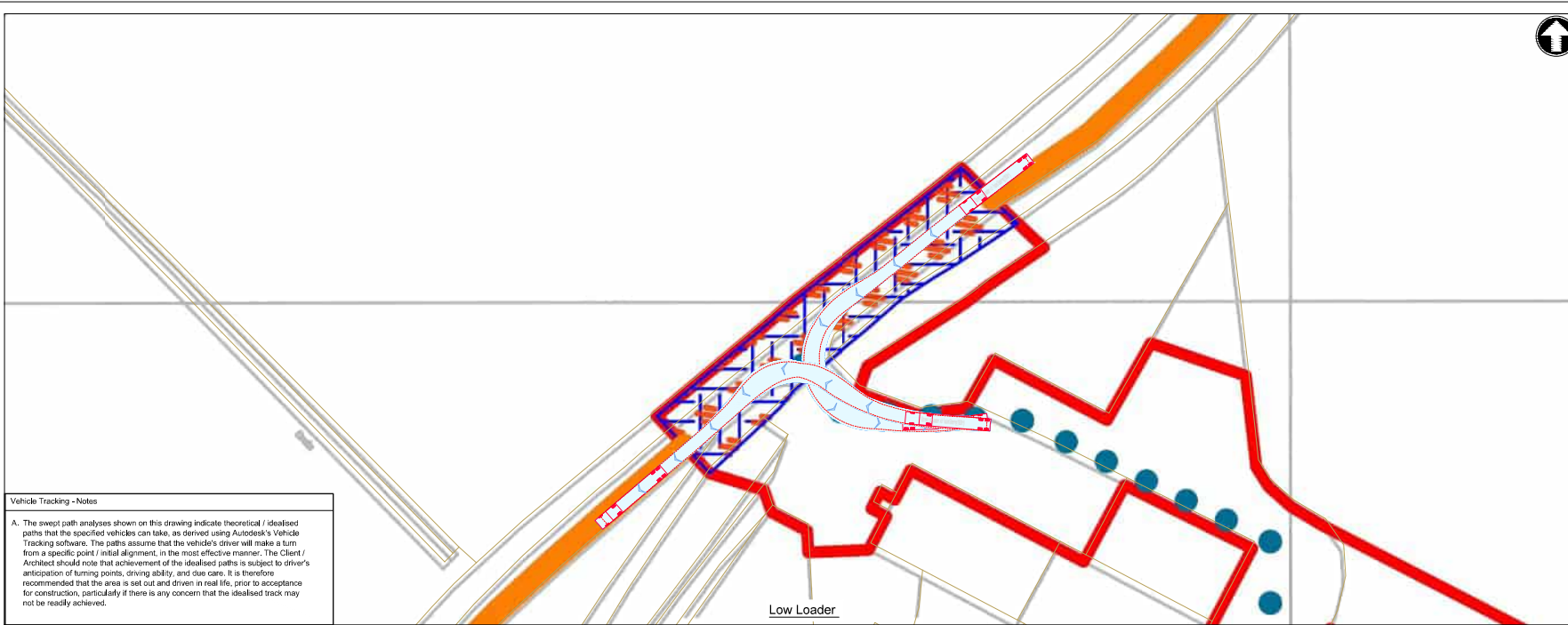


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9017
Highways GA, Visibility Splay and
Vehicle Tracking

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

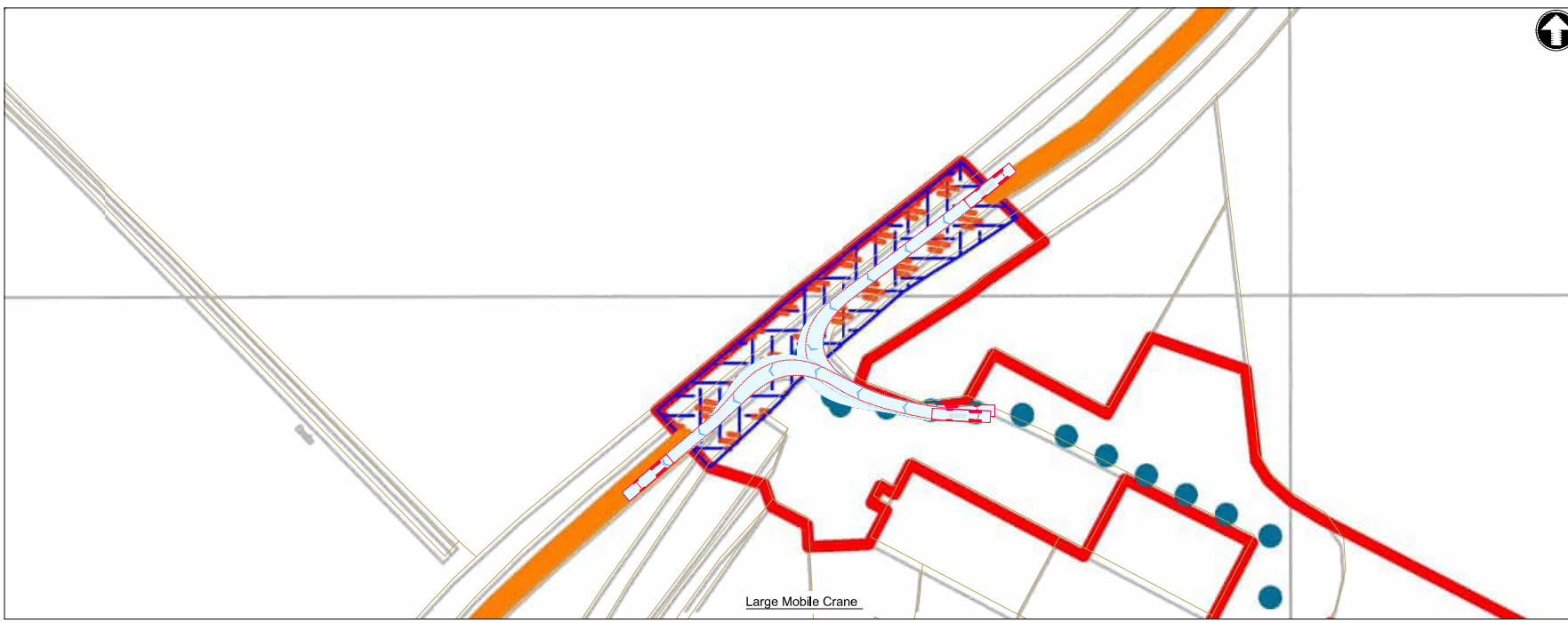
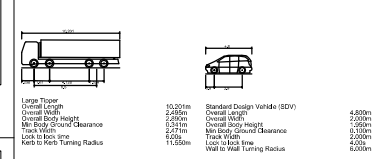
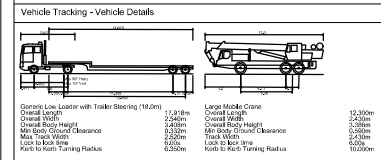
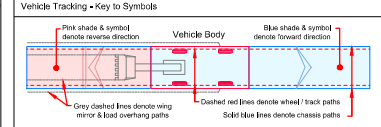
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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

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

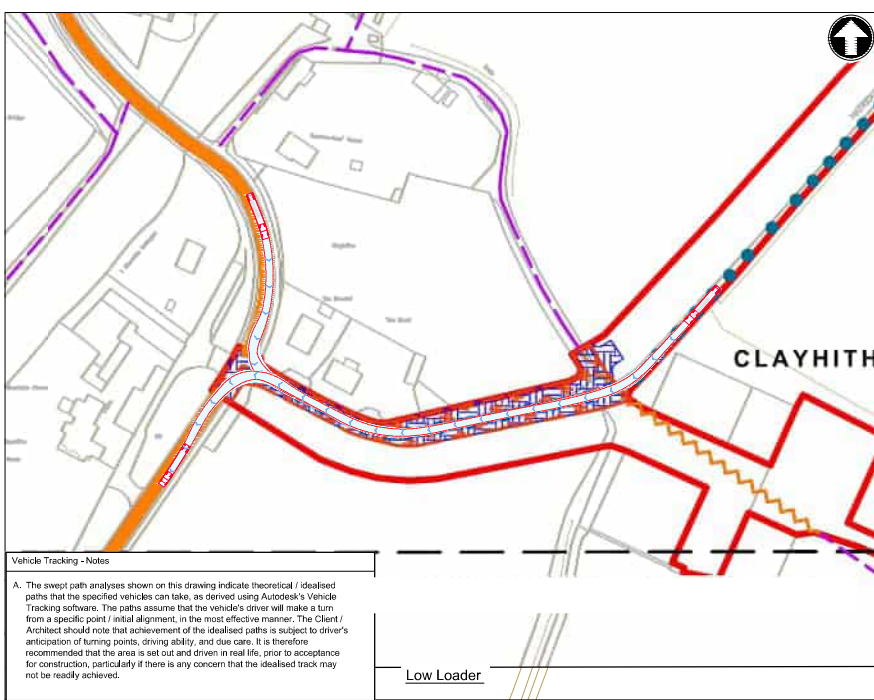


Title
**Cambridge Waste Water Treatment Works Relocation
 9017
 Highways GA, Visibility Splay and
 Vehicle Tracking**

