Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Appendix 19.3: Transport Assessment Part 2

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

Revision No. 04
18 December 2023

Appendix G: Swept Path Analysis

Scheme Order Limits
Construction access
Construction access - Public highway points

COA18
COA17
CA29
COA14
COA13
CA26
COA12
CA20
COA9
CA16
CA1
CA2
CA3

LANDBEACH CP
MILTON CP
HORNINGSEA CP
FEN DITTON CP

Waterbeach
Landbeach
Milton
Horningsea
Fen Ditton
Denny End
Waterbeach Barracks (disused)
Cottenham Road
Waterbeach Road
Ely Road
Fen Road
Green End
Landbeach Road
Akeman Street
Butt Lane
Thirteenth Public Drain
Fen Rivers Way
Harcamlow Way
Haling Way (Towing Path)
The Old Tillage
CAR DYKE
ROMAN ROAD (course of)
Bannold Road
Midload
Midload Farm
Lock Farm
Bottisham Lock
Lug Fen Droveway
Low Fen Drove Way
Dismantled Railway
Milton Fen
Milton Country Park
Milton Park Footgolf
Cow Hollow Wood
Biggin Pin Plantation
Three Cornered Plantation
Dean Plantation
Stow cum Quy Fen
Memorial Stone
Allicky Farm
Queens Farm
Queen's Fen
Northfields Farm
Frolic Farm
The Washes
The Willows
Clayhithe
Clayhithe Farm
Clayhithe Road
Hall Farm
Hepworth Farm
Penfold Farm
Rectory Farm
Stanton Farm
Chesterton Fen
Fen Ditton
Honey Hill
Upper Norris
Lower Norris
Chapman's Plantation
Snout Corner
Station House
Quy Hall
Stone Bridge
Creakhill
The Loop
Sewage Works
Golf Driving Range
Milton P&R
Baits Bite Lock
Biggin Abbey
Site of Abbey (Franciscan Nuns)
Manorial Earthworks
Moat
Caravan Park
Cemy
Sch
Hall
Hospice
PO
Coll
Works
BSs
FBs
FB
CP Bdy
MP
MS
Data Sources
Scheme Order Limits: Anglian Water Services @One, 2022
Construction access: Mott MacDonald, 2022
Basemapping: © Crown copyright and database rights 2021 OS 100022432

Metres
0 200 400 600

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: love every drop anglianwater

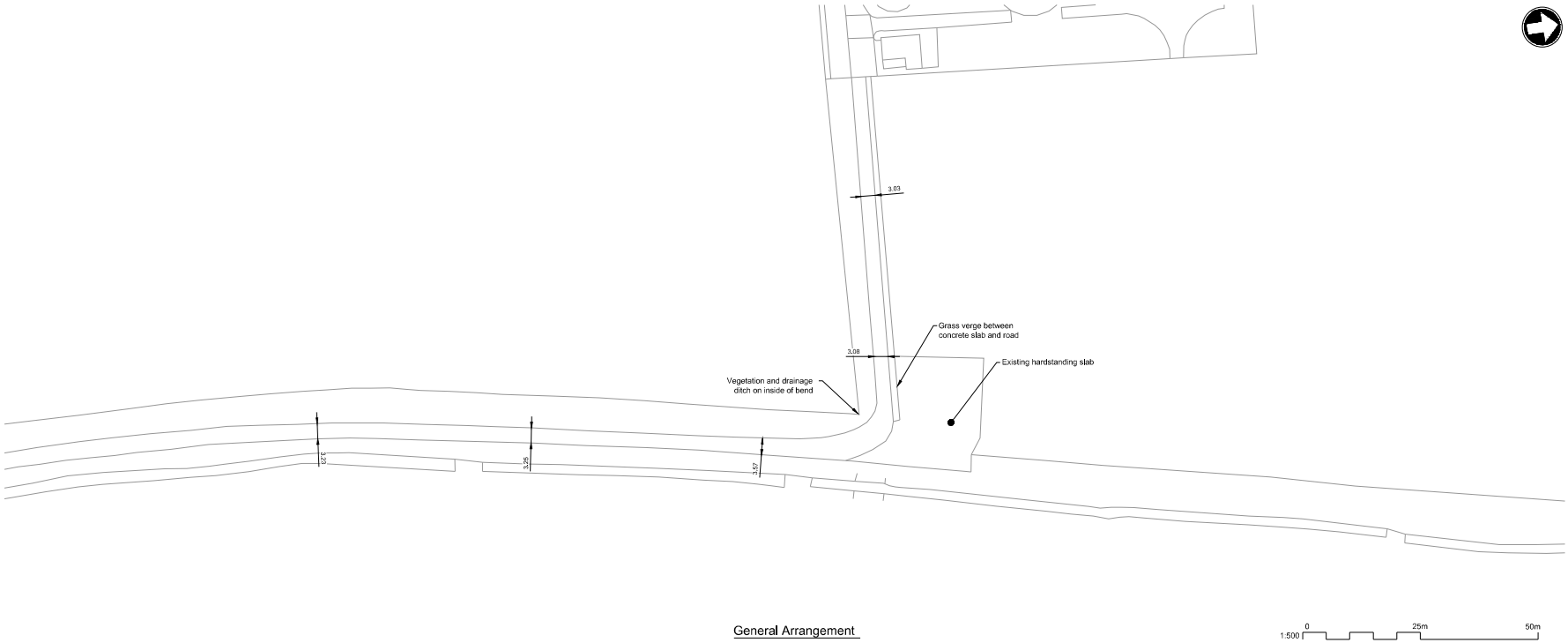
Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	31/10/22	KL	First Draft	WT	CS
P2	18/12/23	CC	Revision 01	WT	GW

Title
Cambridge Waste Water Treatment Plant Relocation Project
Transport Assessment
Construction route and access points

Drawn	KL
Checked	WT
Approved	CS
Scale at A3	1:20,000

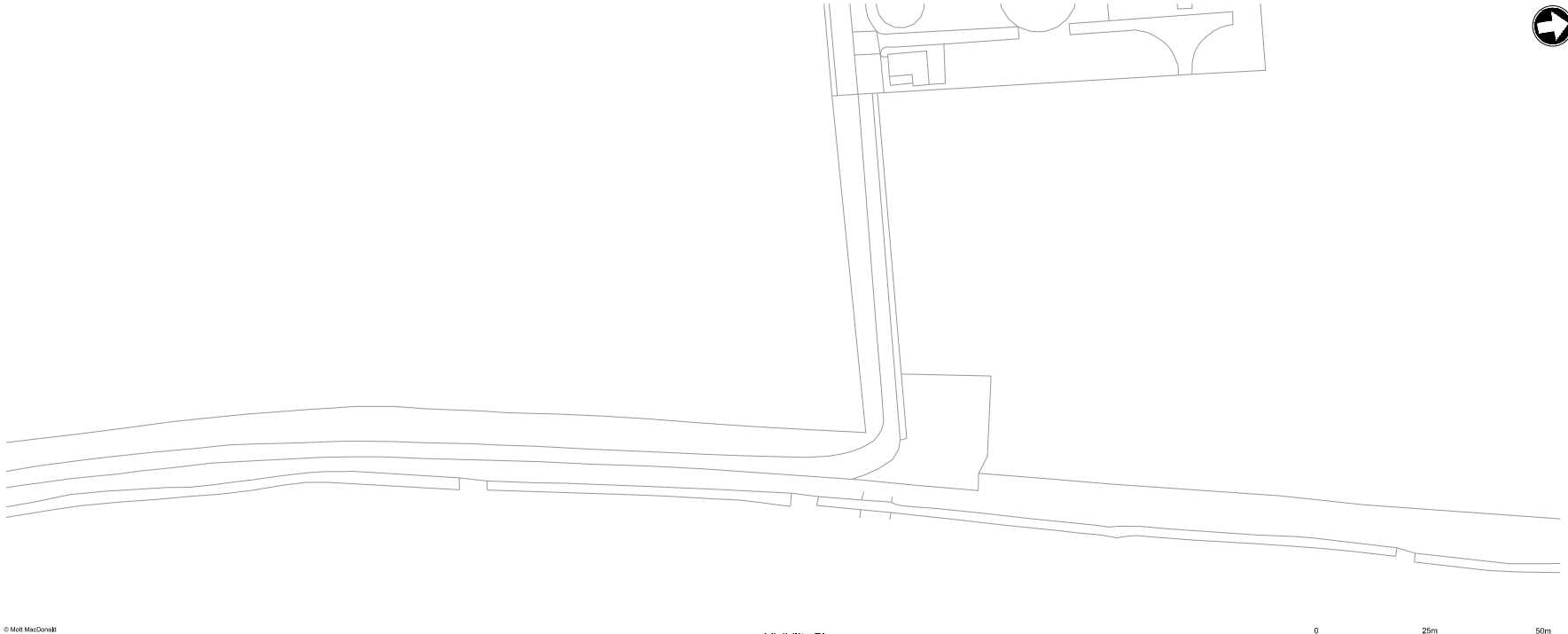
Drawing Number: WW01003-CAMEST-MOT-05-XX-DR-X-0697

Security	Status	Rev
STD	PRE	P2



General Arrangement

1:500 0 25m 50m



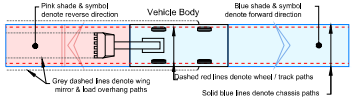
Visibility Plan

1:500 0 25m 50m

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA17 – COA18

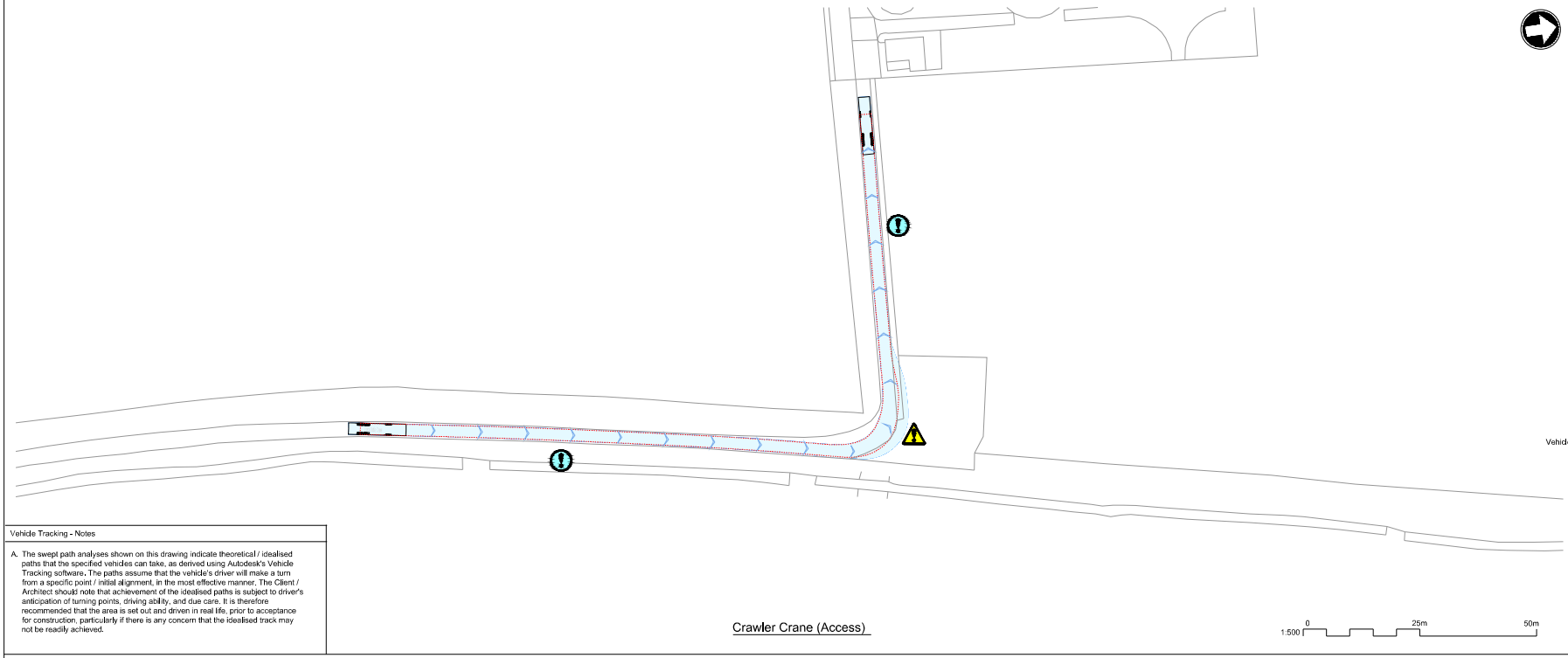
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Sect STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 1).dwg May 18, 2022 - 8:47AM CAS897725

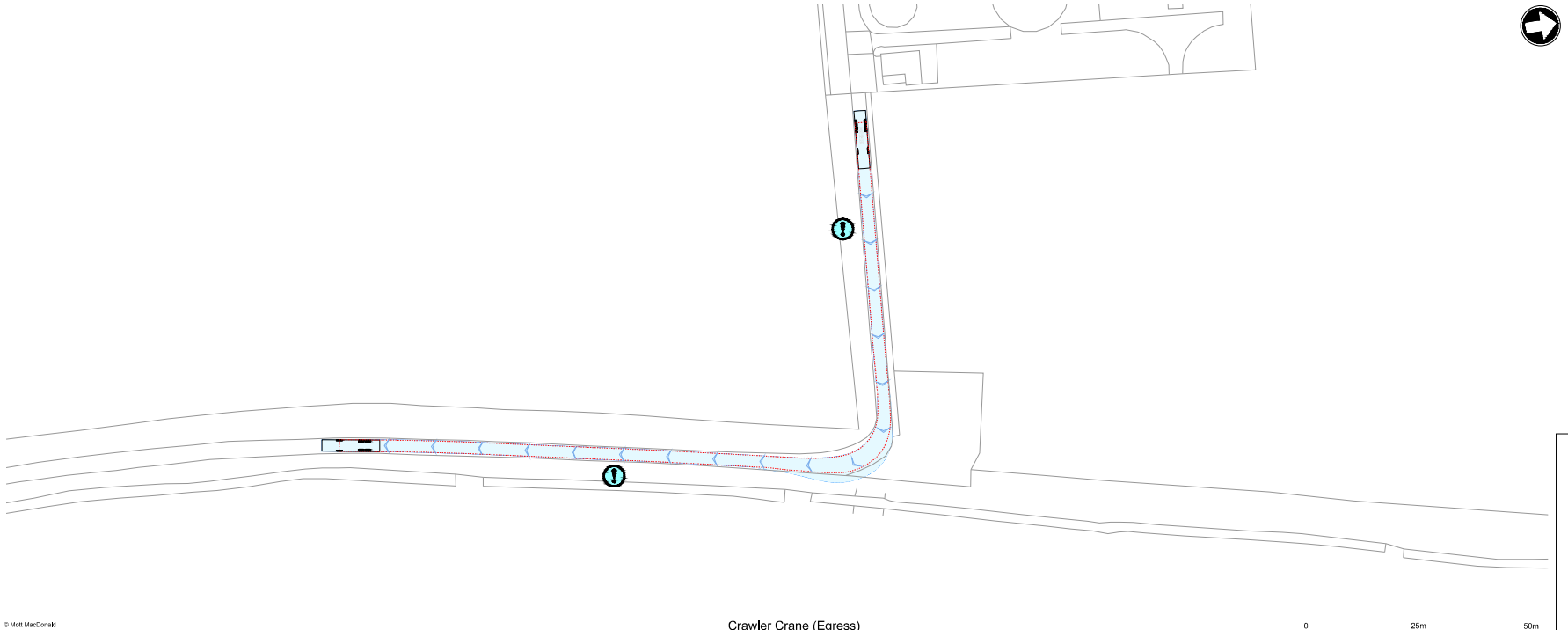


Crawler Crane (Access)

1:500 0 25m 50m

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.



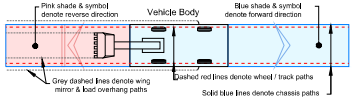
Crawler Crane (Egress)

1:500 0 25m 50m

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions COA17 – COA18 Highways GA, Visibility Splay and Vehicle Tracking
14. The proposed works extend partially beyond the project boundary and land take is assessed during future stages of the design development of this option.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo,

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

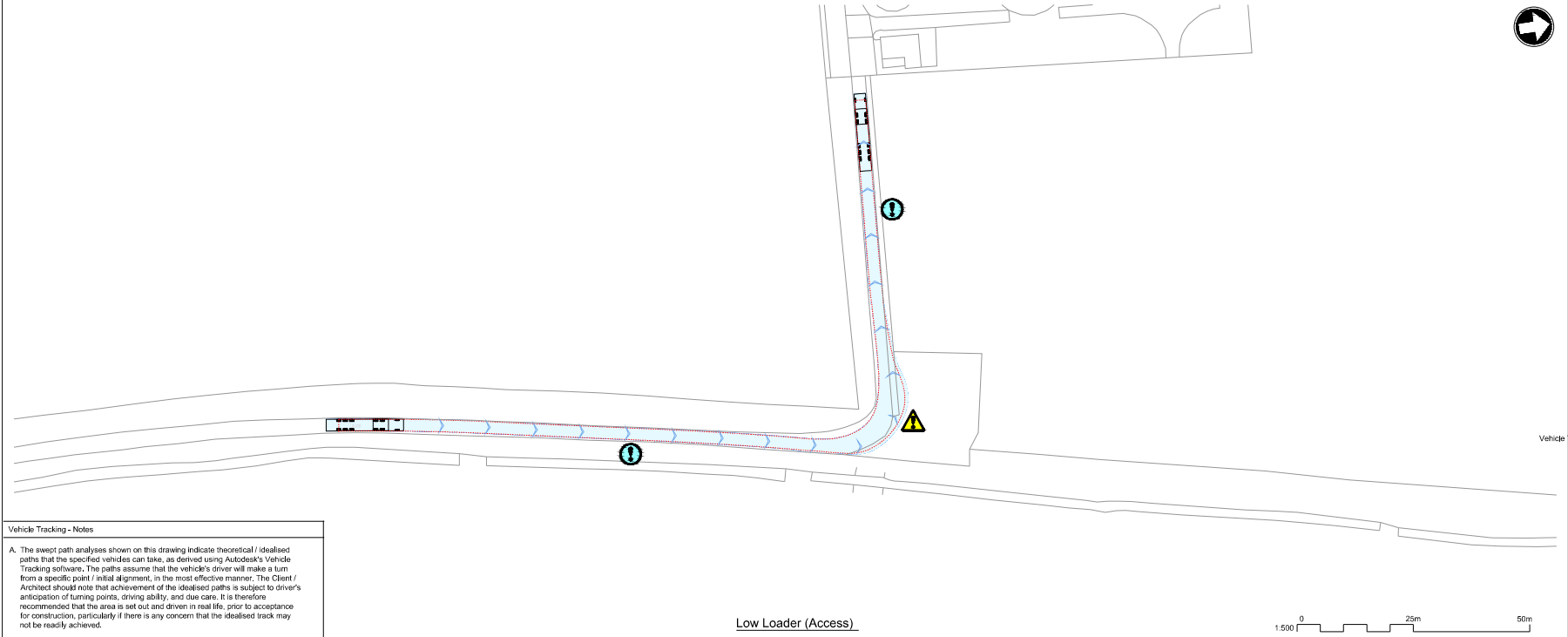
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA17 – COA18
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Size STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 1).dwg May 18, 2022 - 8:56AM CASB9725

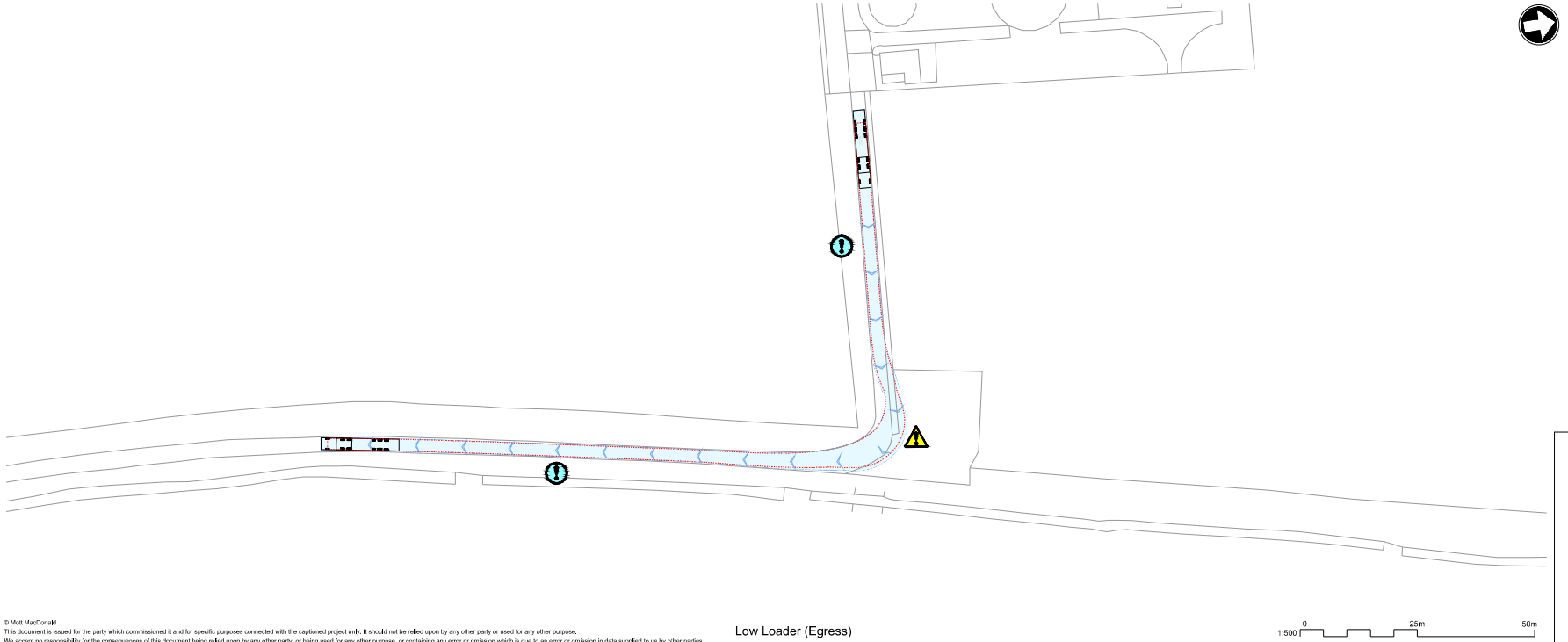


Low Loader (Access)

1:500 0 25m 50m

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.