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

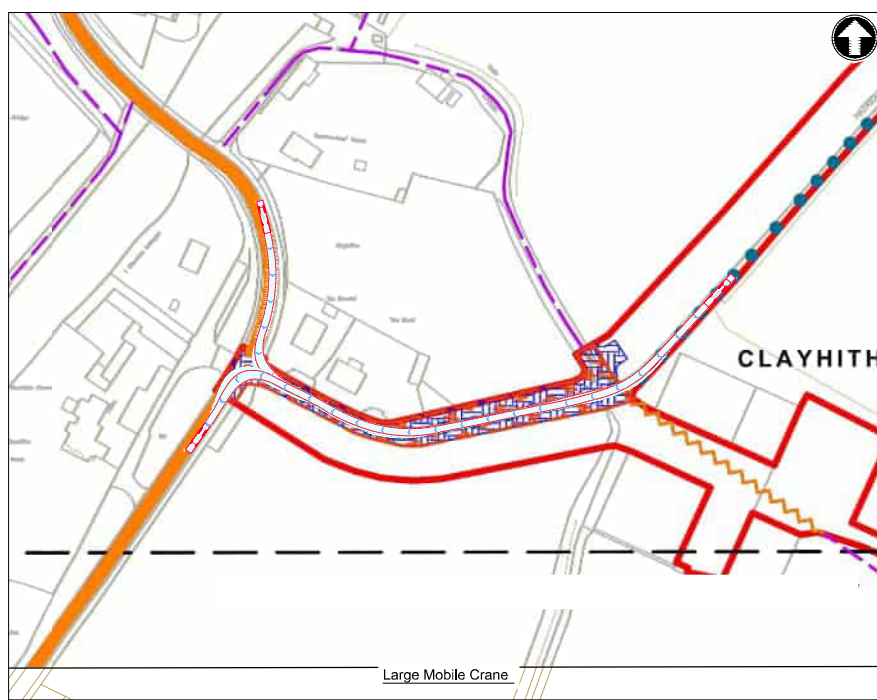
Drawing Number
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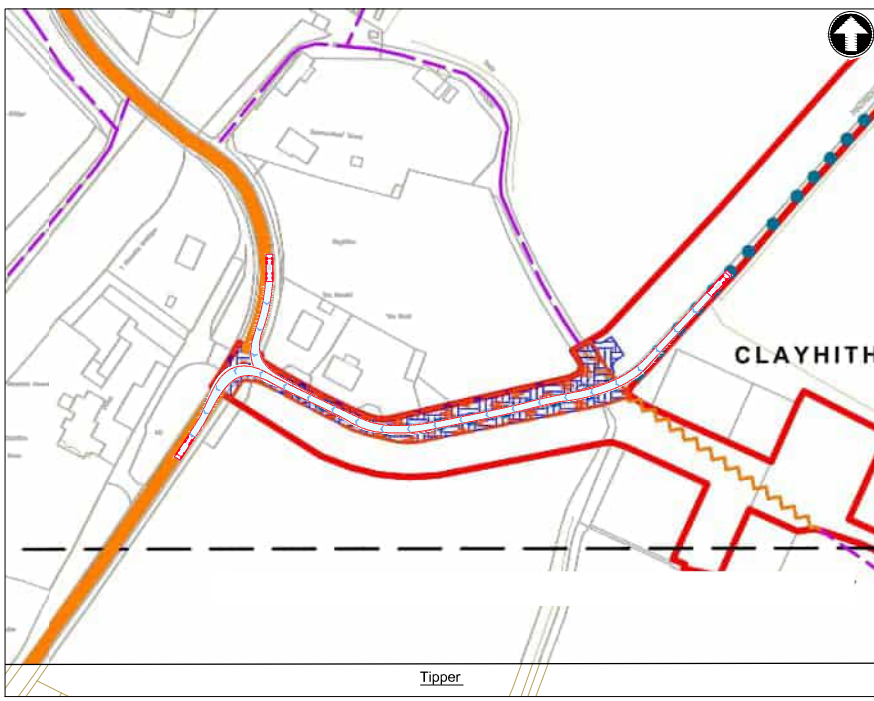
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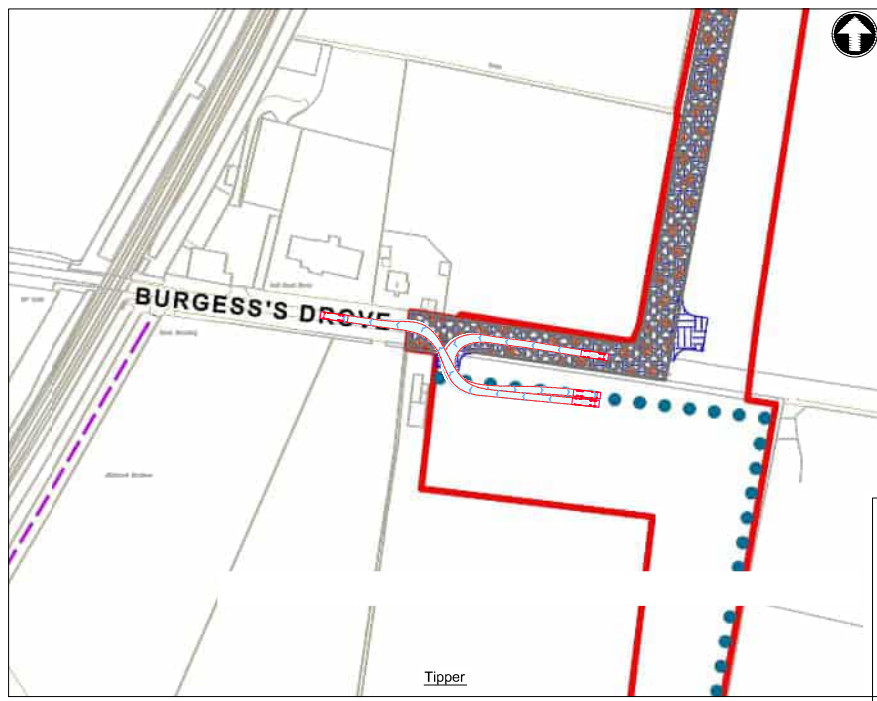
Low Loader



Large Mobile Crane



Tipper

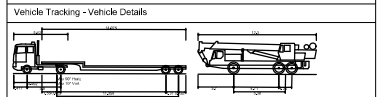
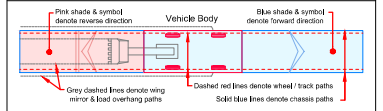


Tipper

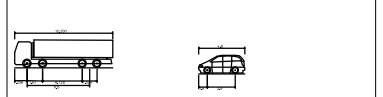


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15. DRAWING MUST BE READ IN COLOUR



Vehicle	Overall Length	Overall Width	Overall Height	Max Body Ground Clearance	Max Wheel Ground Clearance	Lock to lock time	Kerb to Kerb Turning Radius
Low Loader with Trailer (Steering 180°)	24.60m	2.40m	2.40m	2.00m	2.00m	6.00s	6.00m
Large Mobile Crane	12.00m	2.40m	3.00m	2.00m	2.00m	6.00s	10.00m



Vehicle	Overall Length	Overall Width	Overall Height	Max Body Ground Clearance	Max Wheel Ground Clearance	Lock to lock time	Kerb to Kerb Turning Radius
Large Tipper	10.00m	2.40m	2.40m	2.00m	2.00m	6.00s	6.00m
Standard Design Vehicle (SDV)	4.80m	1.90m	1.90m	1.90m	1.90m	4.00s	4.00m

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
				CHW	Appr

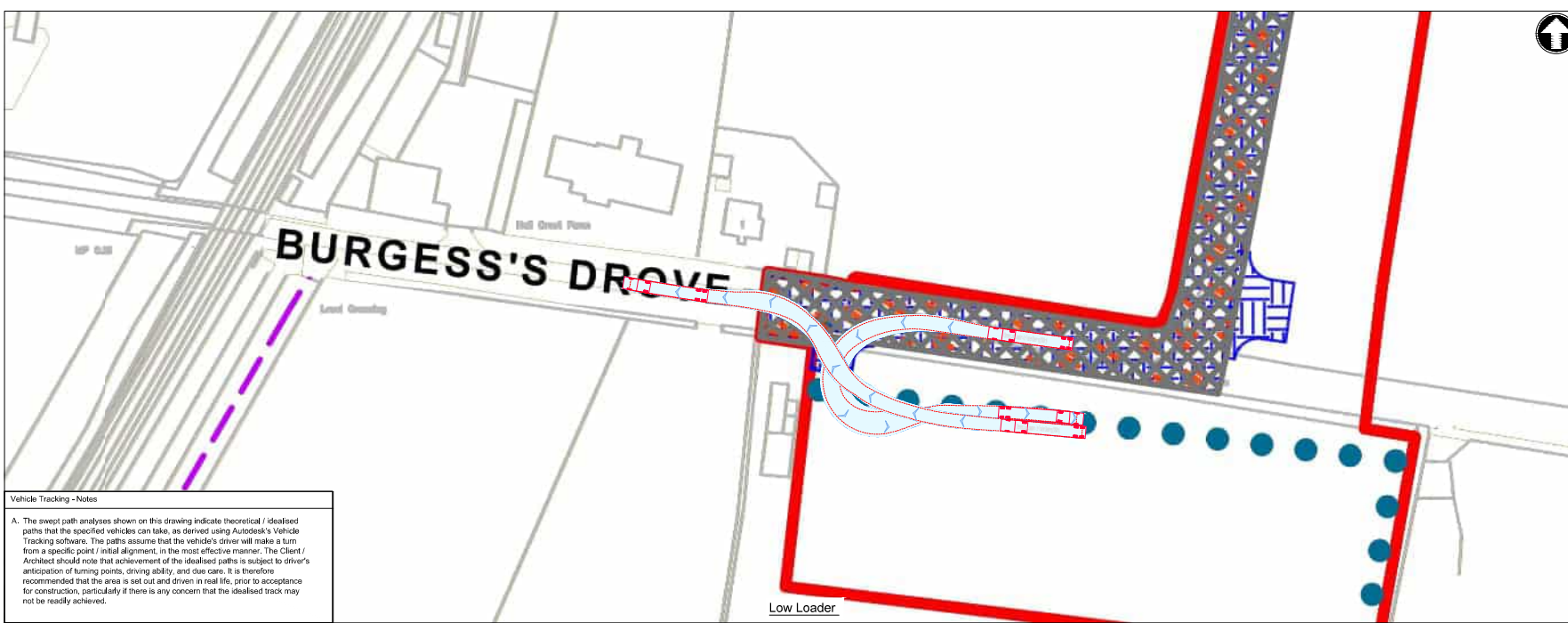


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and
Vehicle Tracking

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

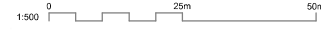
Scale at A1	Status	Rev	Security
1:1000	PRE	P1	STD

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

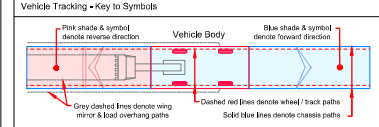


Vehicle Tracking - Notes

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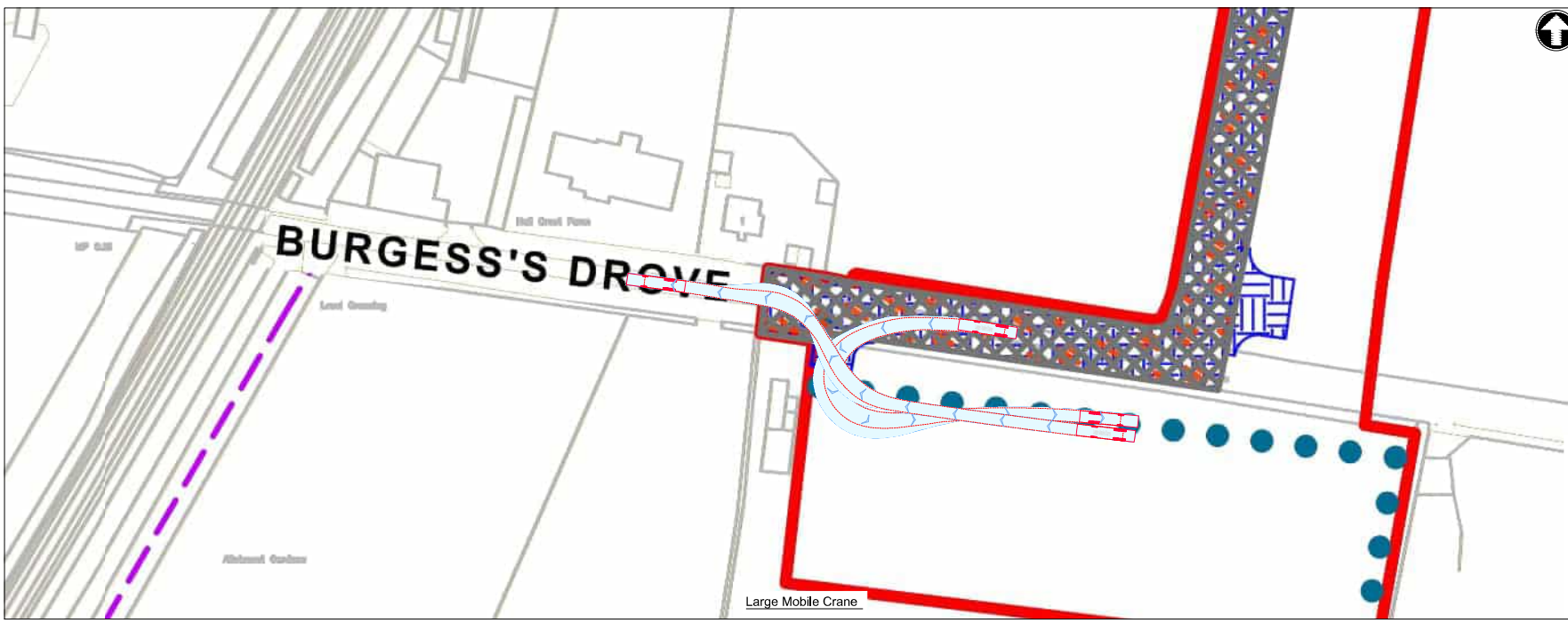
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Vehicle Tracking - Vehicle Details

<p>General Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m Overall Width 2.40m Overall Body Height 2.40m Max Body Ground Clearance 0.20m Max. Turn Time 6.00m Kerb to Kerb Turning Radius 10.00m</p>	<p>Large Mobile Crane</p> <p>Overall Length 12.00m Overall Width 2.40m Overall Body Height 2.40m Max Body Ground Clearance 0.20m Max. Turn Time 6.00m Kerb to Kerb Turning Radius 10.00m</p>
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<p>Large Tipper</p> <p>Overall Length 10.00m Overall Width 2.40m Overall Body Height 2.40m Max Body Ground Clearance 0.20m Max. Turn Time 6.00m Kerb to Kerb Turning Radius 11.50m</p>	<p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.50m Overall Width 1.90m Overall Body Height 1.90m Max Body Ground Clearance 0.20m Max. Turn Time 4.00m Kerb to Kerb Turning Radius 6.00m</p>
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- Vehicle Tracking - Risks & Compliance**
- Risks**
- ⚠️ Kerb overrun
 - 🚫 Restrictive road width