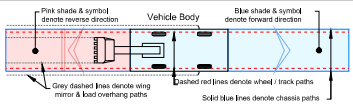
Low Loader (Egress)

1:500 0 25m 50m

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads. *Cambridge Waste Water Treatment Works Relocation*
13. Temporary works road width is assessed as 7.3m and is considered sufficient for two-way traffic flow. Any proposed reduction in road width will be assessed during future stages of the design development of this option.
14. Swept path analysis is undertaken in accordance with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA17 – COA18

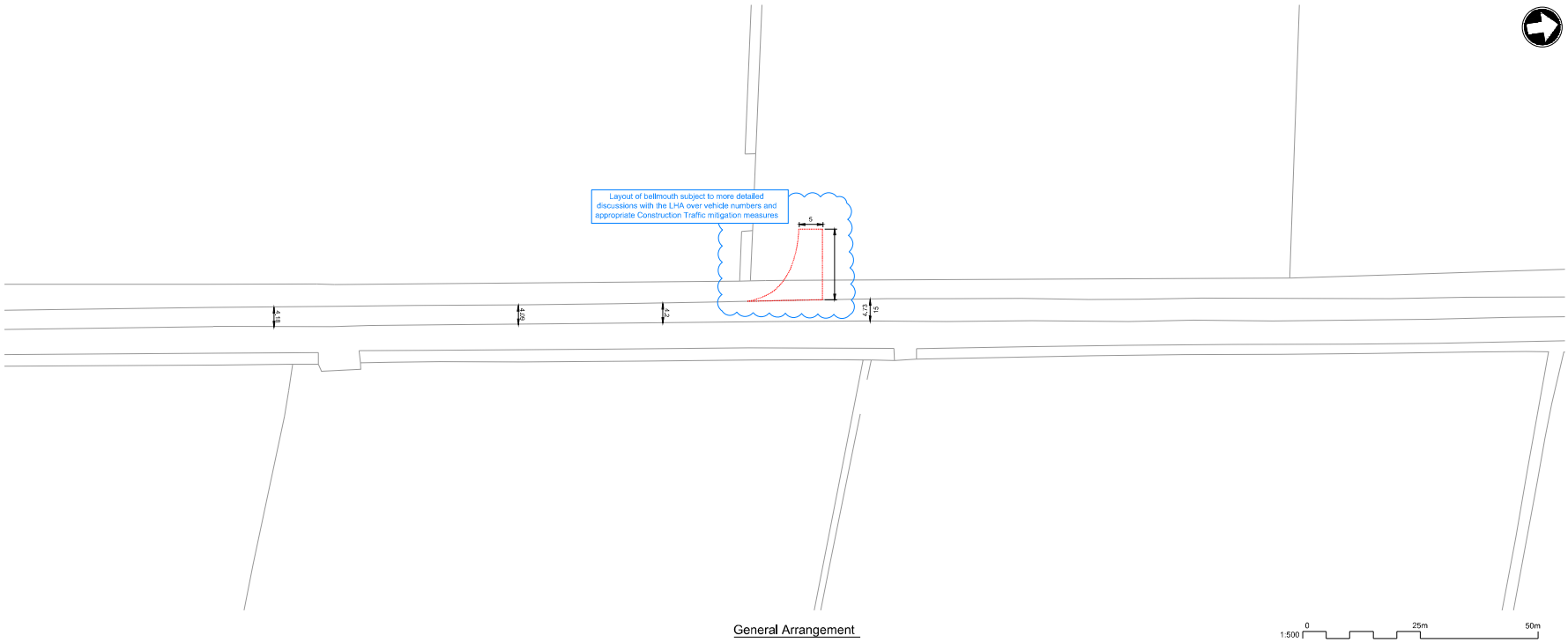
Highways GA, Visibility Splay and Vehicle Tracking

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

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

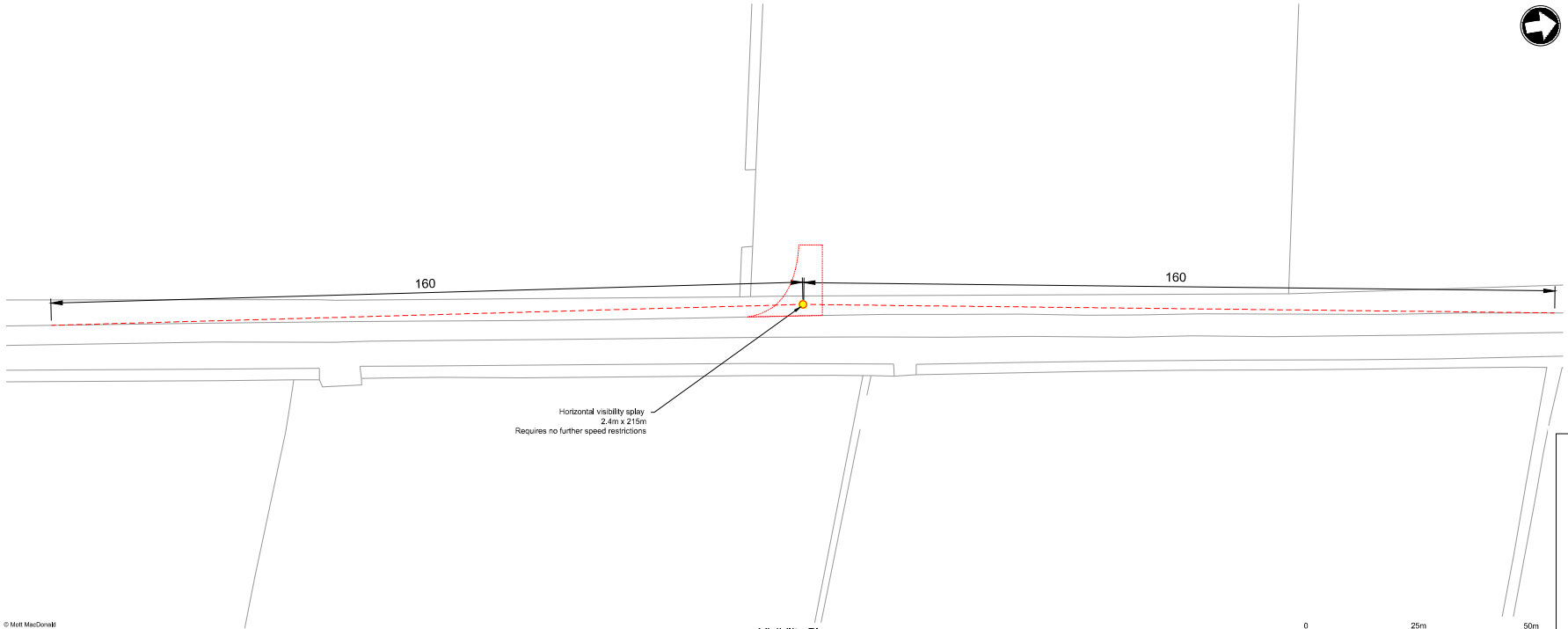
Drawing number 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civil\s1\1.0 Live Drawings\Dra\fs\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 1).dwg May 18, 2022 - 8:54AM GAS89725



General Arrangement

1:500 0 25m 50m



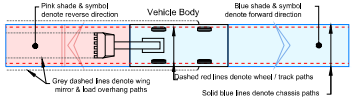
Visibility Plan

1:500 0 25m 50m

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

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

Client

love every drop anglianwater

Title

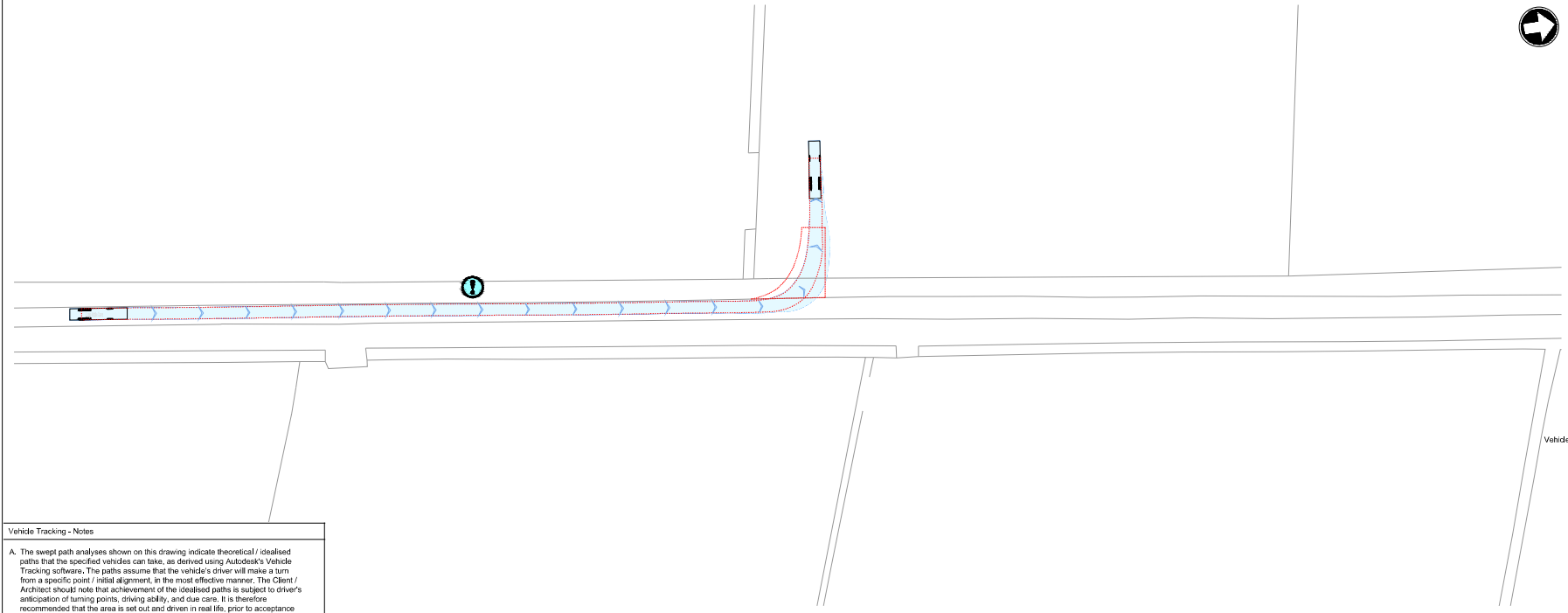
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA29
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Size STD

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

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 2).dwg May 17, 2022 - 3:48PM CAS897725

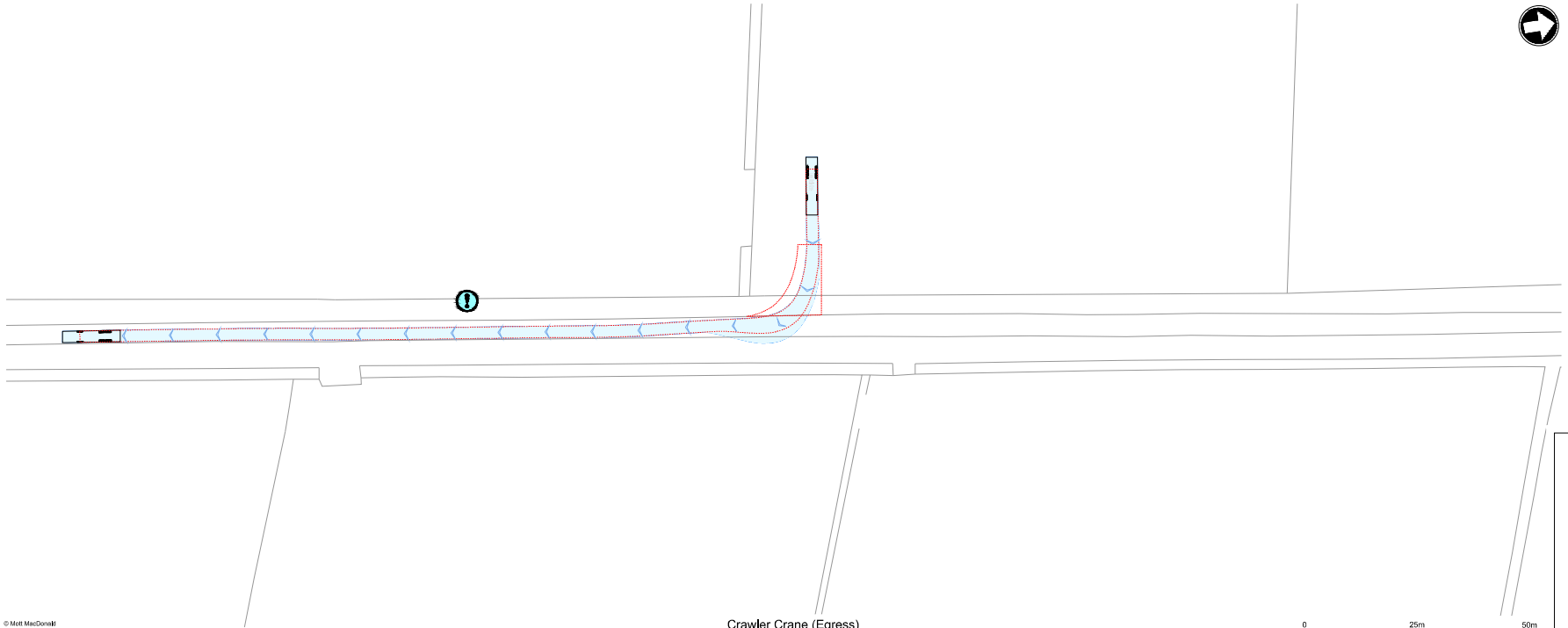


Crawler Crane (Access)

1:500 0 25m 50m

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.



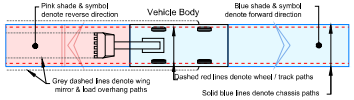
Crawler Crane (Egress)

1:500 0 25m 50m

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

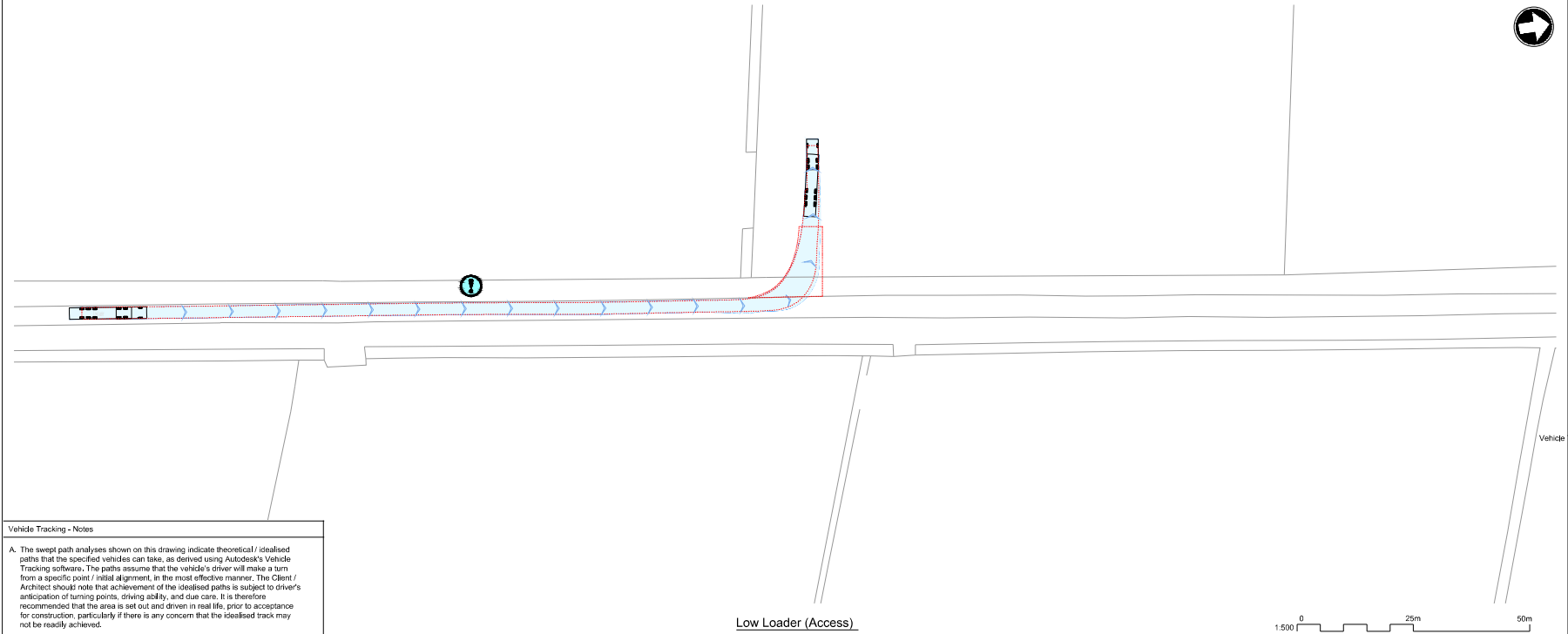
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA29
Highways GA, Visibility Splay and Vehicle Tracking

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

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

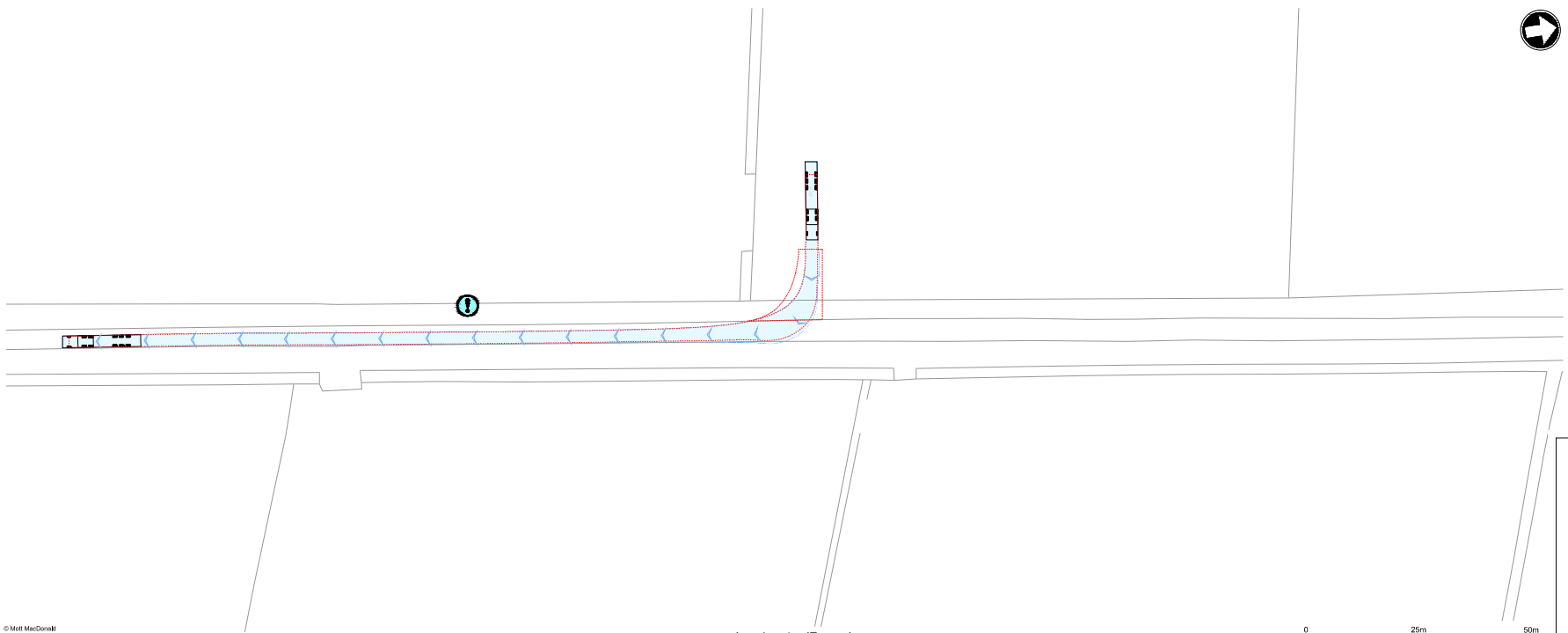
Drawing No. 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 2).dwg May 17, 2022 - 3:56PM CAS897725



Vehicle Tracking - Notes

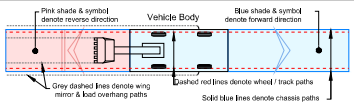
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA29