P1	Rev	Date	Drawn	Description	Rev	Appr

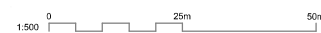


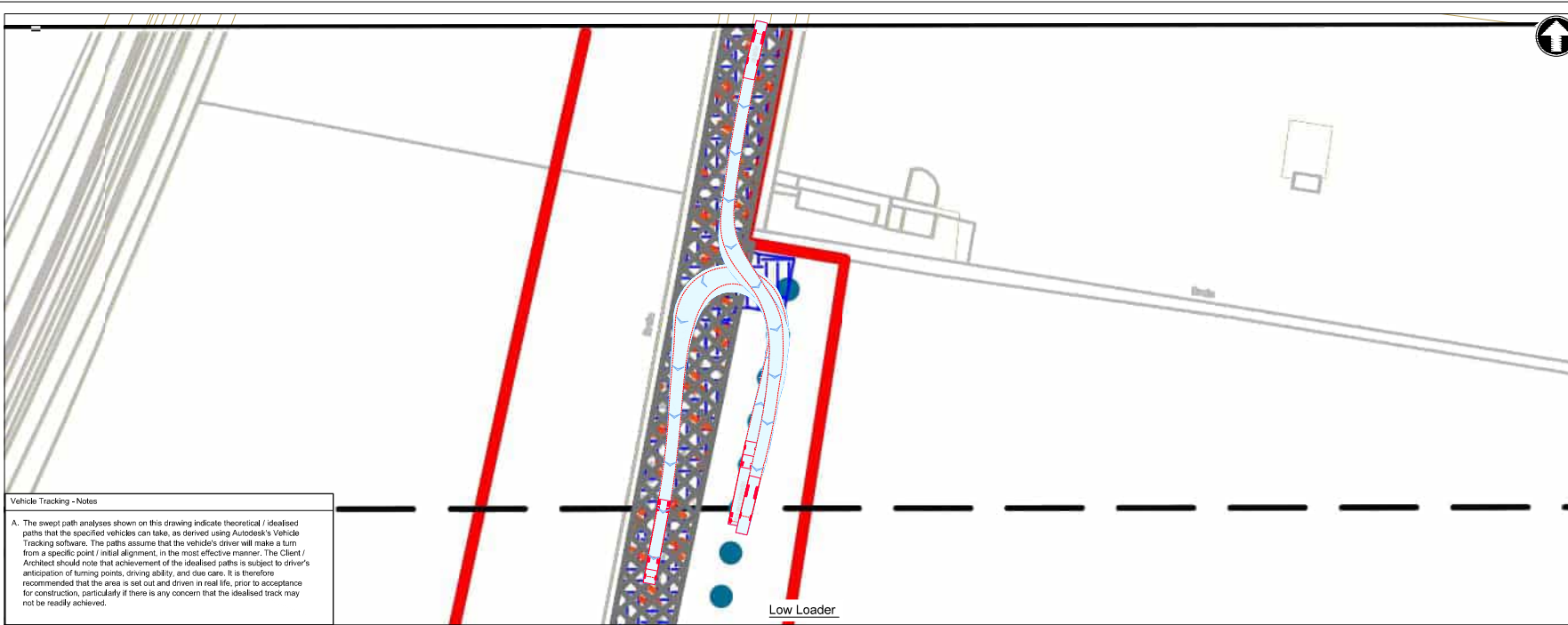
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9018
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

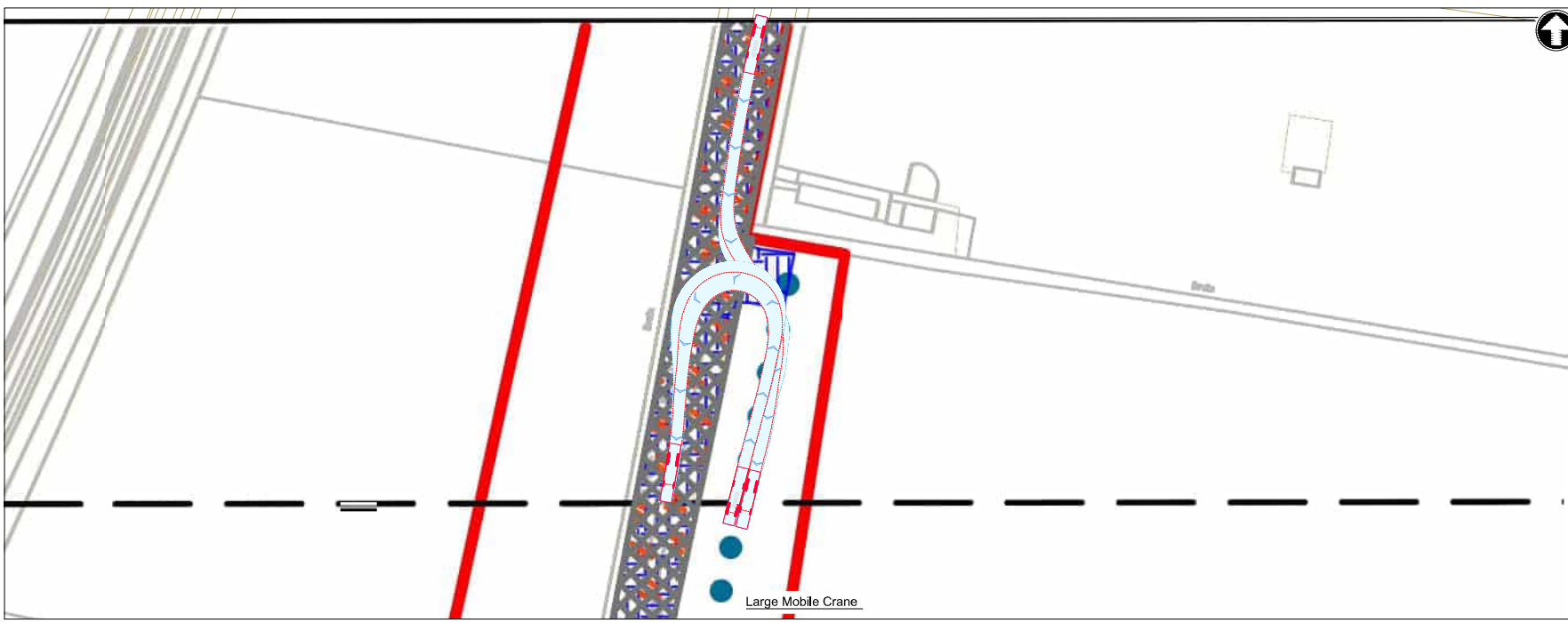
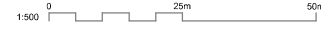
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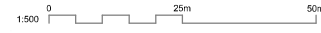
Vehicle Tracking - Notes

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.

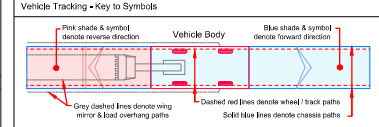


Vehicle Tracking - Notes

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- Notes**
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 6. The information is preliminary and subject to further detailed design.
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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

Parameter	Value	Parameter	Value
Overall Length	7.975m	Overall Length	12.300m
Overall Width	2.660m	Overall Width	2.430m
Overall Body Height	3.430m	Overall Body Height	3.300m
Min Body Ground Clearance	0.300m	Min Body Ground Clearance	0.300m
Max Body Height	6.070m	Max Body Height	6.070m
Lock to Lock Time	6.070m	Lock to Lock Time	6.070m
Kerb to Kerb Turning Radius	6.070m	Kerb to Kerb Turning Radius	10.000m

Parameter	Value	Parameter	Value
Overall Length	10.070m	Overall Length	4.600m
Overall Width	2.850m	Overall Width	2.930m
Overall Body Height	3.550m	Overall Body Height	3.550m
Min Body Ground Clearance	0.270m	Min Body Ground Clearance	0.270m
Max Body Height	11.550m	Max Body Height	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	6.070m