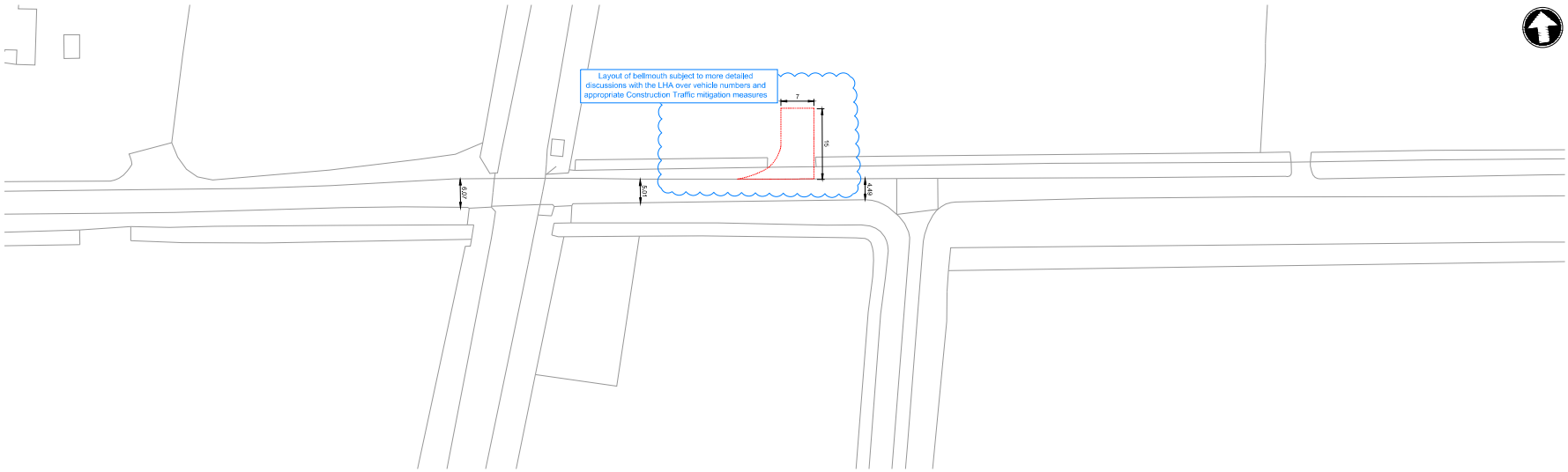
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Security STD

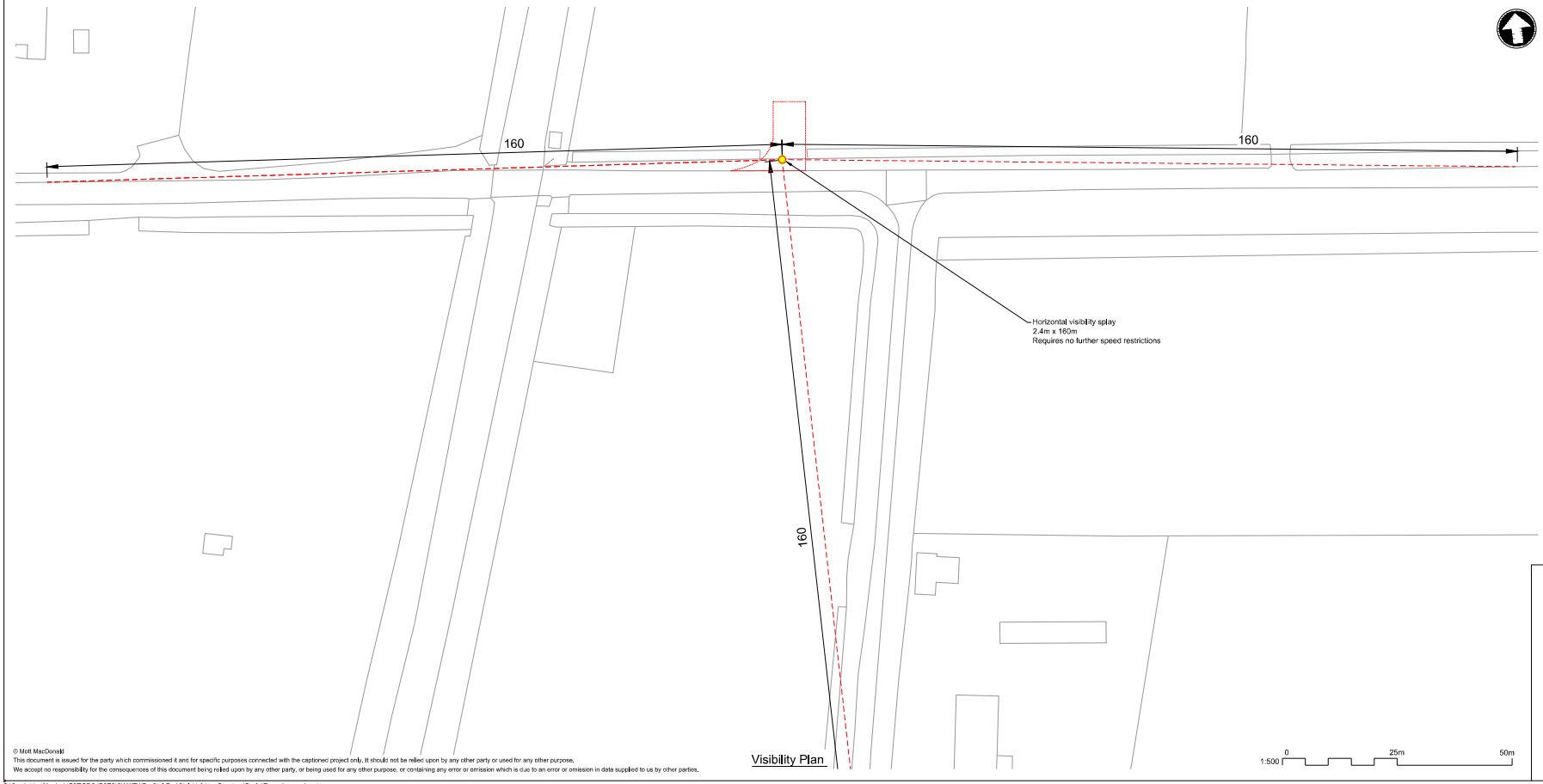
Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Dra\fol\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 2).dwg May 17, 2022 - 3:54PM CASB9725



General Arrangement

1:500 0 25m 50m



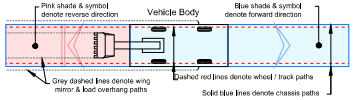
Visibility Plan

1:500 0 25m 50m

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

Rev	Date	Drawn	Description	Chk	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA14

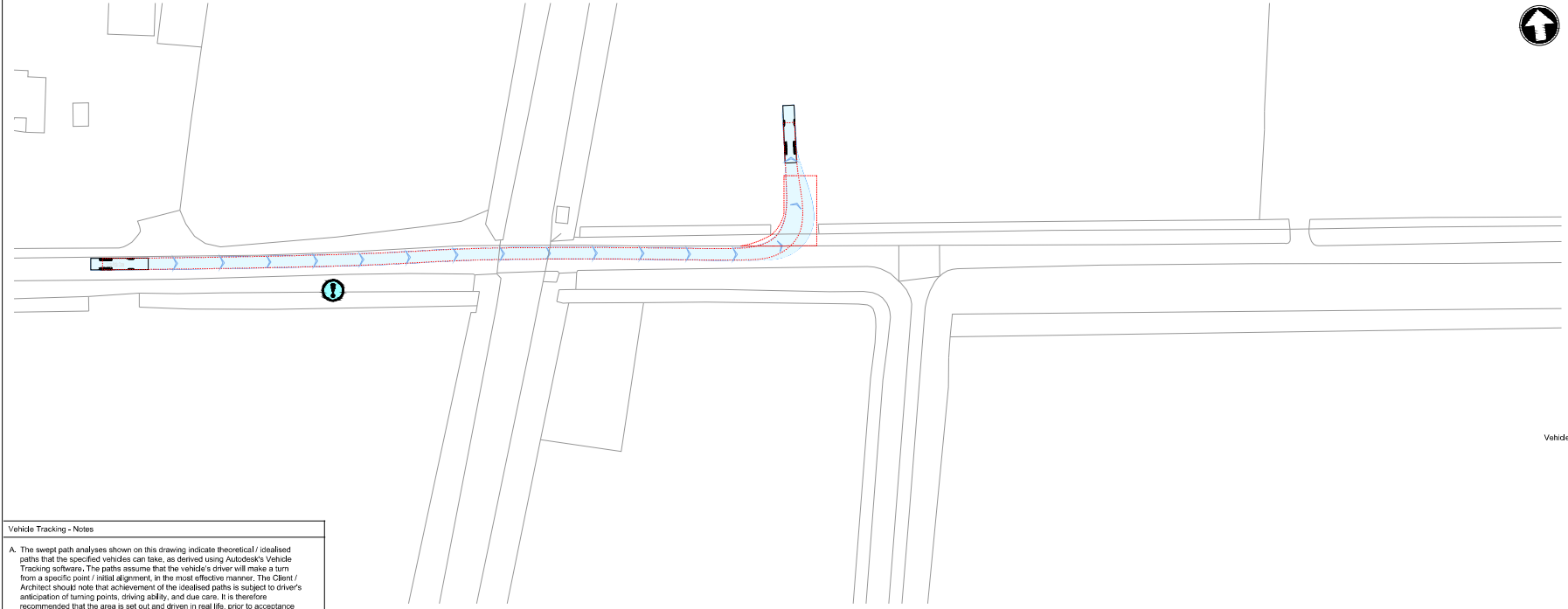
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Size STD

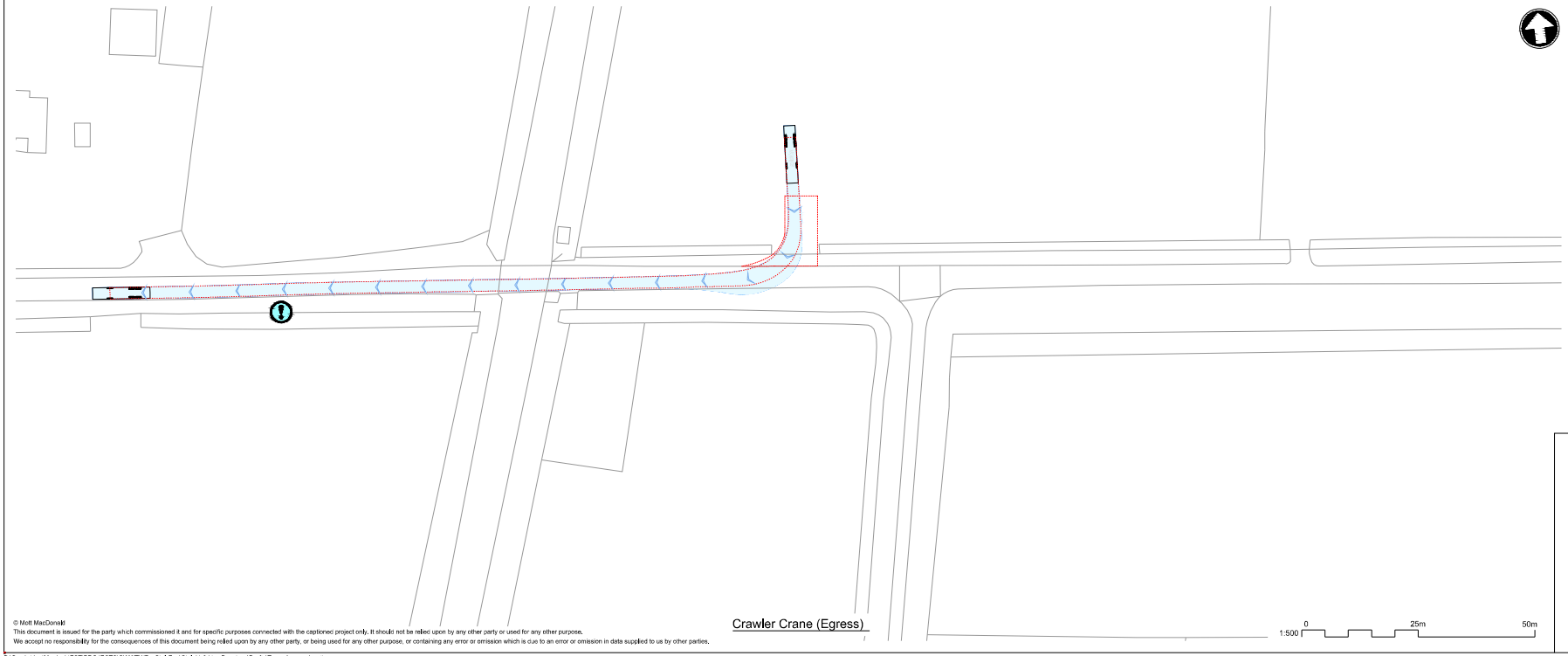
Drawing No. 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 3).dwg May 17, 2022 - 2:52PM OAS89725



Vehicle Tracking - Notes

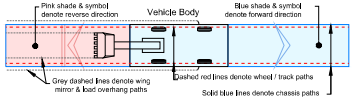
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA14

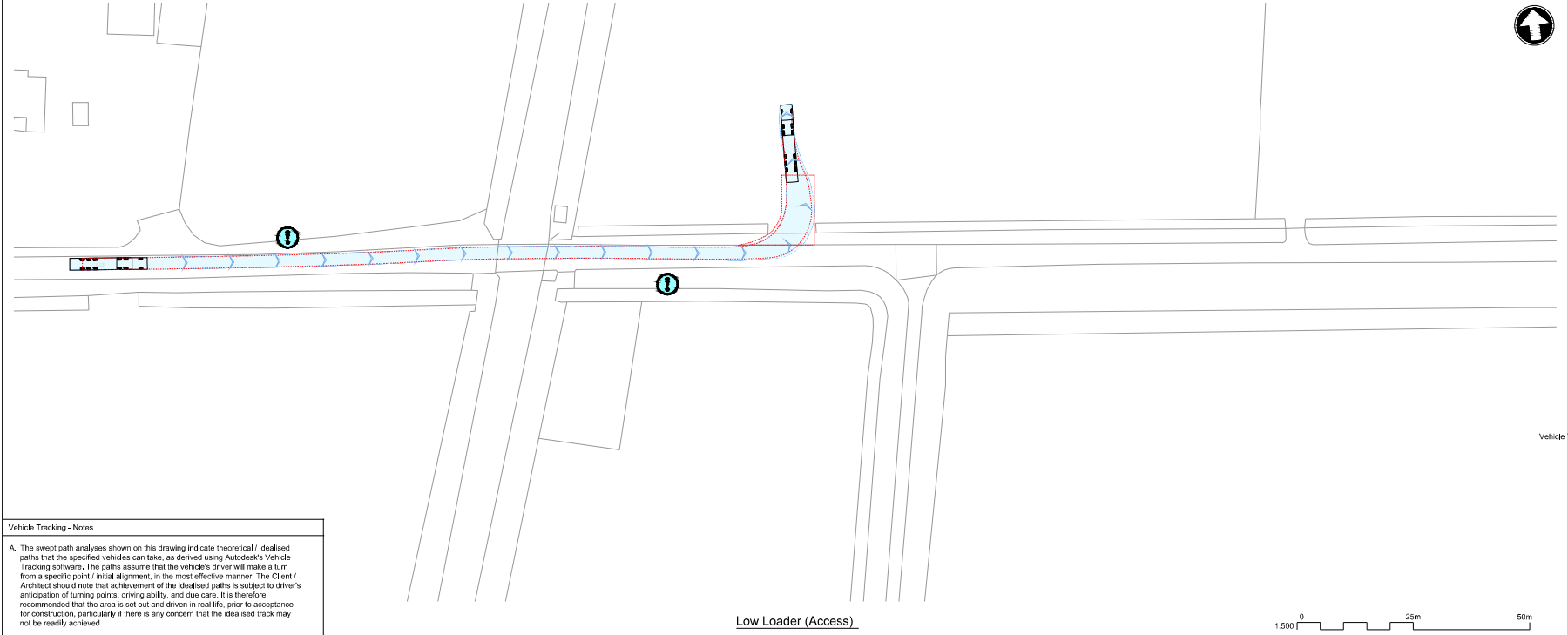
Highways GA, Visibility Splay and Vehicle Tracking

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

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

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 3).dwg May 17, 2022 - 2:56PM CASB9725

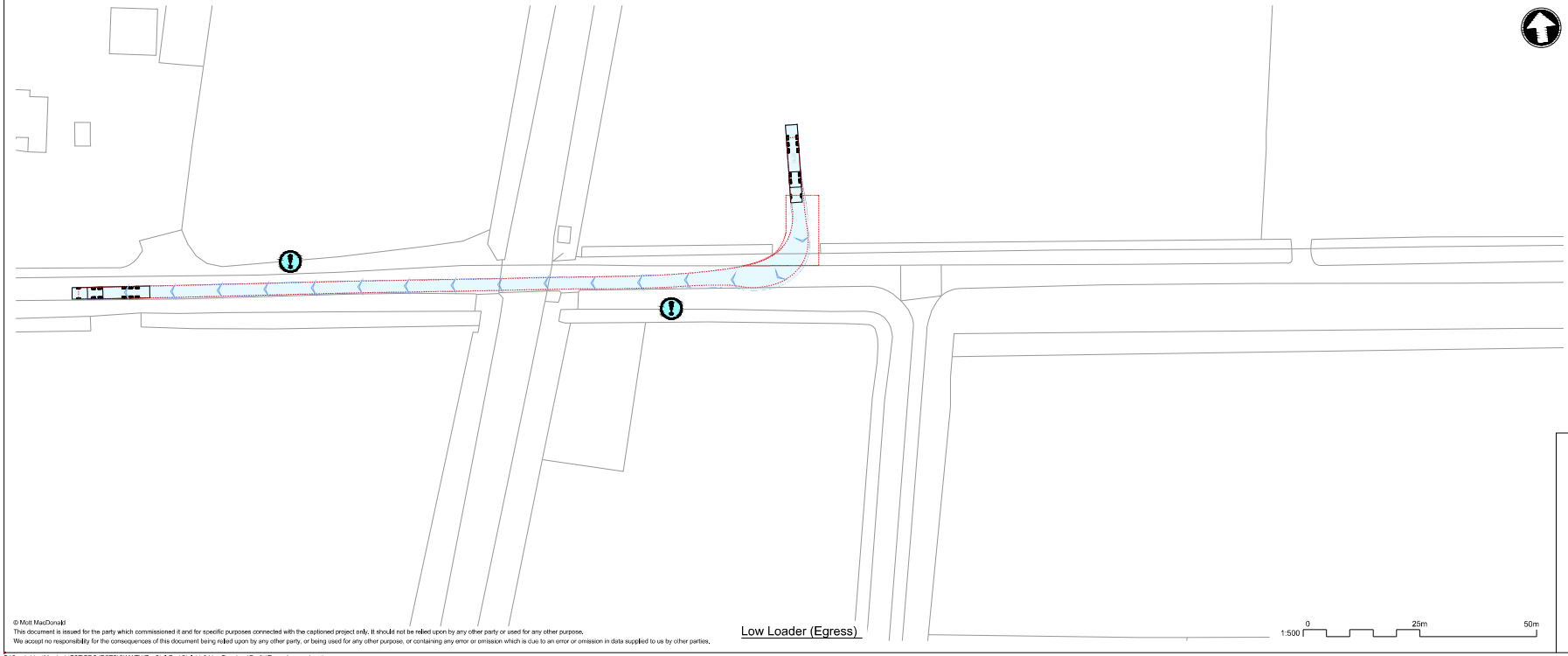


Low Loader (Access)

0 25m 50m
1:500

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 (Egress)

0 25m 50m
1:500

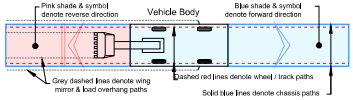
Notes

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

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

13. [illegible] proposed works and land take as per the preferred option. Additional land take is [illegible] determined during future stages of the design development of this option.
14. [illegible]
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	--/--/--	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

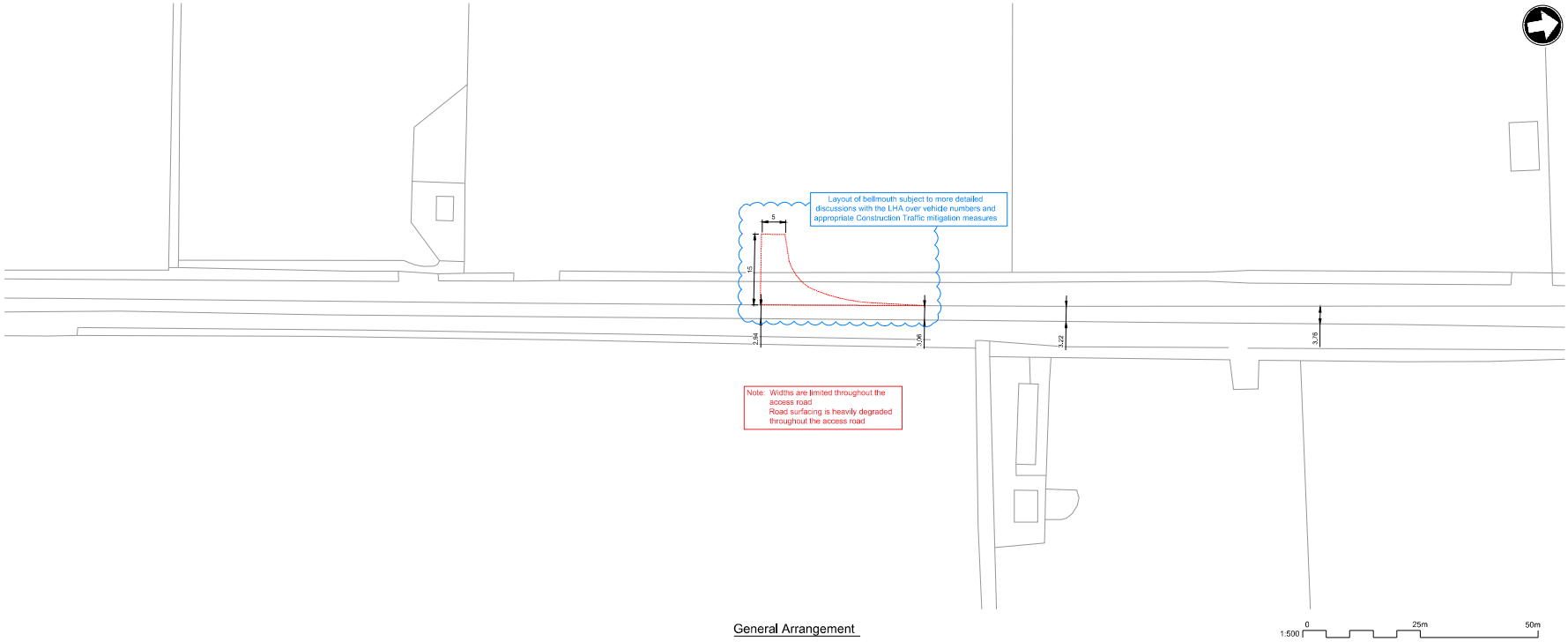
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA14
Highways GA, Visibility Splay and Vehicle Tracking

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

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

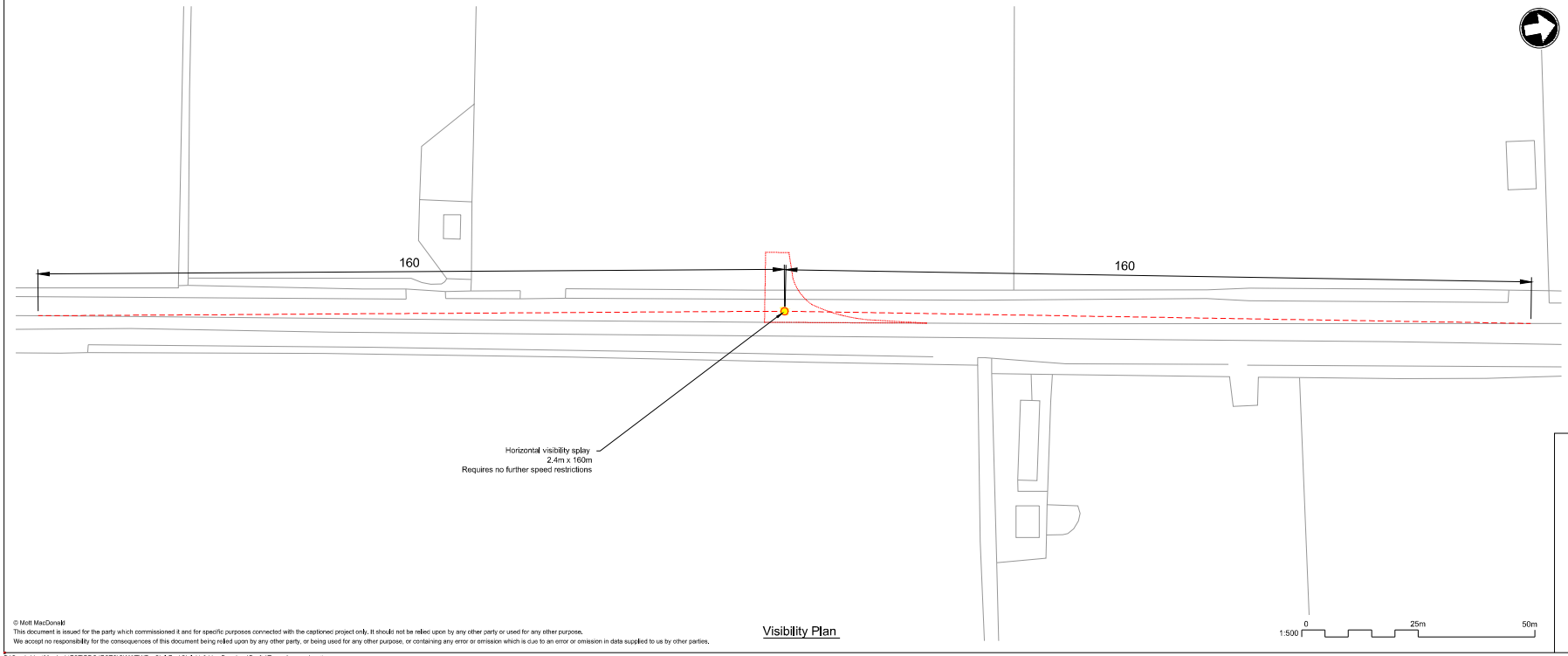
Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civil\1.0 Live Drawings\Dra\fol\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 3).dwg May 17, 2022 - 2:54PM CASB9725



General Arrangement

1:500 0 25m 50m



Visibility Plan

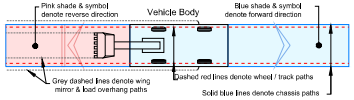
1:500 0 25m 50m

Notes

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

Cambridge Waste

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

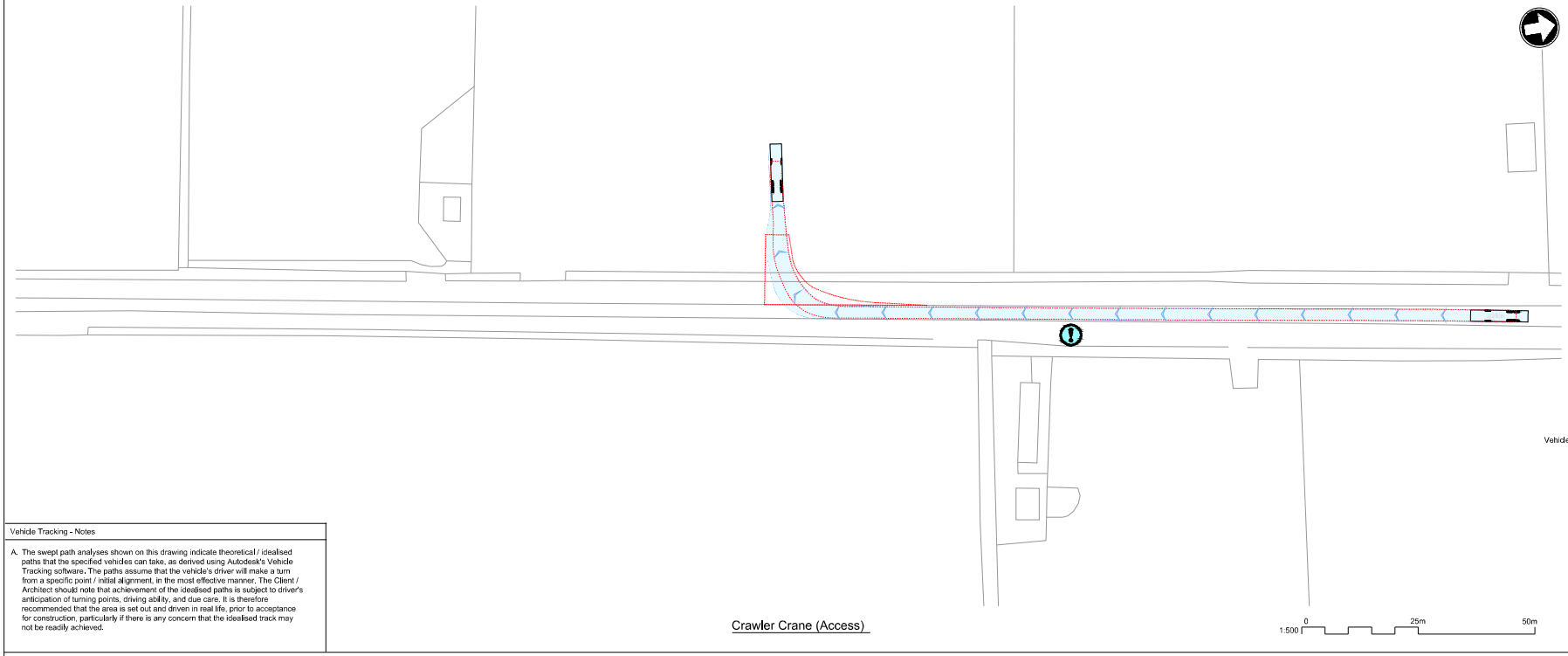
CA26

Highways GA, Visibility Splay and Vehicle Tracking

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

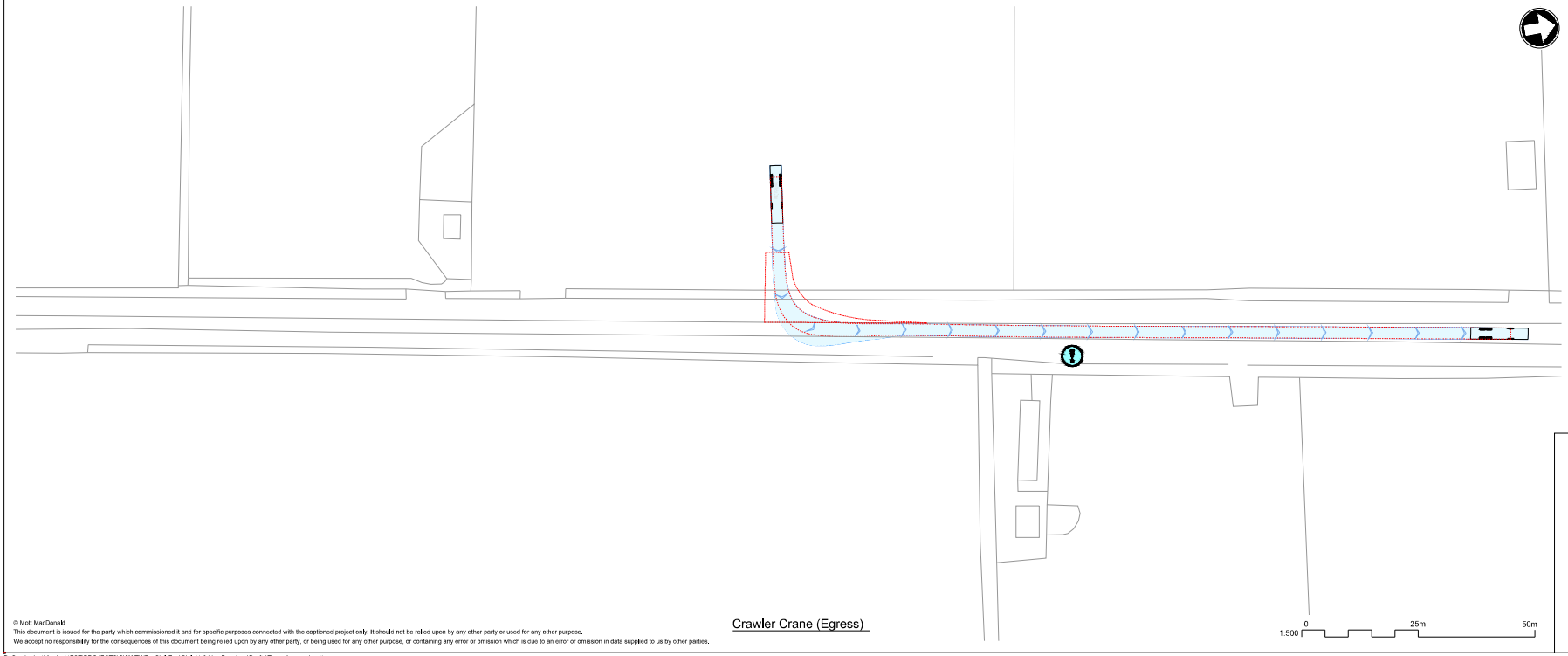
Scale at A1 1:500 Status PRE Rev P1 Sec STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

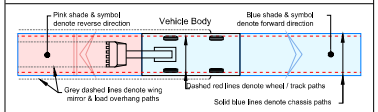
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA26

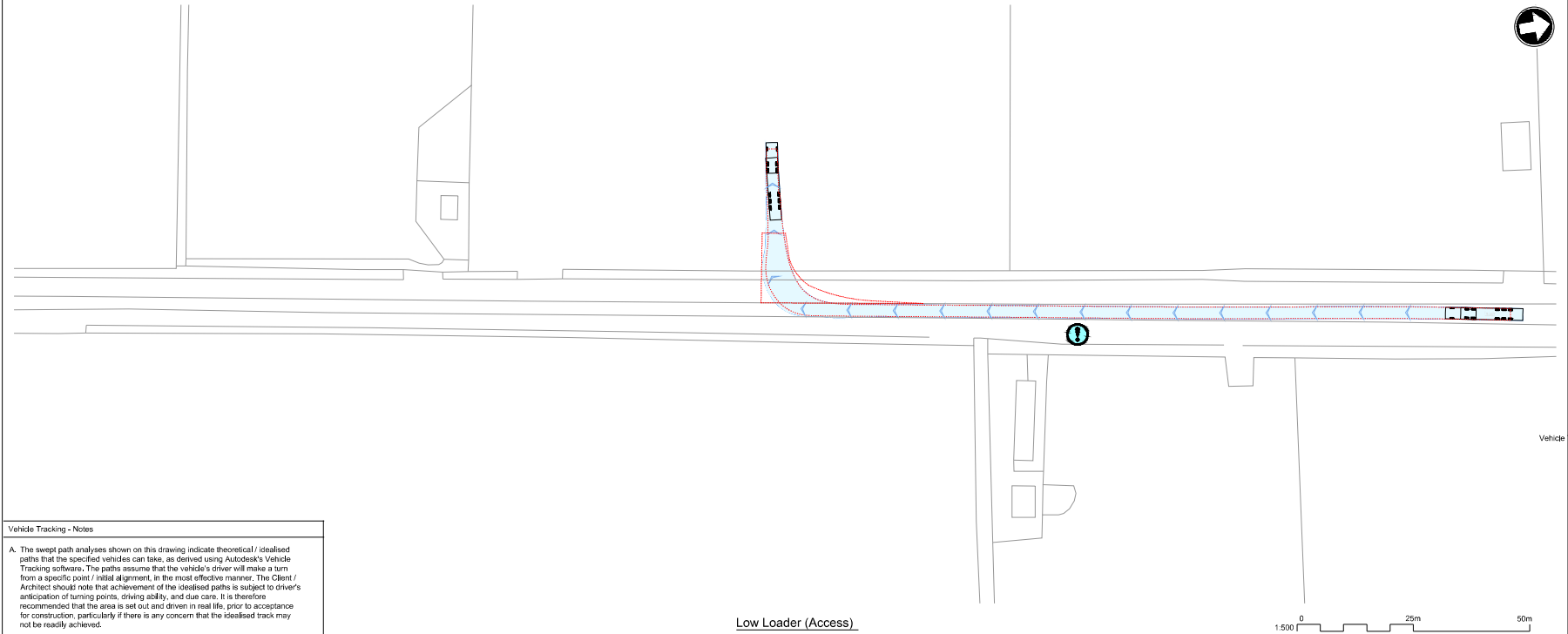
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Sec STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Dra\ts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 4).dwg May 17, 2022 - 10:14AM CAS80725

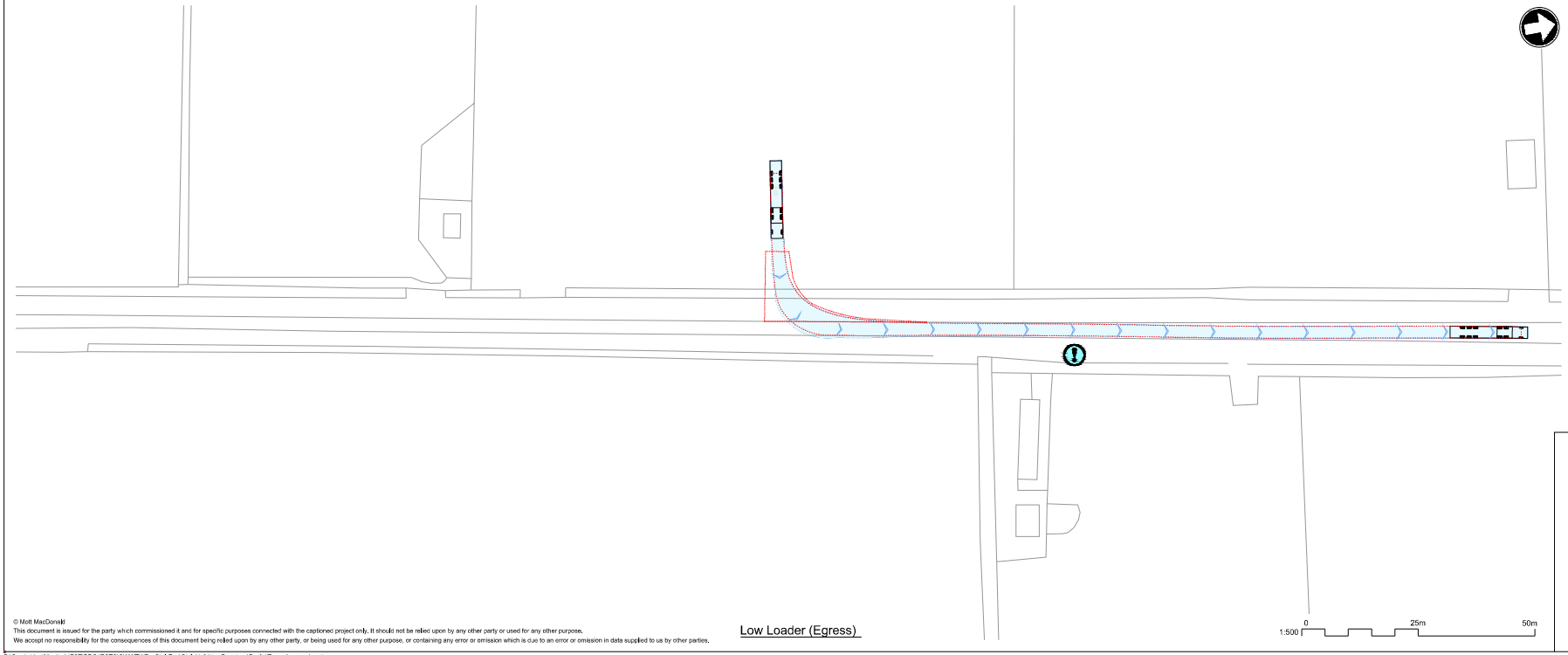


Low Loader (Access)

1:500 0 25m 50m

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 (Egress)

1:500 0 25m 50m

Notes

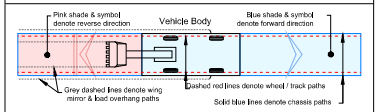
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

Cambridge Waste

[illegible] proposal requires [illegible] land take is assessed as being [illegible] to be determined during future stages of the design development of this option.

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA26

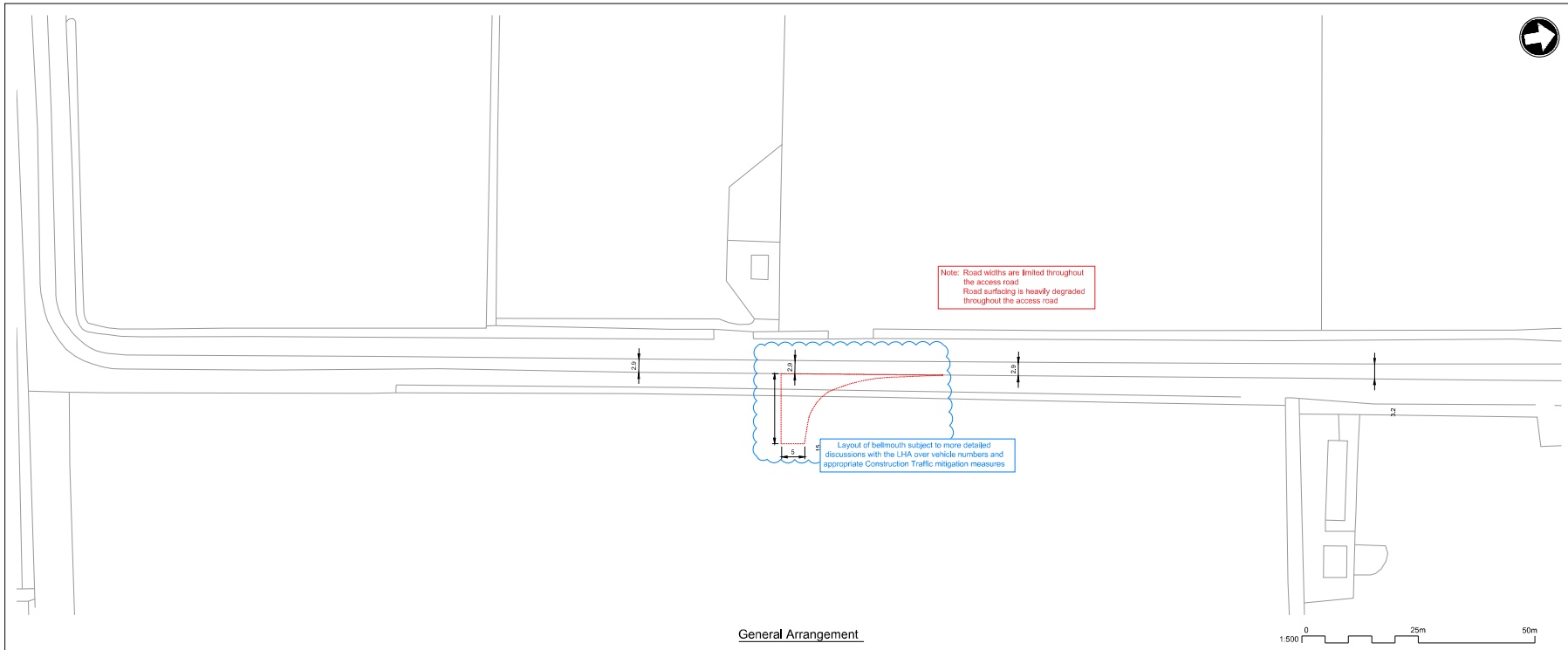
Highways GA, Visibility Splay and Vehicle Tracking