- 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

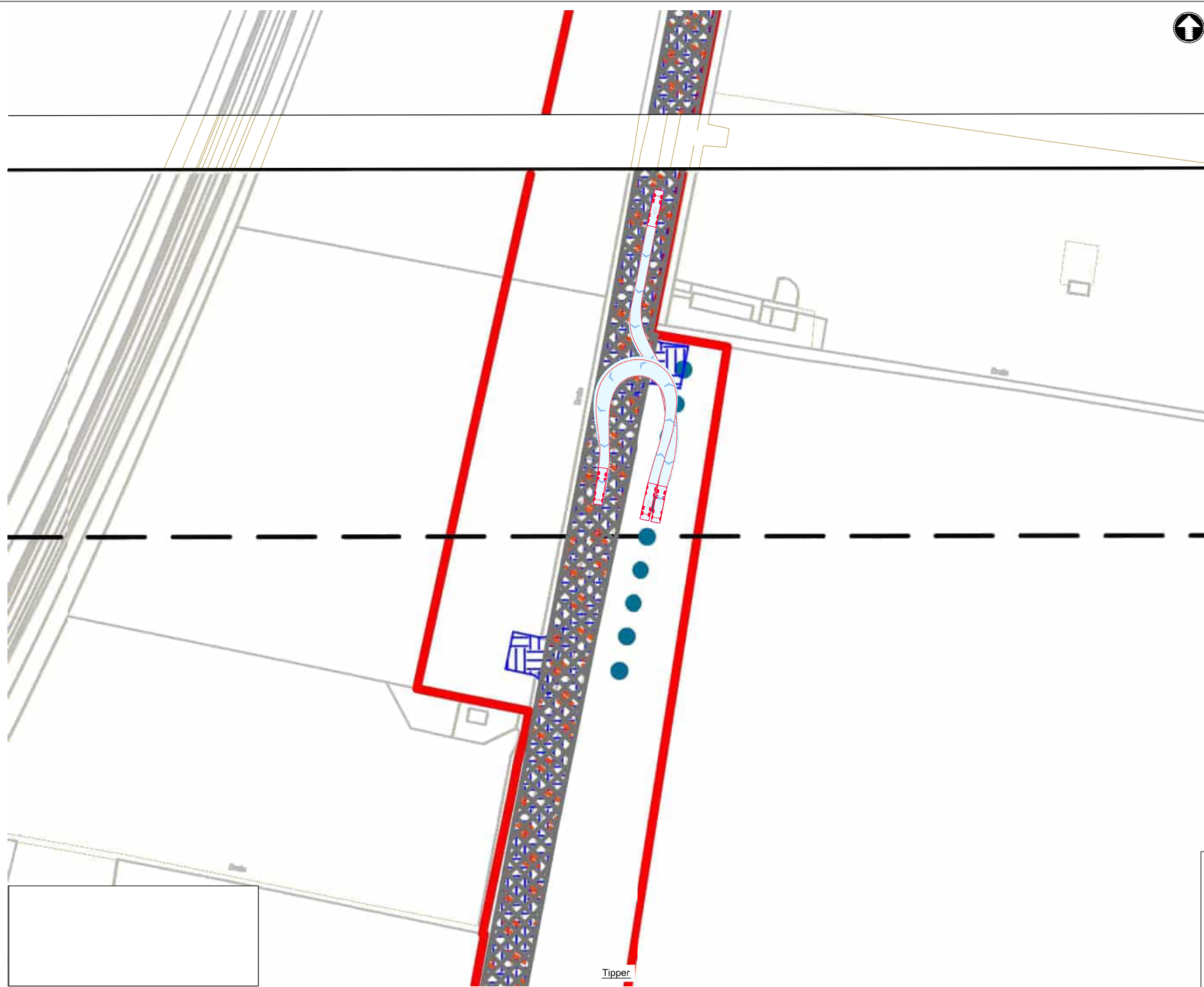


Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and
Vehicle Tracking

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

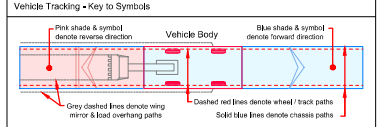
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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



- Notes**
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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
Standard Low Loader with Trailer (Steering 1820m)	24.60m	2.40m	3.30m	0.20m	0.20m	0.20m	0.20m
Large Blade Crane	12.300m	2.40m	3.30m	0.20m	0.20m	0.20m	0.20m
Large Tipper	10.070m	2.850m	3.250m	0.20m	0.20m	0.20m	0.20m
Standard Design Vehicle (SDV)	4.600m	2.050m	2.050m	0.20m	0.20m	0.20m	0.20m

Vehicle Tracking - Risks & Compliance

- Risks**
- Kerb overrun
 - Restrictive road width

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

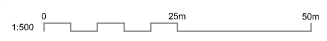


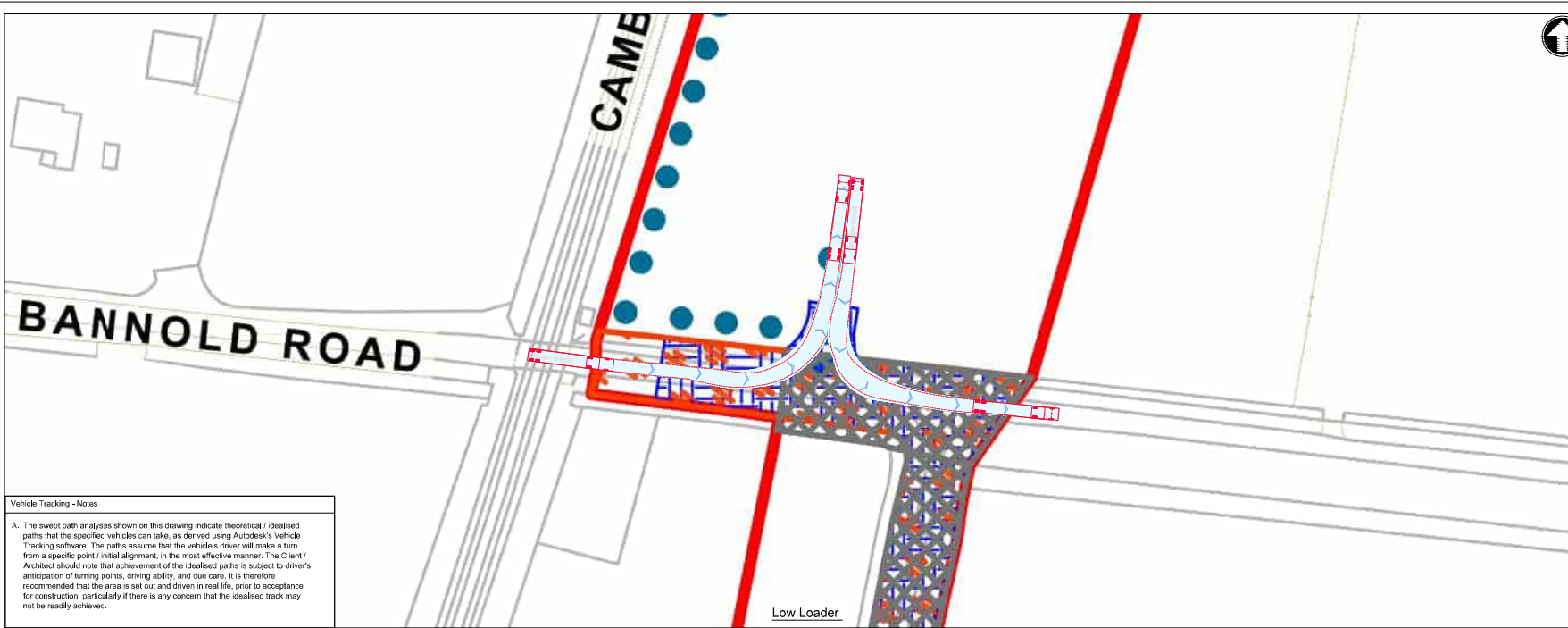
Title
 Cambridge Waste Water Treatment Works Relocation
 Temporary Access Junctions
 9018
 Highways GA, Visibility Splay and
 Vehicle Tracking