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

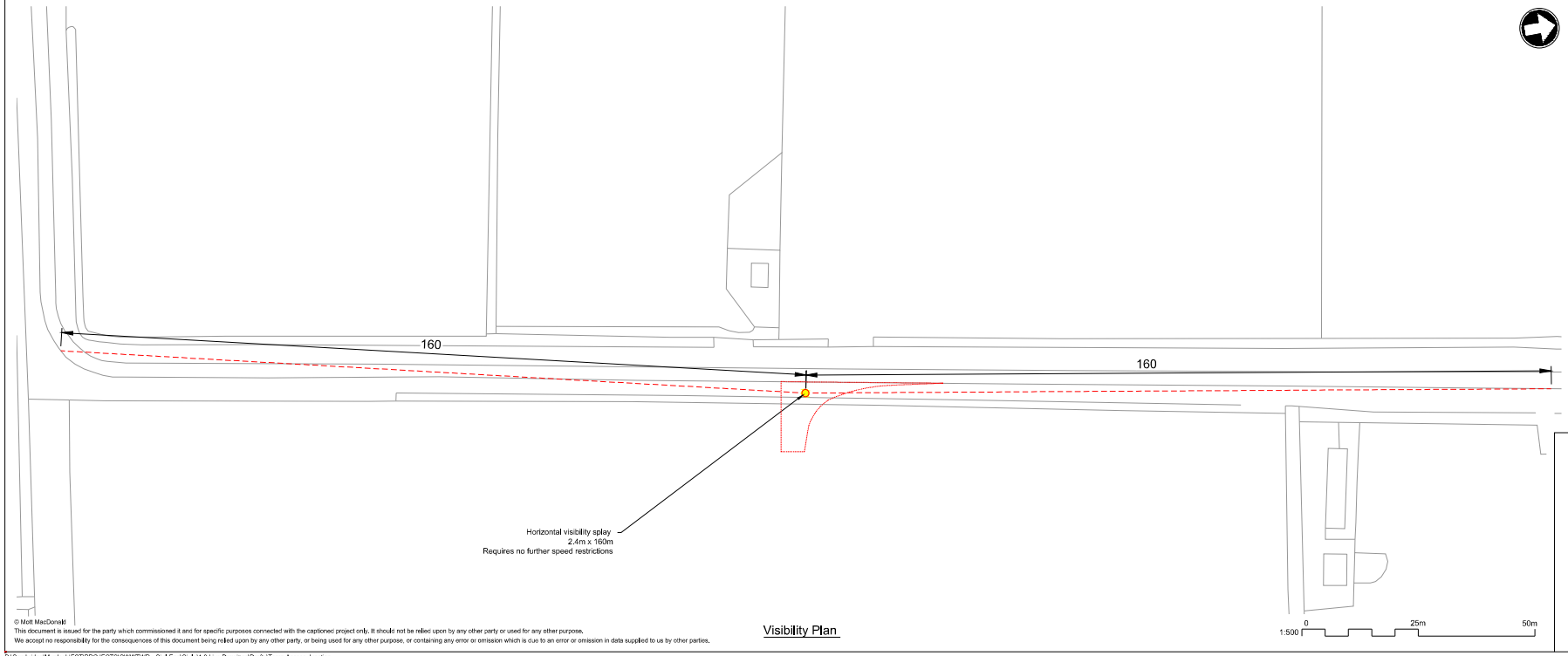
Scale 1:500 Status PRE Rev P1 Sect STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civil\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 4).dwg May 17, 2022 - 10:13AM CAS80725



General Arrangement



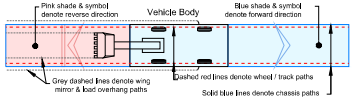
Visibility Plan

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 5).dwg May 13, 2022 - 11:18AM CASS07725

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

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

Client

love every drop anglianwater

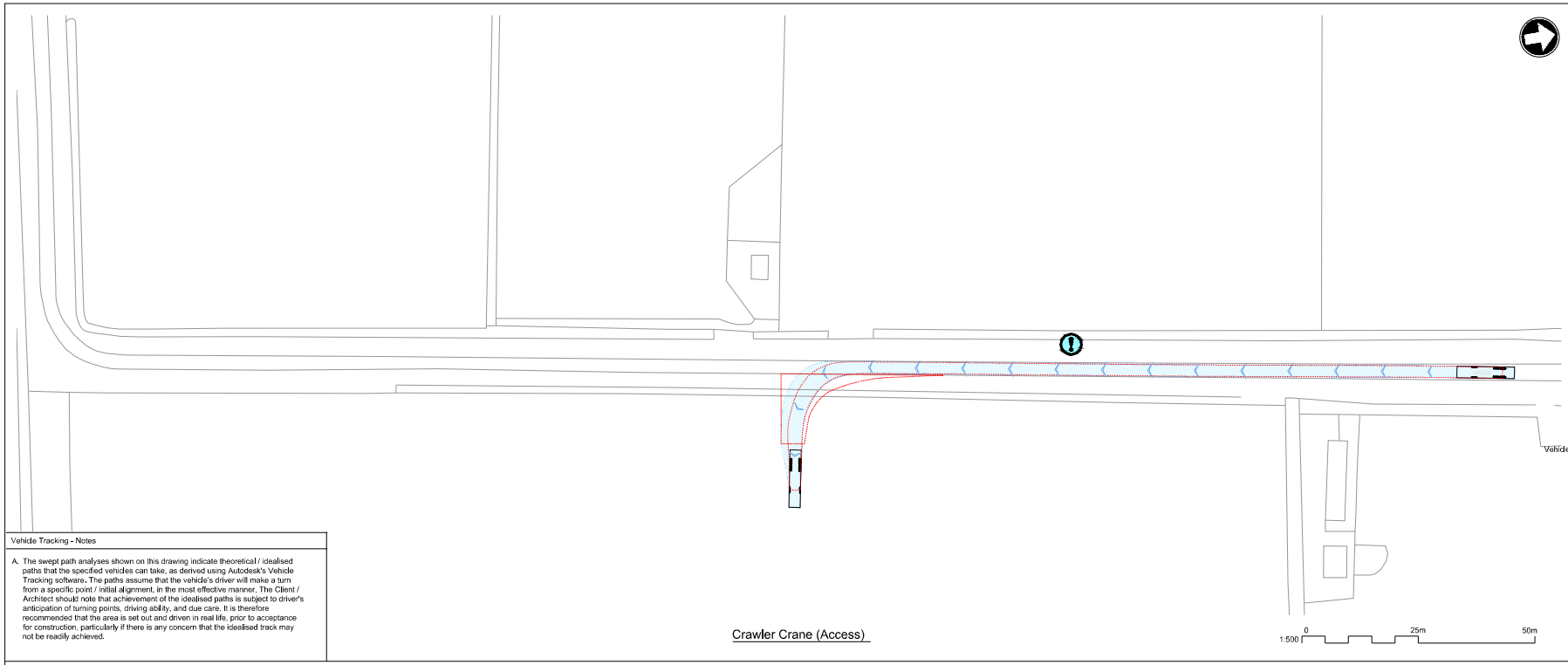
Title

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

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

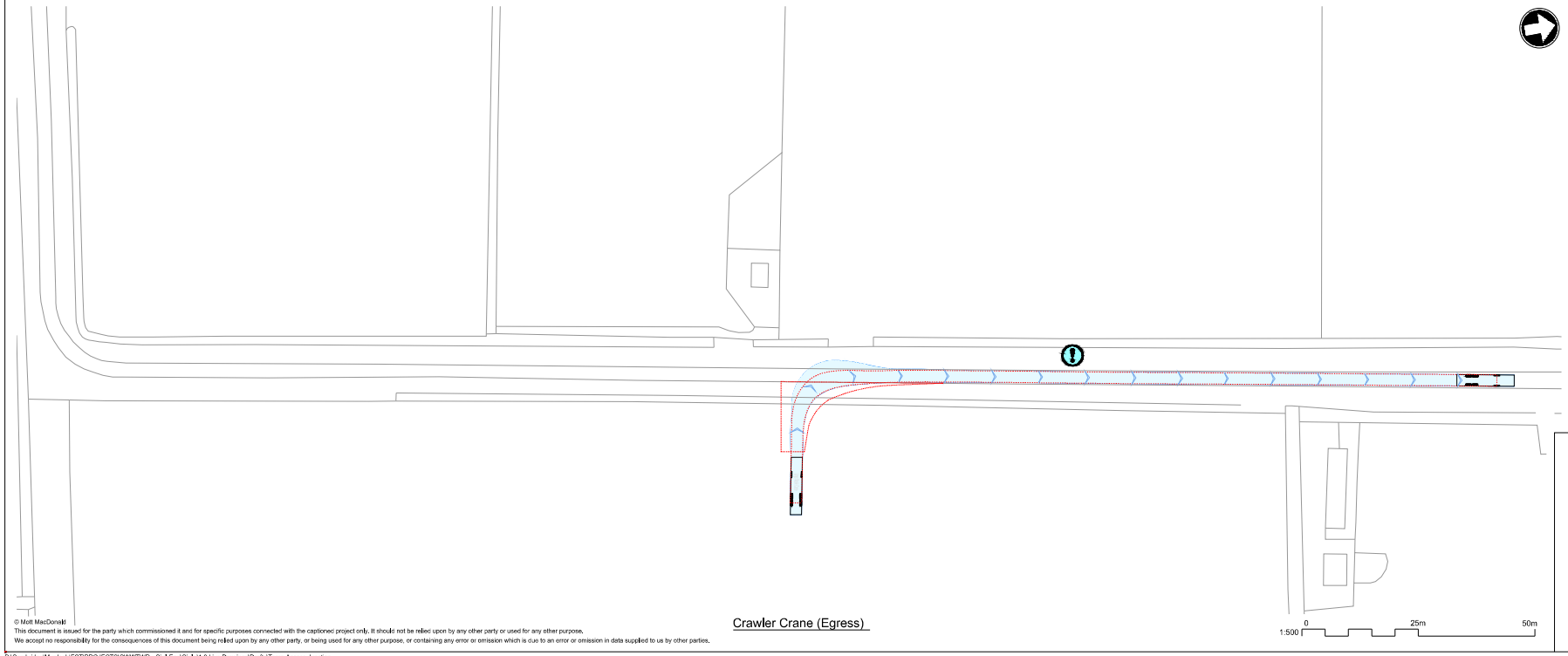
Scale 1:500 Status PRE Rev P1 Sect STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

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



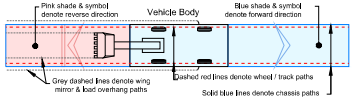
Notes

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

Cambridge Waste

[illegible] in connection with the Technical Memo,

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

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	F.Case	FC
Drawn	A.D.Castles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

Scale	Status	Rev	Section
1:500	PRE	P1	STD

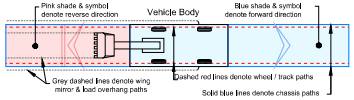
Drawing number 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 5).dwg May 13, 2022 - 11:49AM CASS07025

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires [illegible] to be undertaken during the construction of the proposed access junction. Cambridge Waste Water Treatment Works Relocation Project Temporary Access Junctions COA13 Highways GA, Visibility Splay and Vehicle Tracking Scale 1:500 Status PRE Rev P1 Size STD Drawing No 102375-MMD-01-XX-DR-C-DRAFT
14. Any [illegible] will be determined during future stages of the design development of this option.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



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 Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Low Loader (Access)

0 25m 50m
1:500

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Low Loader (Egress)

0 25m 50m
1:500

Client

love every drop anglianwater

Title

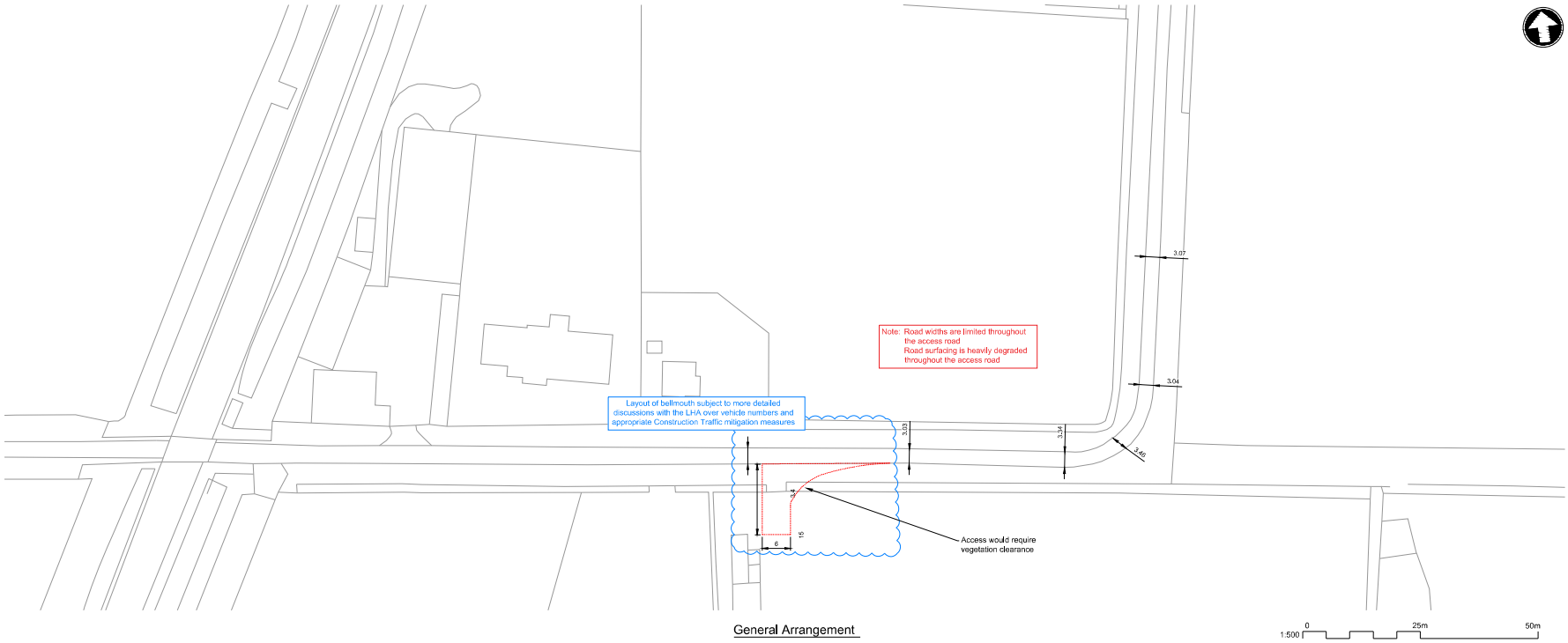
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA13
Highways GA, Visibility Splay and Vehicle Tracking

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

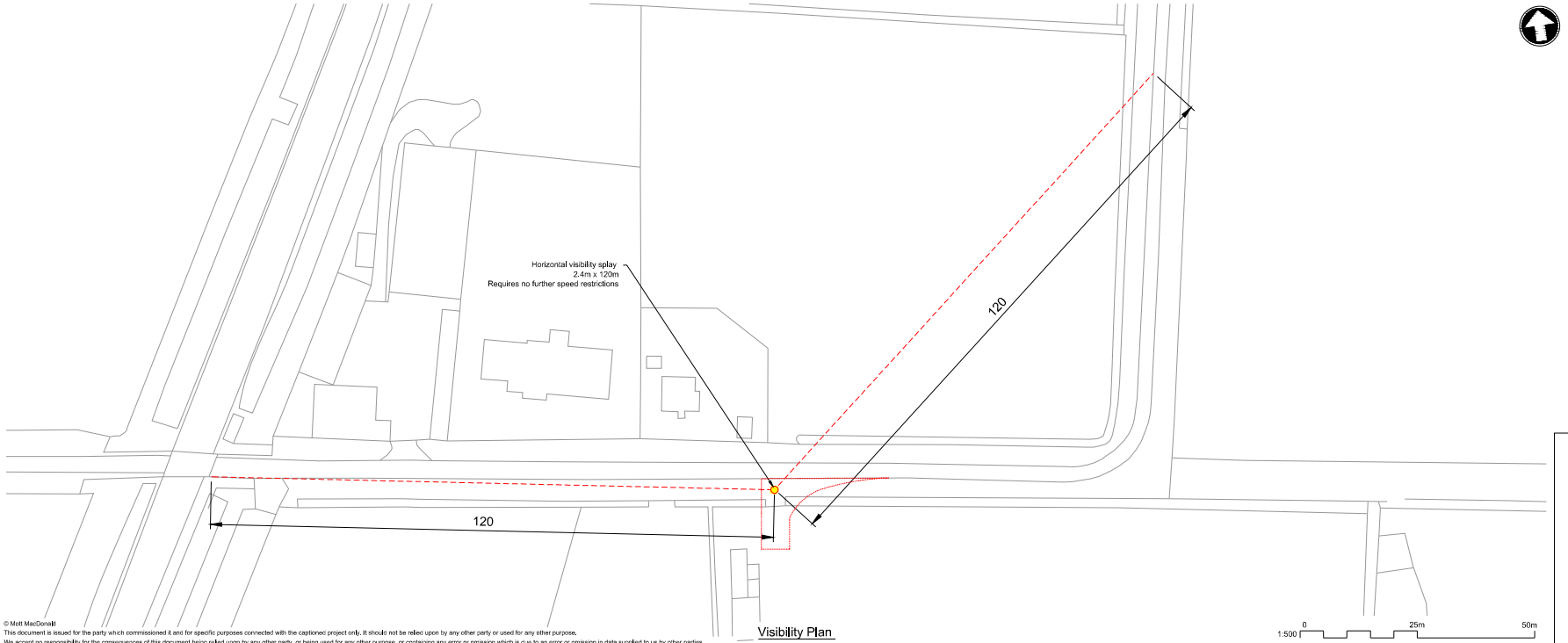
Scale 1:500 Status PRE Rev P1 Size STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 5).dwg May 13, 2022 - 11:39AM CASS07025



General Arrangement



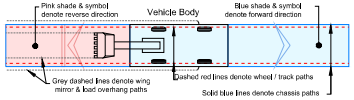
Visibility Plan

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 13, 2022 - 8:47AM CASB9725

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads. *Cambridge Waste Water Treatment Works Relocation*
13. [illegible] *Temporary Access Junctions*
14. [illegible] *COA12*
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo, *Highways GA, Visibility Splay and Vehicle Tracking*

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

Rev	Date	Drawn	Description	Chk	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

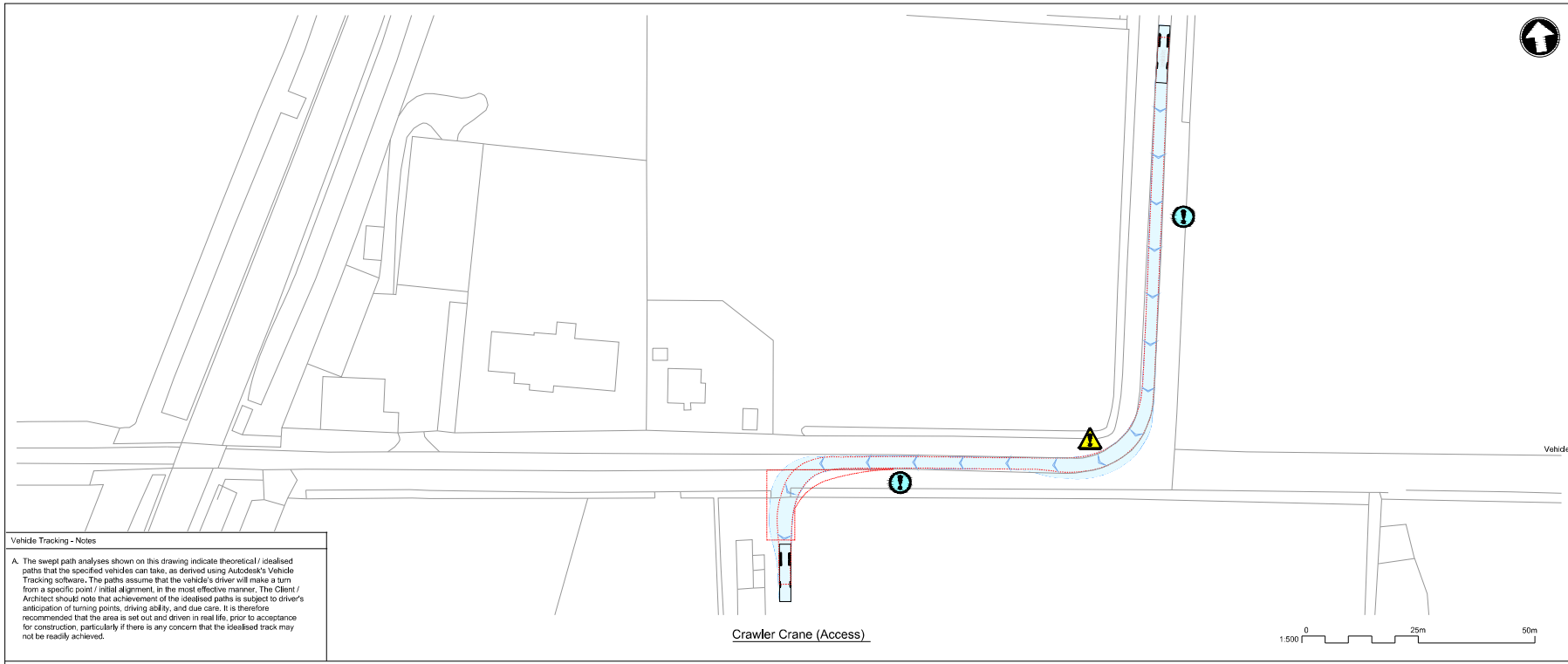
Title

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

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

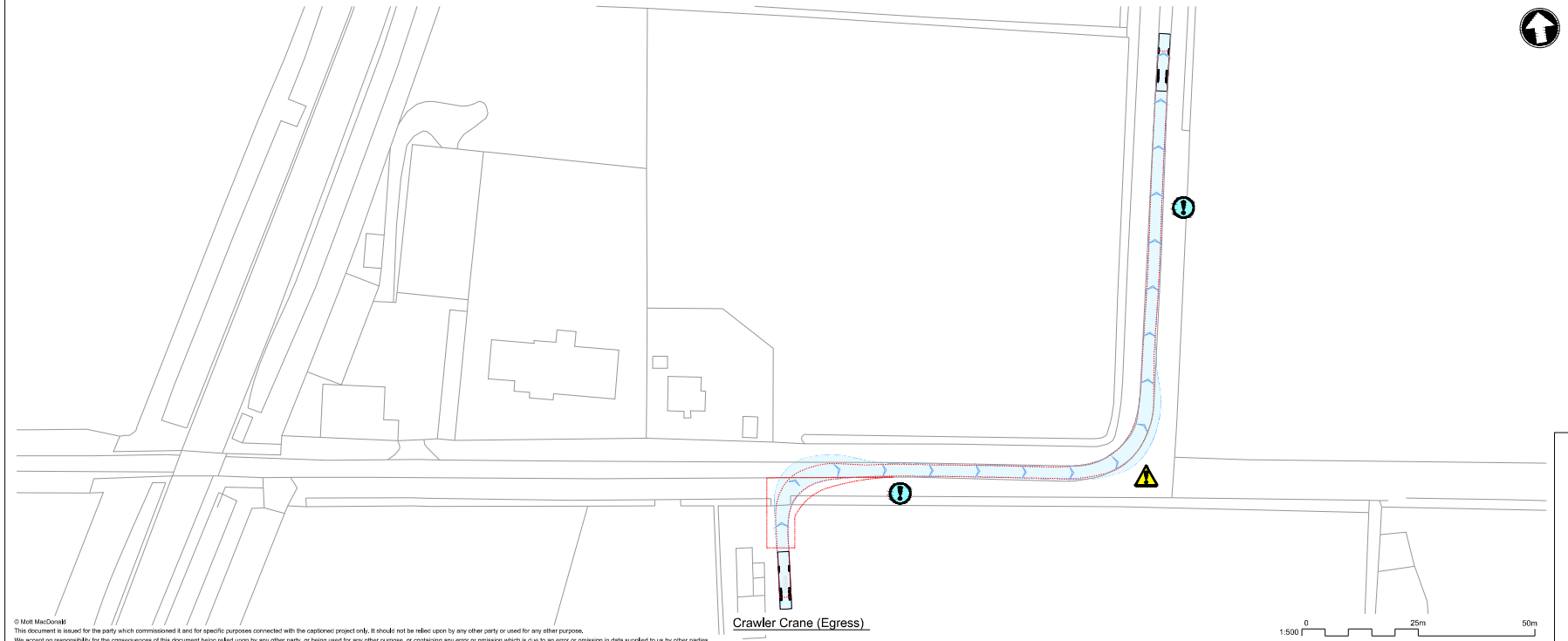
Scale 1:500 Status PRE Rev P1 Size STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

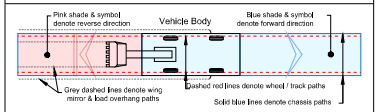
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA12

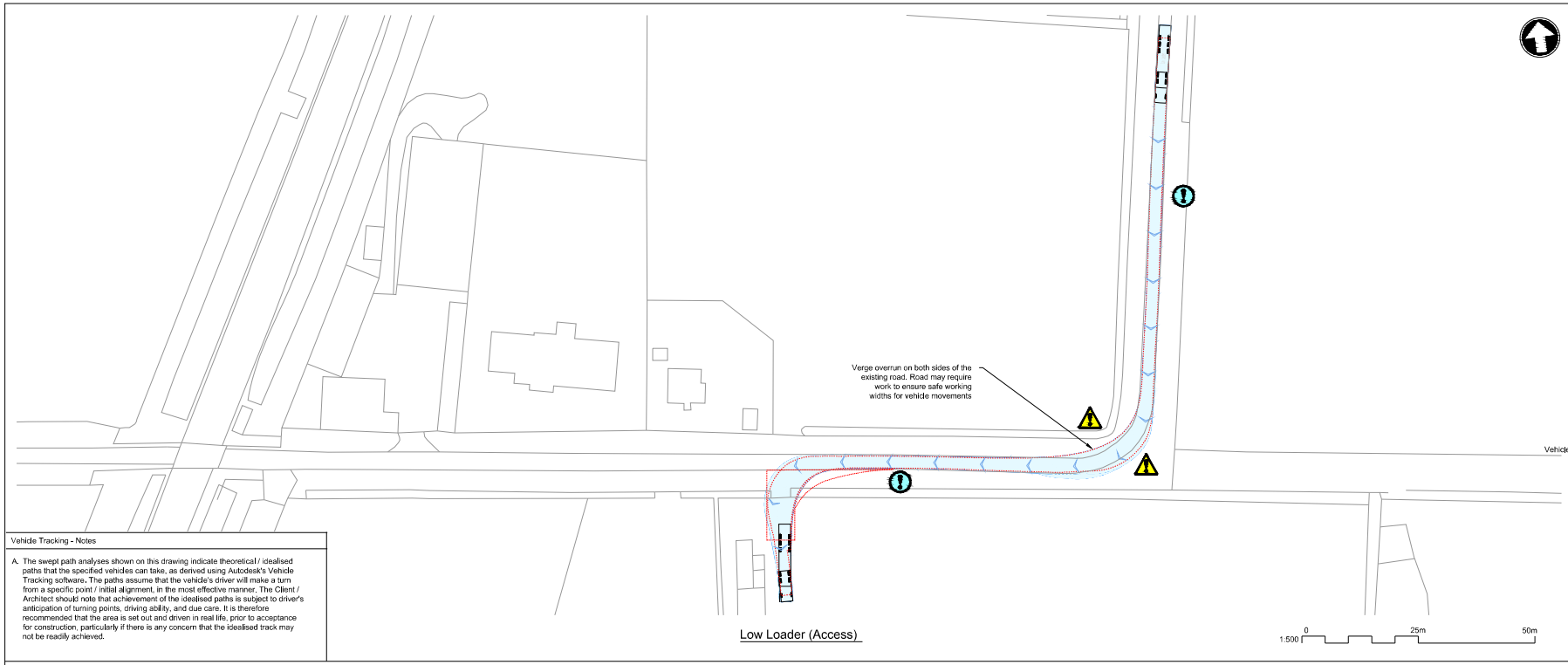
Highways GA, Visibility Splay and Vehicle Tracking

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

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

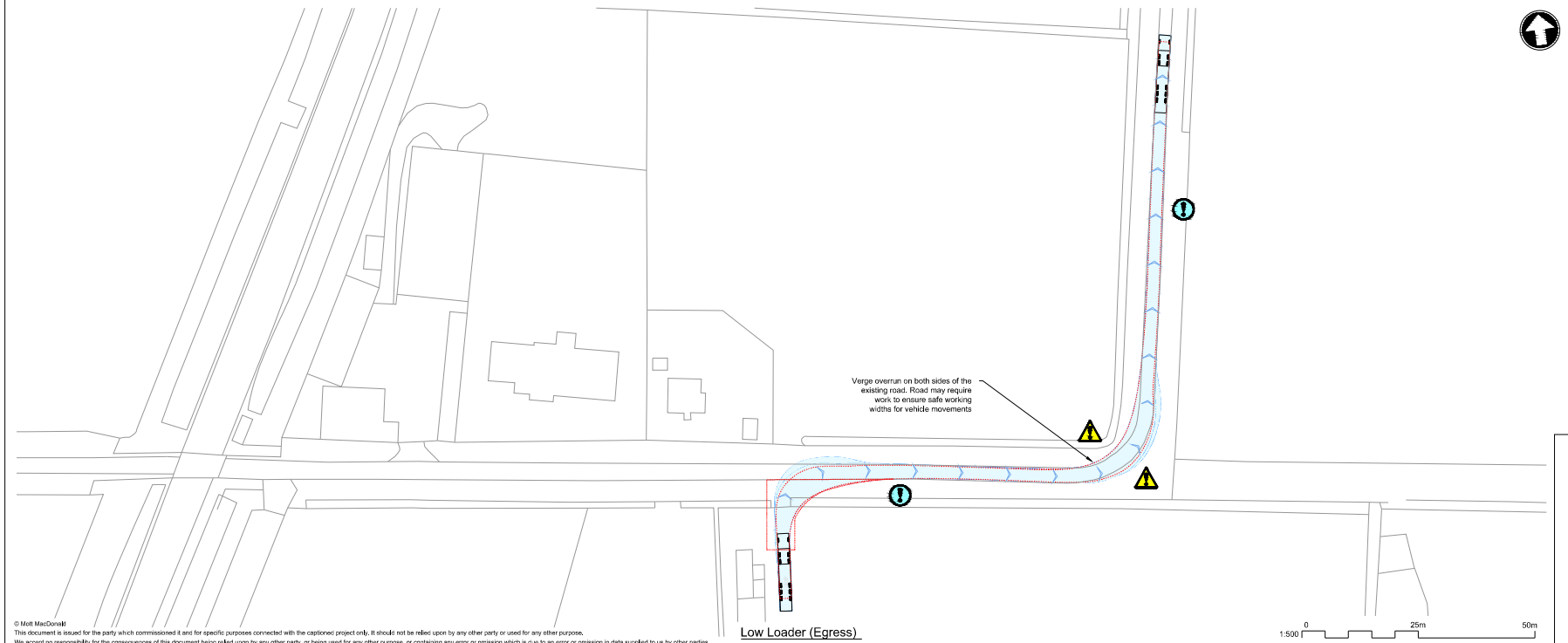
Drawing number: 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 8).dwg May 13, 2022 - 8:59AM CASB9725



Vehicle Tracking - Notes

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



Notes

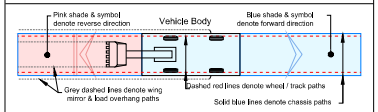
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

Cambridge Waste

As the proposed works extend partially beyond the CWWTW boundary, additional land take is assessed and will be determined during future stages of the design development of this option.

In connection with the Technical Memo,

Vehicle Tracking - Key to Symbols



Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

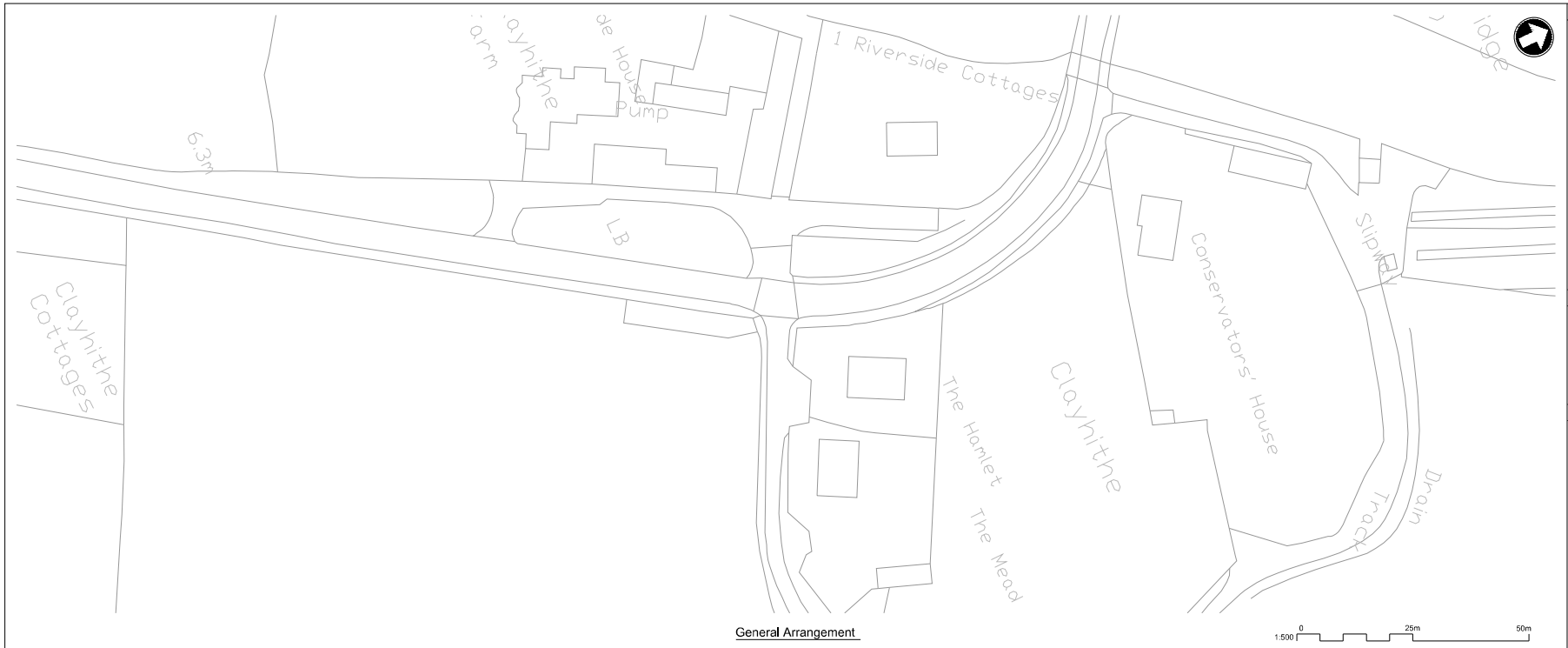
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and Vehicle Tracking

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

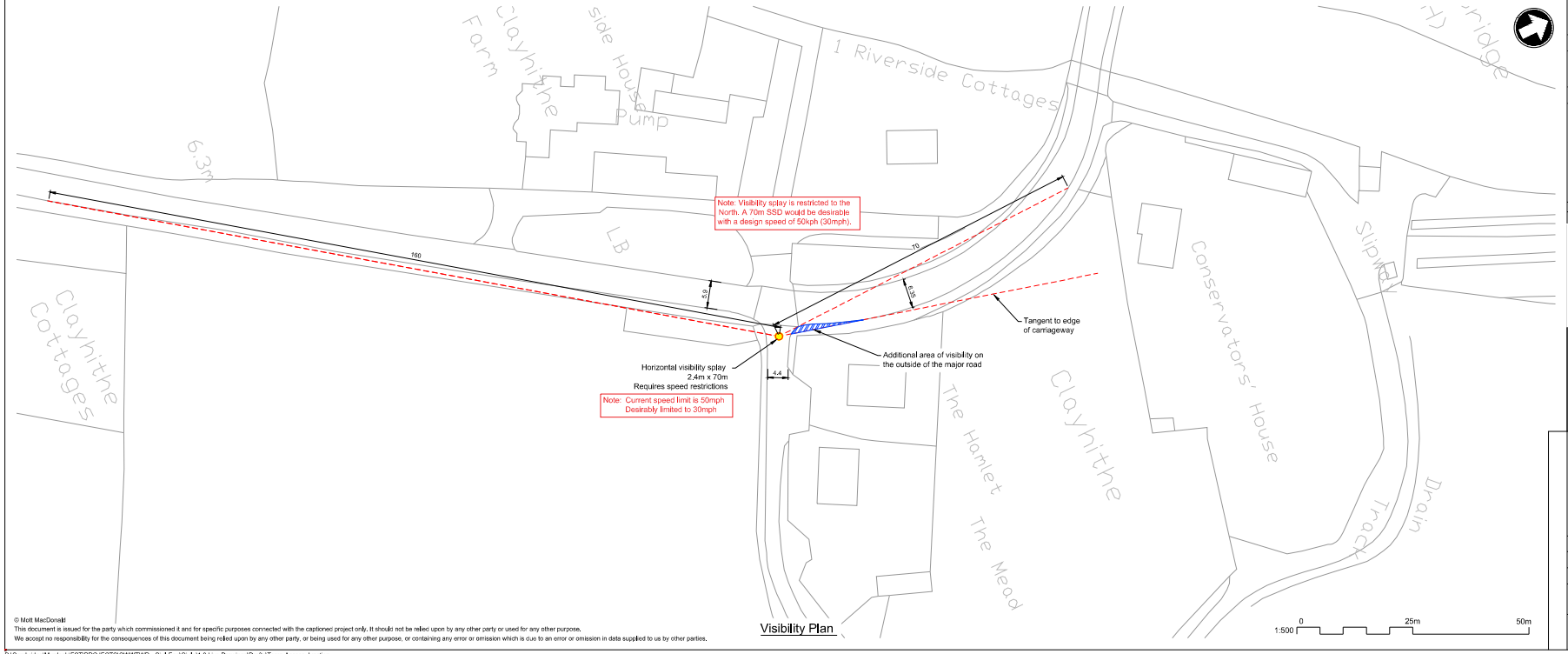
Scale 1:500 Status PRE Rev P1 Sec STD

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

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 6).dwg May 13, 2022 - 8:58AM CASB9725



General Arrangement



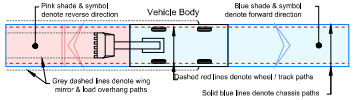
Visibility Plan

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 7).dwg May 5, 2022 - 5:31PM CASS9725

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works extend partially to the land owned by Cambridge Waste Water Treatment Works. Cambridge Waste Water Treatment Works is currently undergoing an extensive relocation project and the land take is subject to change. Further discussions with Cambridge Waste Water Treatment Works will be undertaken during future stages of the design development of this option.
14. [illegible]
15. DRAWING MUST BE READ IN COLOUR.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

Rev	Date	Drawn	Description	Chkd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

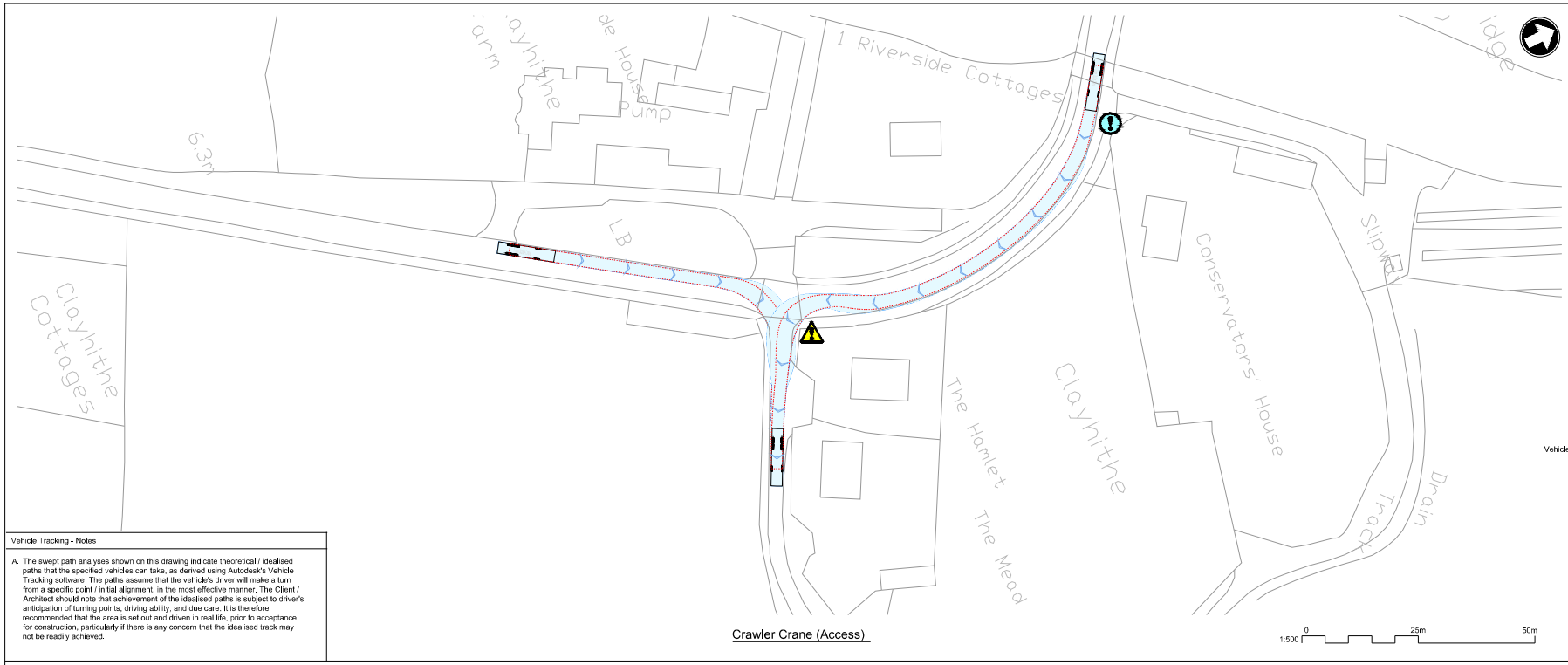
Temporary Access Junctions

COA20

Highways GA, Visibility Splay and Vehicle Tracking

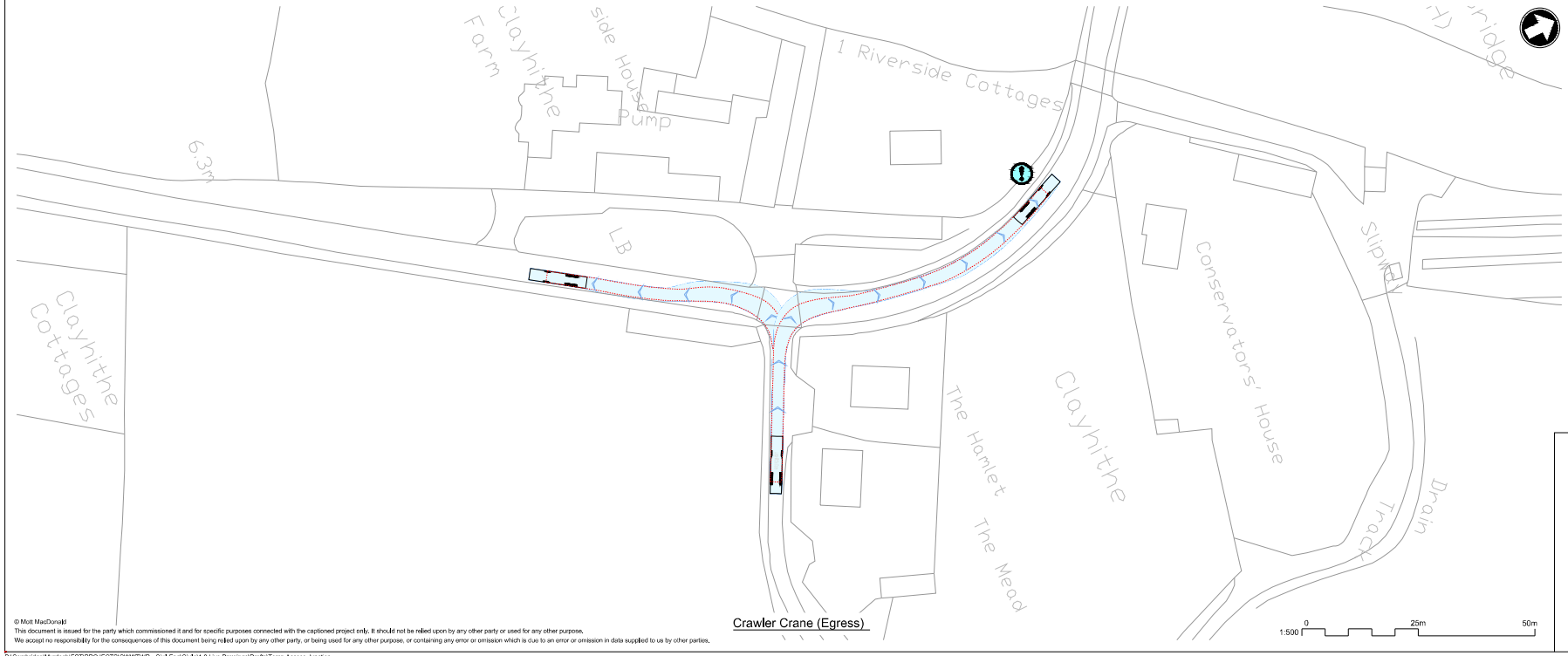
Designed	A.D.Castles	ADC	Eng check	F.Case	EC
Drawn	A.D.Castles	ADC	Coordination	F.Case	EC
Dwg check	-	-	Approved	A.M.Rawlings	AMR
Scale	1:500	Status	PRE	Rev	P1
				Security	STD

Drawing No. 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.