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

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

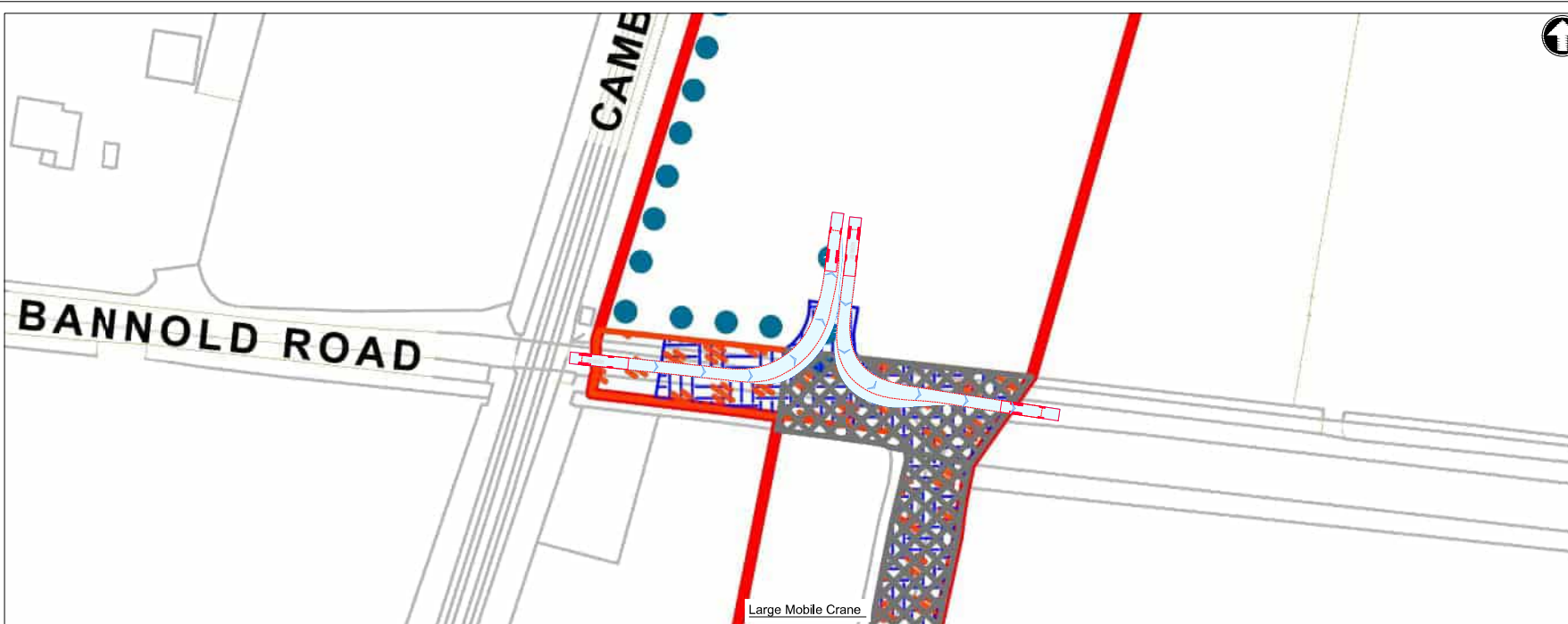
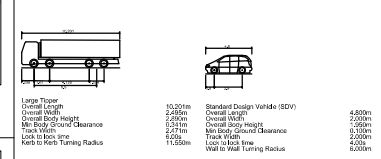
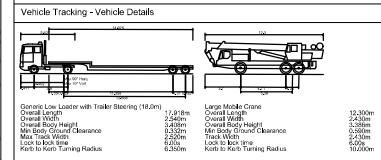
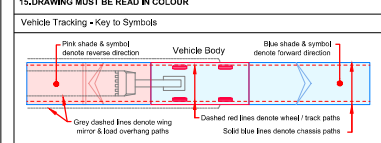




Vehicle Tracking - Notes

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

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



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	-

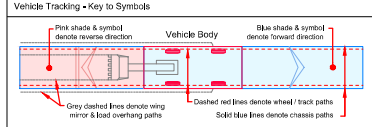
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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



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15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

Crane Overall Length with Trailer (Steering 1820m) 24.90m Overall Width 2.60m Overall Body Height 3.40m Max Body Ground Clearance 0.30m Max. Rear Overhang 6.00m Kerb to Kerb Turning Radius 10.00m	Large Mobile Crane Overall Length 12.00m Overall Width 2.40m Overall Body Height 3.30m Max Body Ground Clearance 0.30m Max. Rear Overhang 6.00m Kerb to Kerb Turning Radius 10.00m
Large Tipper Overall Length 10.00m Overall Width 2.85m Overall Body Height 3.35m Max Body Ground Clearance 0.30m Max. Rear Overhang 6.00m Kerb to Kerb Turning Radius 11.50m	Standard Design Vehicle (EDV) Overall Length 4.80m Overall Width 2.00m Overall Body Height 2.00m Max Body Ground Clearance 0.30m Max. Rear Overhang 4.00m Kerb to Kerb Turning Radius 6.00m

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	CHK'd	App'd



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

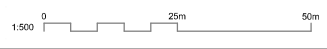
Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
Dwg check	-		Approved	-	

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

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

Vehicle Tracking - Notes

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The ExA:

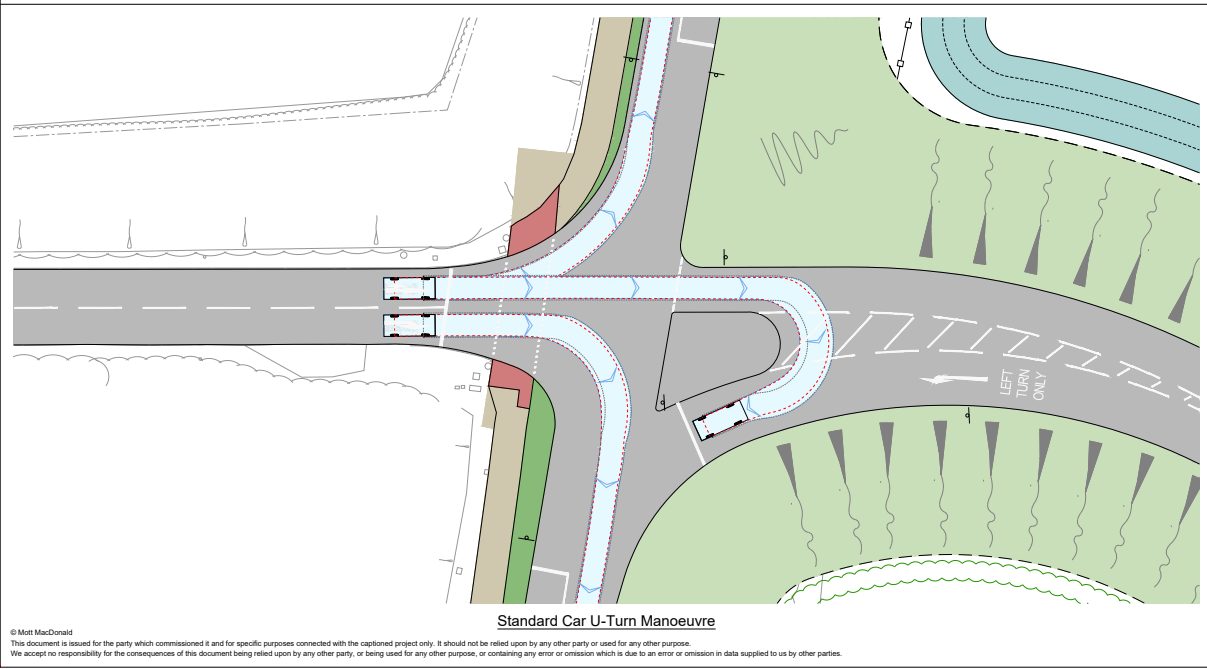
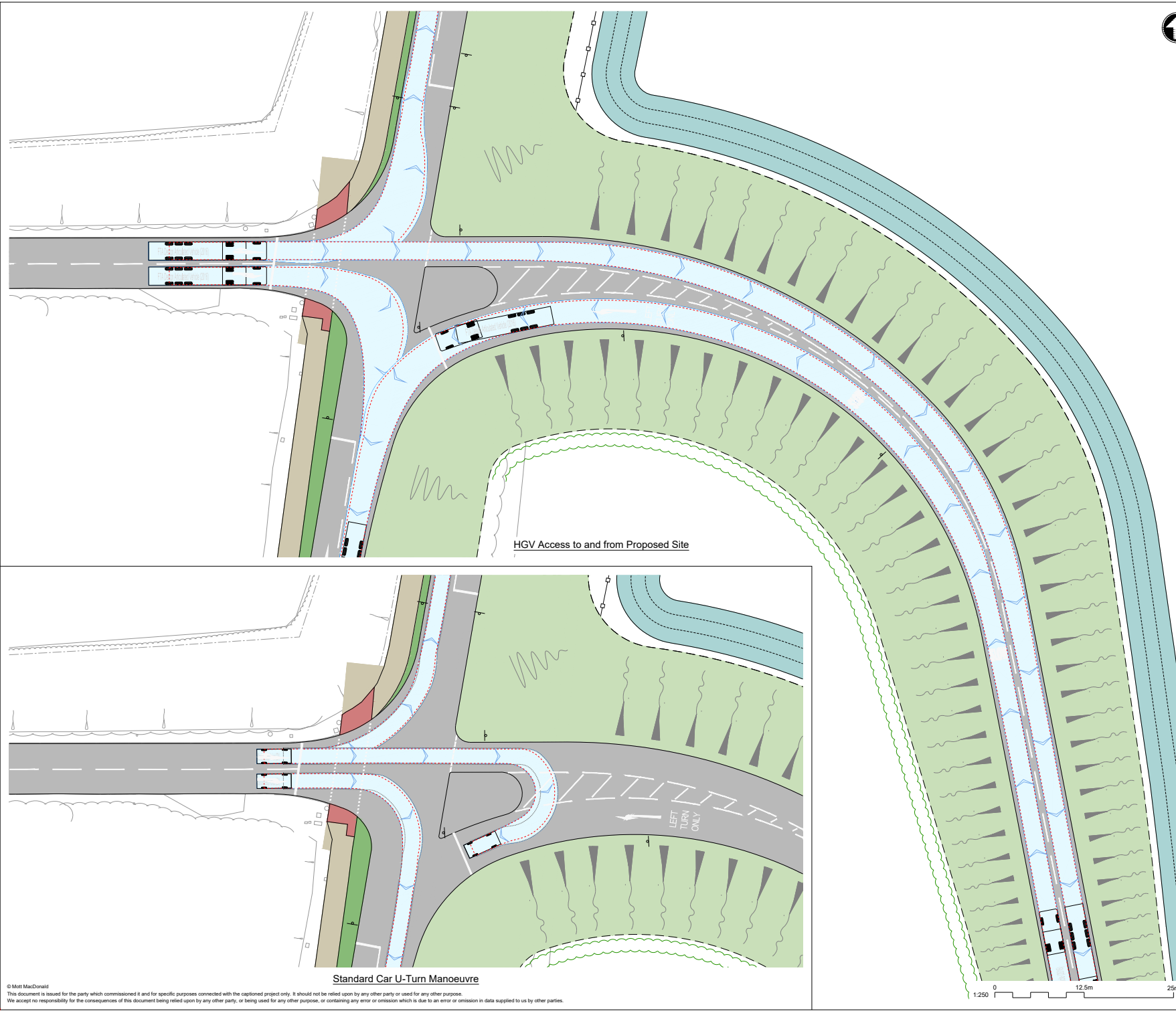
Construction traffic routes – safety