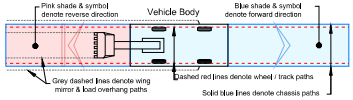


P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civils\1.0 Live Drawings\Dns\tsi\Temp Access Junction
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 7).dwg May 5, 2022 - 5:48PM CASB9725

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	--/--/--	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

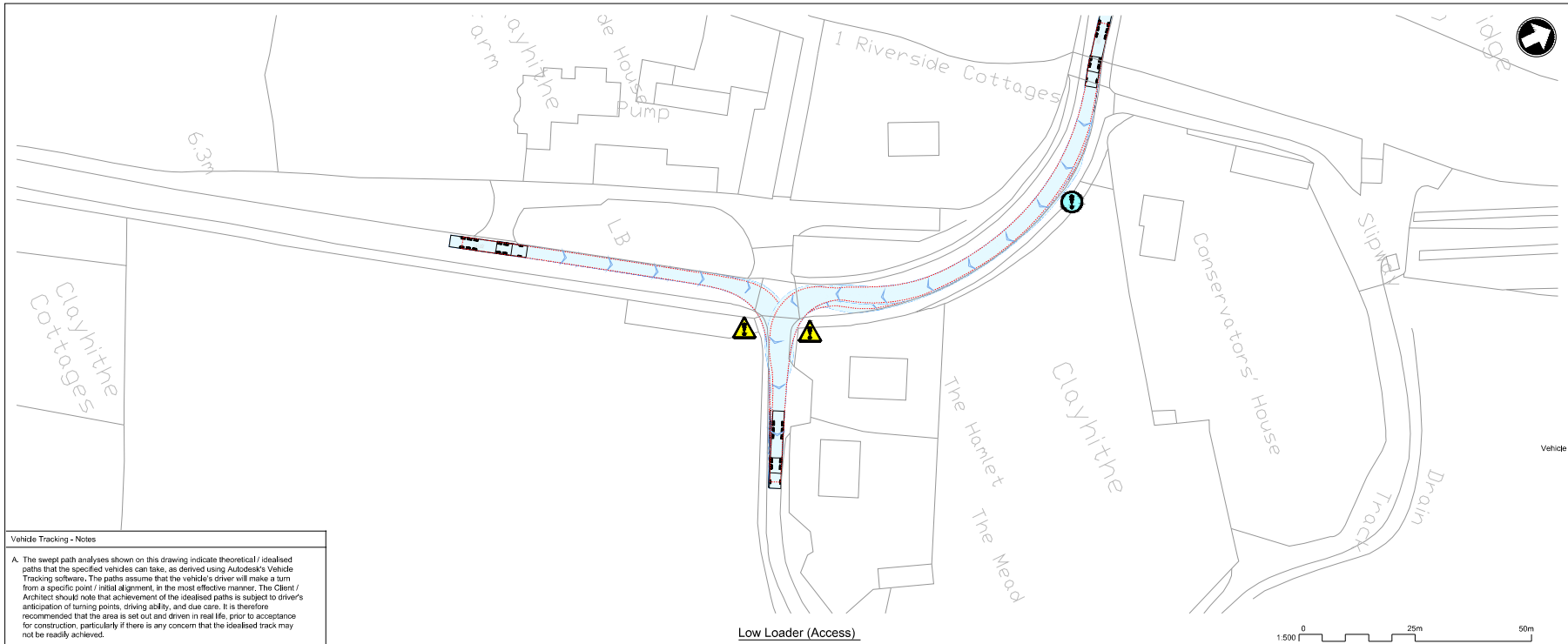
COA20

Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Size STD

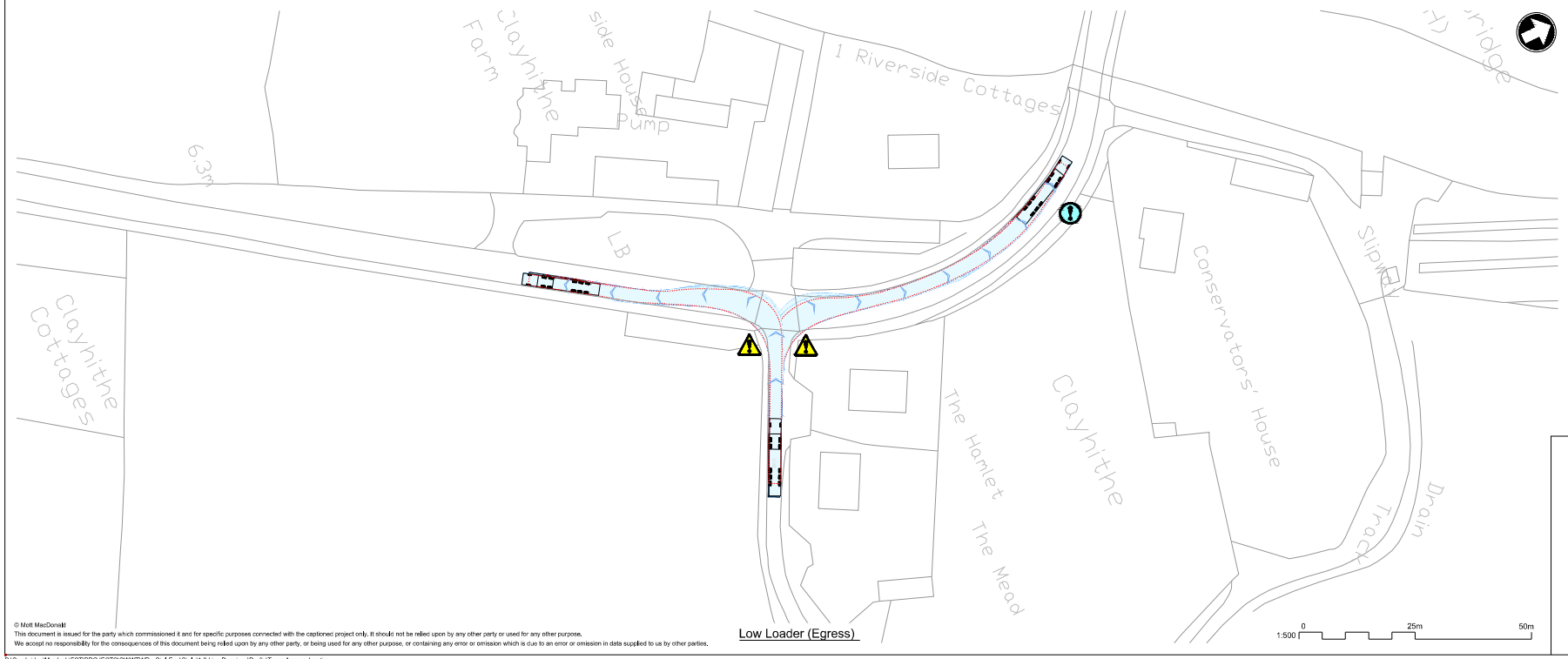
Drawing No. 102375-MMD-01-XX-DR-C-DRAFT



Low Loader (Access)

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.



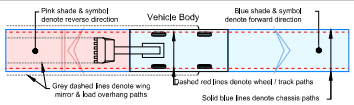
Low Loader (Egress)

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 7).dwg May 5, 2022 - 5:37PM CAS89725

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Trace Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

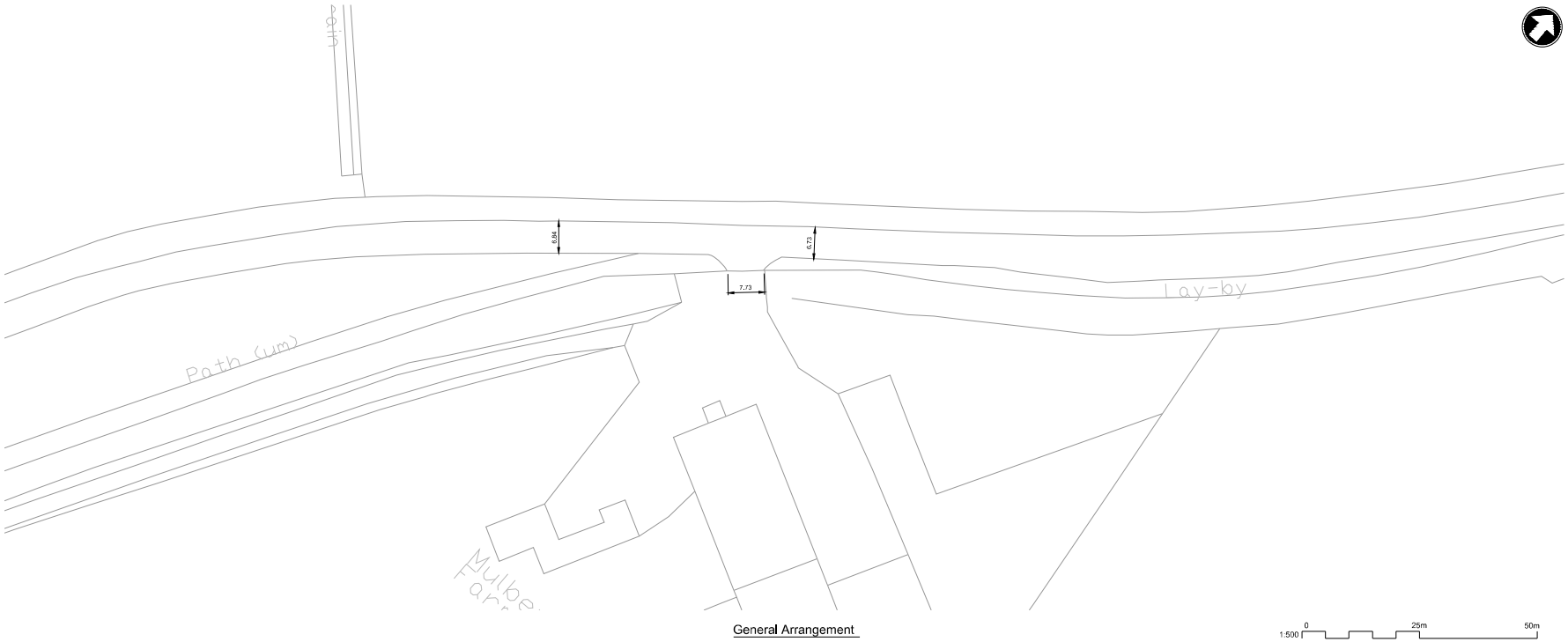
COA20

Highways GA, Visibility Splay and Vehicle Tracking

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

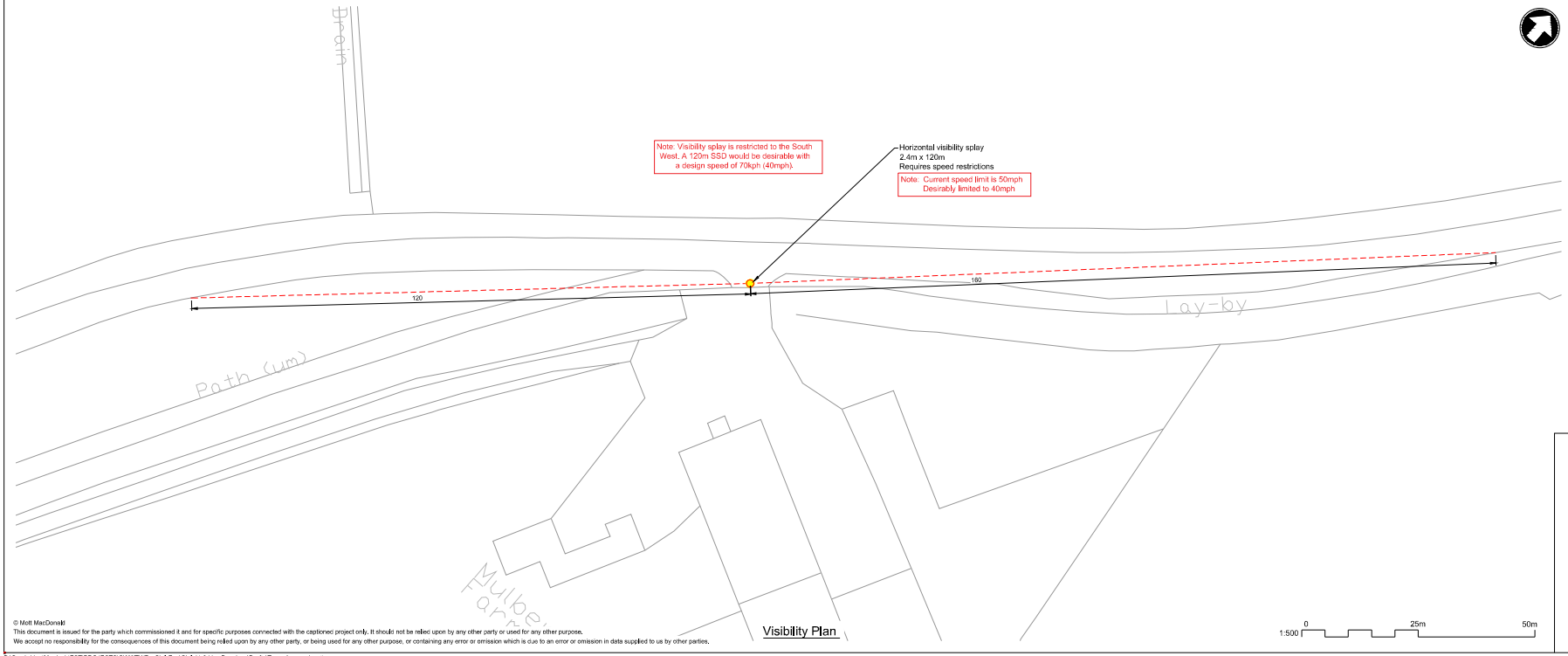
Scale	Status	Rev	Sec
1:500	PRE	P1	STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement

1:500 0 25m 50m



Visibility Plan

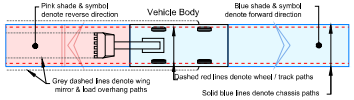
1:500 0 25m 50m

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Drafts\Temp Access Junction
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 19, 2022 - 12:31PM CAS897025

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires temporary land take as shown on the drawing. Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions COA9 Highways GA, Visibility Splay and Vehicle Tracking
14. Any permanent land take is to be determined during future stages of the design development of this option.
15. DRAWING MUST BE READ IN COLOUR.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
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.

Rev	Date	Drawn	Description	Ch'kd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

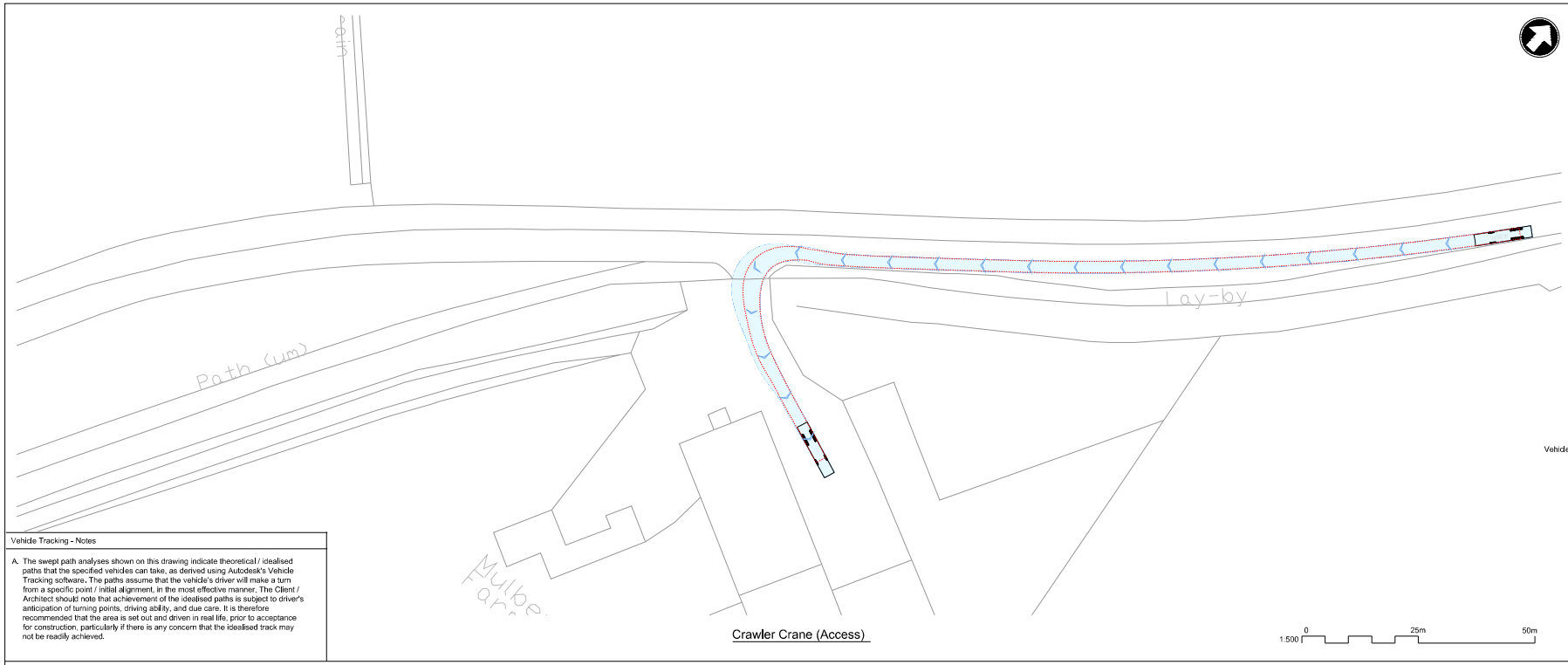
Title

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

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

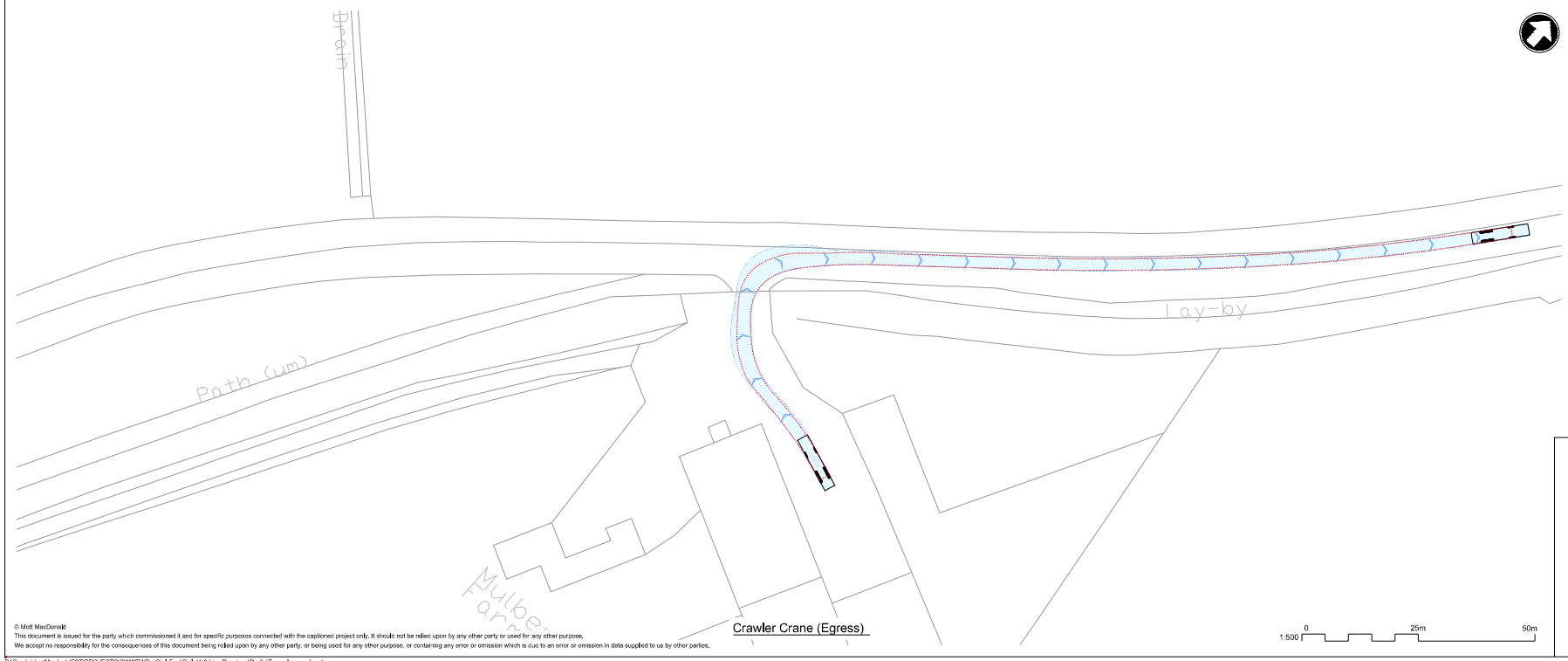
Scale 1:500 Status PRE Rev P1 Sec STD

Drawing No 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.