At Appendix G of the TA [AS-108] there are swept path analyses of the J34 on-slip. Please provide:

- a. a swept path analysis for the off-slip junction with the A14 overbridge, including for tipper trucks; and
- b. commentary on whether construction vehicles would be able to safely turn left or right from the J34 off-slip in the event that southbound queuing to the J34 on-slip extends close to or beyond (to the north of) the junction of the J34 off-slip and the A14 overbridge (for example when concrete pouring / directional drilling works take place during the peak periods).

The Applicant has produced these drawings. The Applicant's commentary for these swept paths is as follows:

There are no issues noted for an articulated vehicle (maximum vehicle size expected at site) to complete the left and right turn from the offslip onto Horningsea Road. It is noted that for both manoeuvres, articulated vehicles would need to encroach slightly into the opposite lane to complete the manoeuvres. In spite of this, there is no risk of collision with vehicles from opposite lanes when turning from the offslip as the traffic signal sequence at the junction ensures that when the traffic signals on the offslip are green, traffic signals on other arms would be red. In the event that southbound queuing on A14 overbridge from the on-slip extends close to or beyond the junction of the J34 offslip and the A14 overbridge, articulated vehicles would not be able to complete the right turn from the offslip due to lack of space. The left turn from the offslip onto Horningsea Road northbound north of J34 can be completed as vehicles are not expected to queue in front of the stop line on Horningsea Road southbound leading towards the offslip/A14 overbridge. Therefore, even if an articulated vehicle were to encroach on the opposite lane, there would be no traffic present on that lane owing to the location of the stop line.



Standard Car U-Turn Manoeuvre

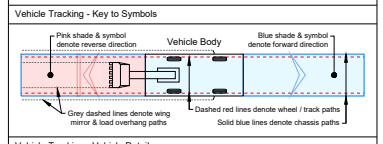
HGV Access to and from Proposed Site



- Notes
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 4. This drawing has been prepared as an initial technical audit and Road Safety Audit Stage 1 by Cambridgeshire County Council.
 5. The drawing is based on OS mapping and topographic survey information.
 6. The information is preliminary and subject to further detailed design.
 7. The drawing does not include any information on 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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 9. The design is based on the requirements of DMRB.
 10. The design assumes an embankment slope of 1:2 is acceptable to the relevant stakeholders.
 11. The design is based on the requirements of DMRB.
 12. Street lighting on Homingssea Road to remain as existing with minor changes to the locations of the lamp columns due to the reconfigured 'off-slip' junction and the realignment of Homingssea Road.
 13. DRAWING MUST BE READ IN COLOUR

Key to Symbols

	Carriageway
	Footway
	Tactile Paving (Buff - Uncontrolled)
	Tactile Paving (Red - Controlled)
	Verge
	Reprofiled Embankments
	Swale



Vehicle Tracking - Vehicle Details

FTA Design Articulated Vehicle (1998) Overall Length 16.480m Chassis Width 2.950m Overall Width inc. Wing Mirrors 3.150m Overall Body Height 3.870m Max. Track Width 2.470m Kerb to Kerb Turning Radius 6.050m	Standard Design Vehicle (From ICE Car Park Designers' Handbook) Overall Length 4.900m Chassis Width 2.000m Overall Width inc. Wing Mirrors 2.300m Vehicle Body Height 2.000m Track Width 2.000m Wheel to Wheel Turning Radius 6.000m

Reference drawings

P2	14.12.23	LJR	HGV viewpoint adjusted to include Northern stop line.	JRT	dvt
P1	05.07.22	LJR	Preliminary Issue	JR	ARR
Rev	Date	Drawn	Description	CHKD	App'd

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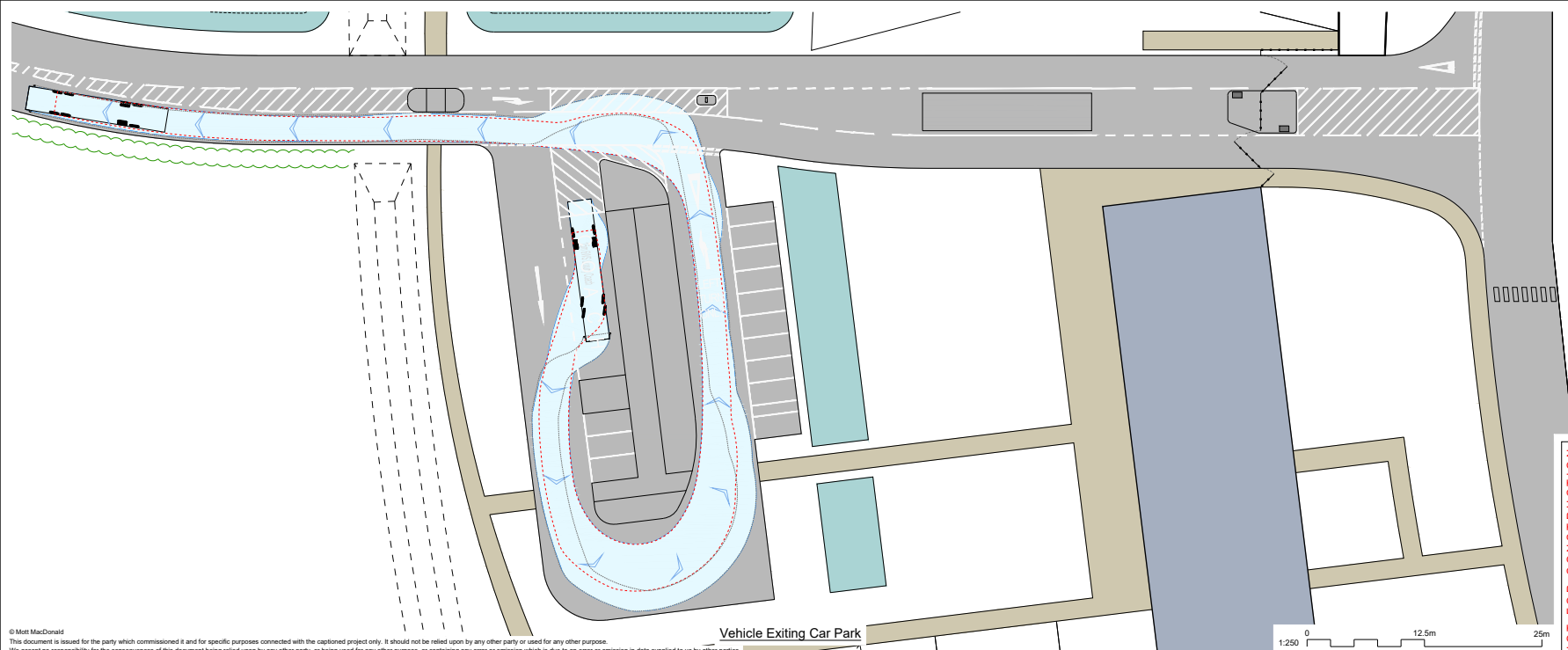
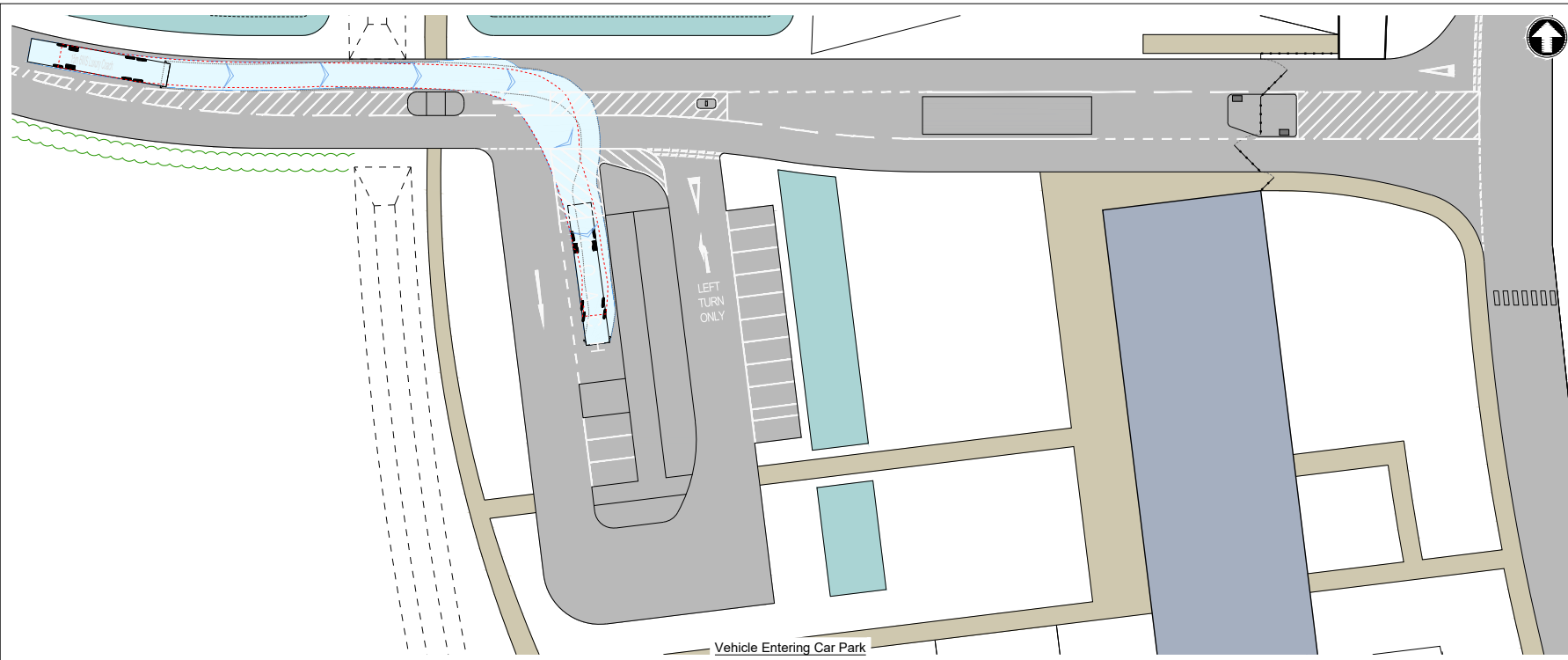
Title
**Cambridge Waste Water Treatment Works Relocation
 Vehicle Tracking
 Homingssea Road Junction**

Scale at A1: 1:250

Status	PRE	Rev	P2	Security	STD
Designed	J.Reeve	JR	Eng check	W.Tong	JRT
Drawn	L.W.Russell	LJR	Coordination	A.M.Rawlings	ARR
Dwg check	J.D.Seaton	JDS	Approved	G.Wicks	GW

Drawing Number
102375-MMD-01-XX-DR-C-1121

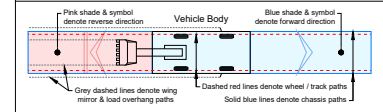
NOT FOR CONSTRUCTION



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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Luxury Coach (Necoplan Magaliner)
 Overall Length 15.000m
 Overall Width 2.500m
 Overall Body Height 4.157m
 Track Width 2.500m
 Kerb to Kerb Turning Radius 9.773m
 Note: This vehicle incorporates rear steering.

Vehicle Tracking - Risks & Compliance



Moderate Risks

- M1** Vehicle must overrun opposite lane to exit car park.

Vehicle Tracking - Notes

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Reference drawings

Rev	Date	Drawn	Description	WT	GW
P1	14.12.23	LJR	Preliminary Issue		

MOTT MACDONALD

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 United Kingdom
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 W mottmac.com

Client

love every drop
anglianwater

Title
**Cambridge Waste Water Treatment Works Relocation
 Site Access and Visitor Car Park
 Coach Access to Visitor's Car Park**

Designed	J.Reeve	JR	Eng check	W.Tong	WT
Drawn	L.W.Russell	LJR	Coordination	A.M.Rawlings	AMR
Dwg check	J.D.Seaton	JDS	Approved	G.Wicks	GW
Scale at A1	1:250	Status	PRE	Rev	P1
		Security			STD

Drawing Number
102375-MMD-01-XX-DR-C-1142

NOT FOR CONSTRUCTION

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 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 shown. 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)
100sqm
conversion
factor** **209

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)
100sqm
conversion
factor** **209

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)
100sqm
conversion
factor** **209

2.09**

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)
100sqm
conversion
factor** **209

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)** **209**
**100sqm
conversion
factor** **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) 209**
**100sqm
conversion
factor 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)** **209**
**100sqm
conversion
factor** **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)** **209**
**100sqm
conversion
factor** **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

Contents

1	Sites surveyed	1
1.1	Overview	1
1.2	ATC Site – Denny End Road	2
1.3	ATC Site 2 – Car Dyke Road	3
1.4	ATC Site 3 – Clayhithe Road	3
1.5	ATC Site 4 – Clayhithe Road	3
1.6	ATC Site 5 – Horningsea Road	4
1.7	ATC Site 6 - Milton Road	4
1.8	ATC Site 7 – Fen Road.....	4
1.9	ATC Site 8 – Green End Road	4
1.10	ATC Site 9 – Water Street.....	5

Tables

Table 1.1: Summary of sites surveyed	1
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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

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.

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.

Date	Consultee	Points raised	How and where addressed
17 August 2021	Fen Ditton Parish Council	<p>FDPC considers extra mitigation is required and should include:</p> <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. 	<p>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.</p>
24 August 2021	Horningsea Parish Council	<p>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.</p>	<p>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.</p>
24 August 2021	Horningsea Parish Council	<p>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.</p>	<p>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.</p>
24 August 2021	Horningsea Parish Council	<p>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.</p>	<p>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.</p>
24 August 2021	Horningsea Parish Council	<p>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.</p>	<p>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.</p>
24 August 2021	Horningsea Parish Council	<p>We request forecast operational HGV movements. Most of the movements are liquid sludge imports and septic tank</p>	<p>The Transport Assessment (Application Document Reference. 5.4.19.3) provides information on operational HGV movements. The routing of</p>

Date	Consultee	Points raised	How and where addressed
		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.	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.

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

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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/>