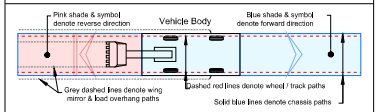


P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 19, 2022 - 2:36PM CAS897725

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

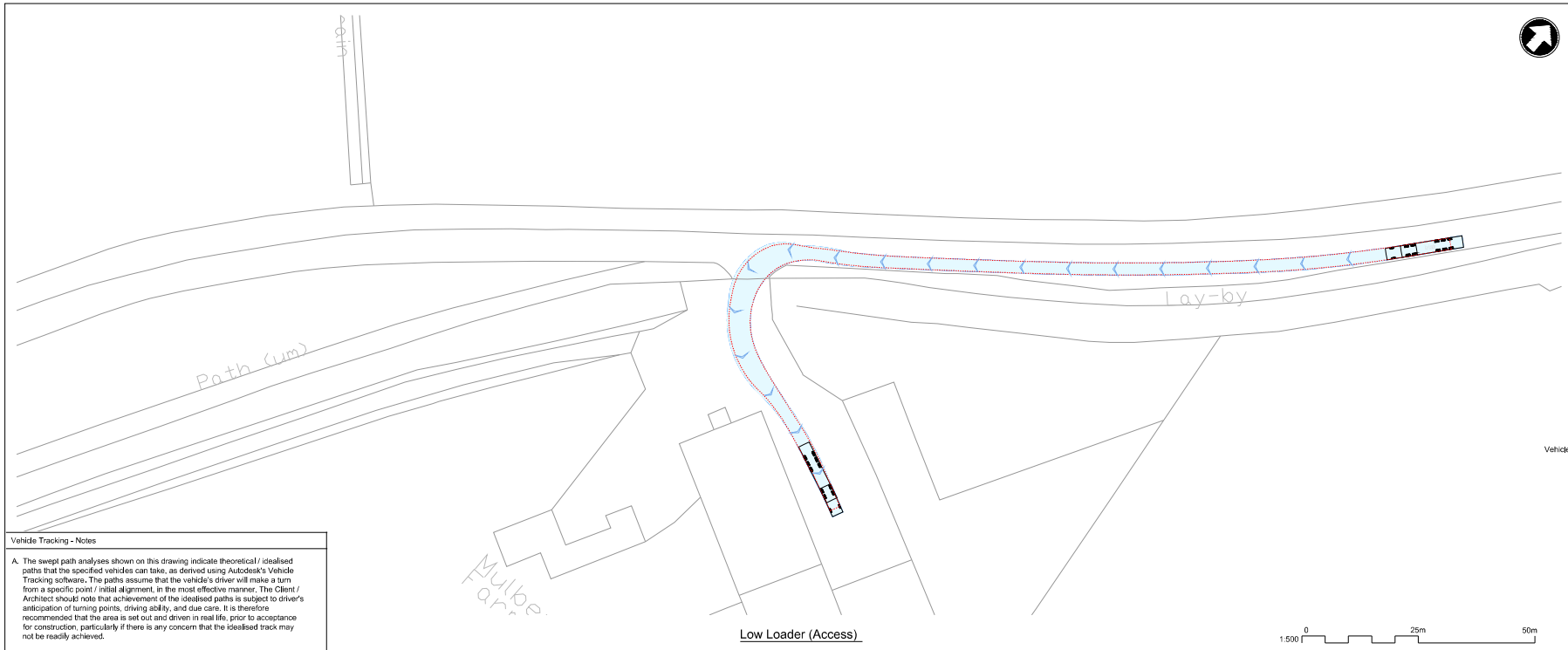
COA9

Highways GA, Visibility Splay and Vehicle Tracking

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

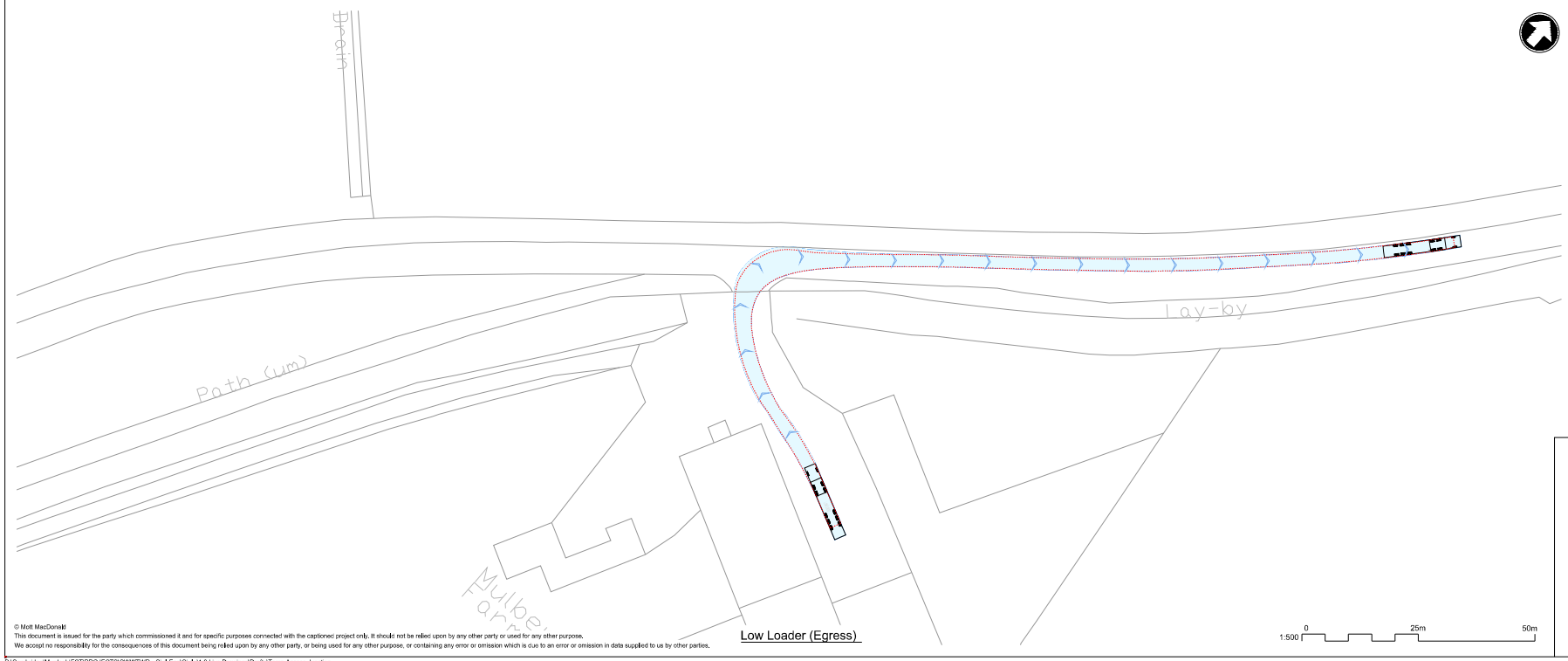
Scale at A1 1:500 Status PRE Rev P1 Security STD

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



Vehicle Tracking - Notes

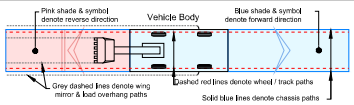
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works crossing [illegible] as shown on drawing number [illegible] Cambridge Waste Water Treatment Works Relocation Project Report. Land take is considered to be acceptable, however this will be confirmed during future stages of the design development of this option.
14. [illegible]
15. DRAWING MUST BE READ IN COLOUR.

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chkd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA9

Highways GA, Visibility Splay and Vehicle Tracking

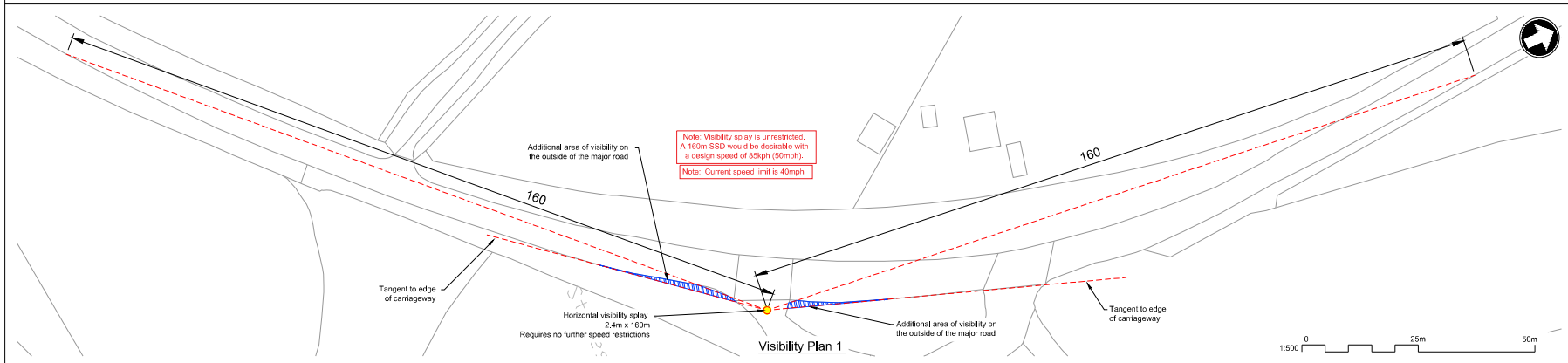
Designed	A.D.Castles	ADC	Eng check	F.Case	FC
Drawn	A.D.Castles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

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

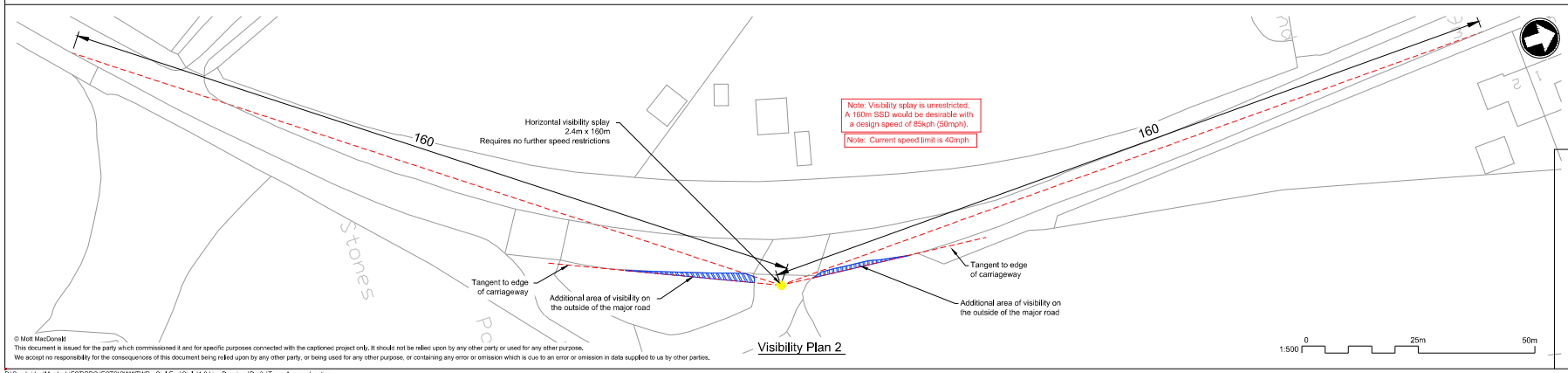
Drawing number 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 19, 2022 - 2:38PM CAS897725

General Arrangement



Visibility Plan 1



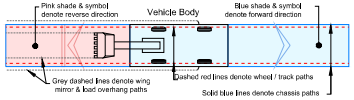
Visibility Plan 2

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 8).dwg May 11, 2022 - 2:30PM CAS897725

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires [illegible] as shown on the drawing and [illegible] land take is acceptable.
14. Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions CA16 Highways GA, Visibility Splay and Vehicle Tracking
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Trace Width	2.430m
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.

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

Client

love every drop anglianwater

Title

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

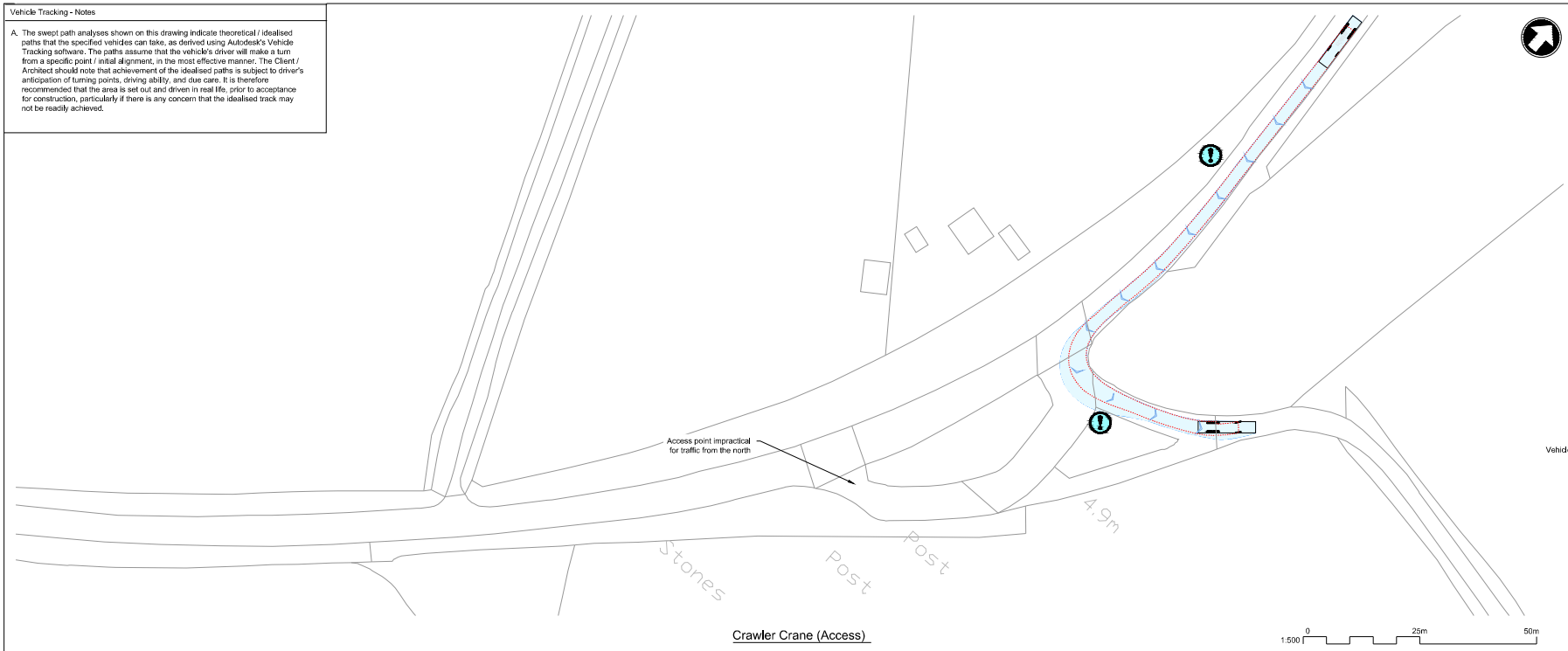
Designed	A.D.Castles	ADC	Eng check	F.Case	FC
Drawn	A.D.Castles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

Scale 1:500 Status PRE Rev P1 Sect STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

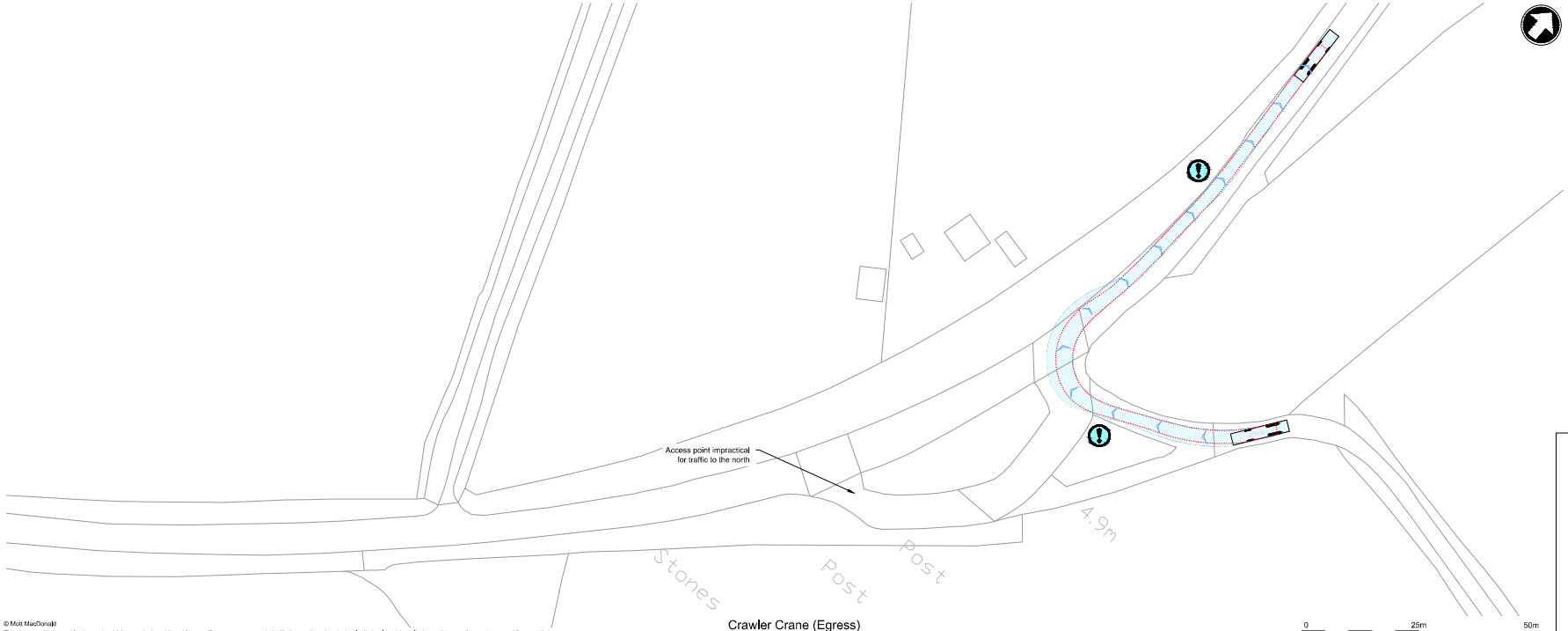
Vehicle Tracking - Notes

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.



Crawler Crane (Access)

1:500 0 25m 50m



Crawler Crane (Egress)

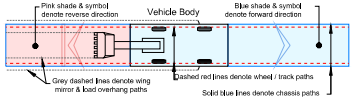
1:500 0 25m 50m

Notes

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

In connection 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	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA16

Highways GA, Visibility Splay and Vehicle Tracking

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

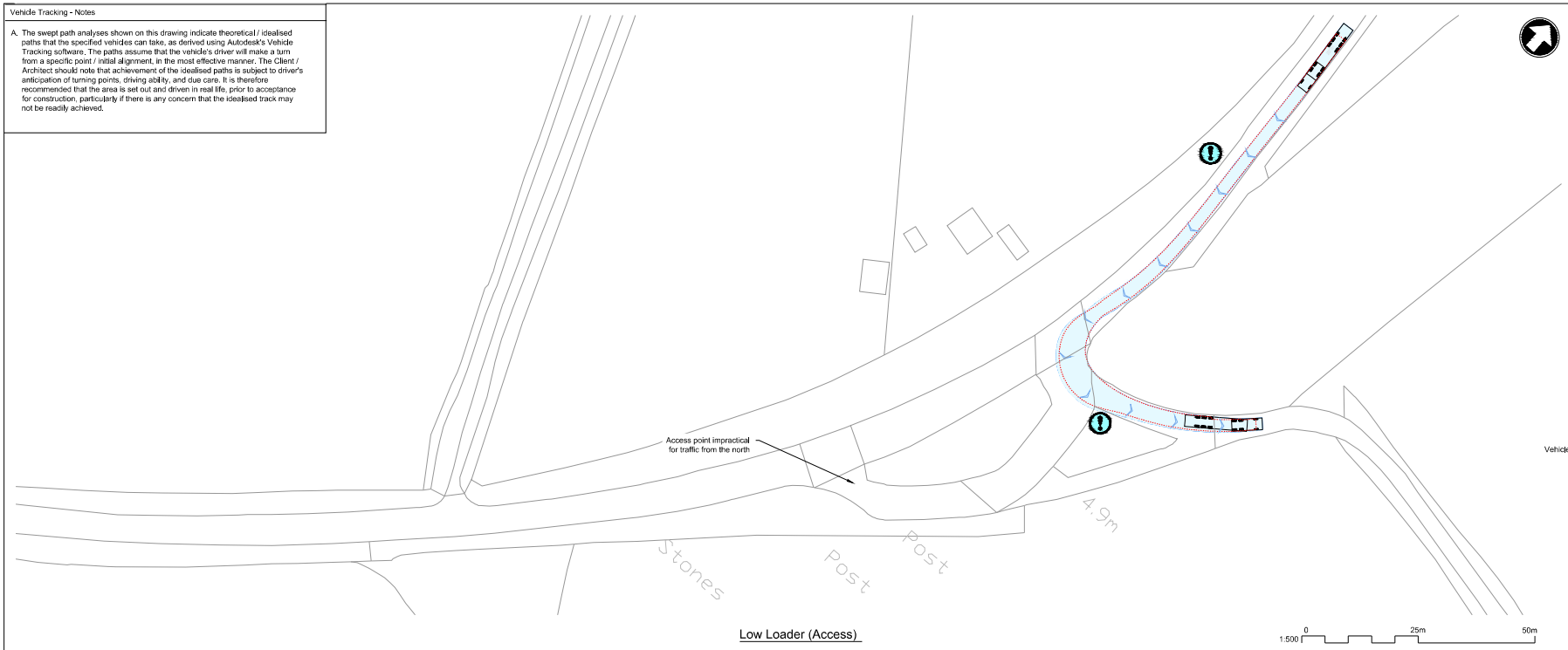
Scale 1:500 Status PRE Rev P1 Sect STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civil\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 8).dwg May 11, 2022 - 2:35PM CASB9725

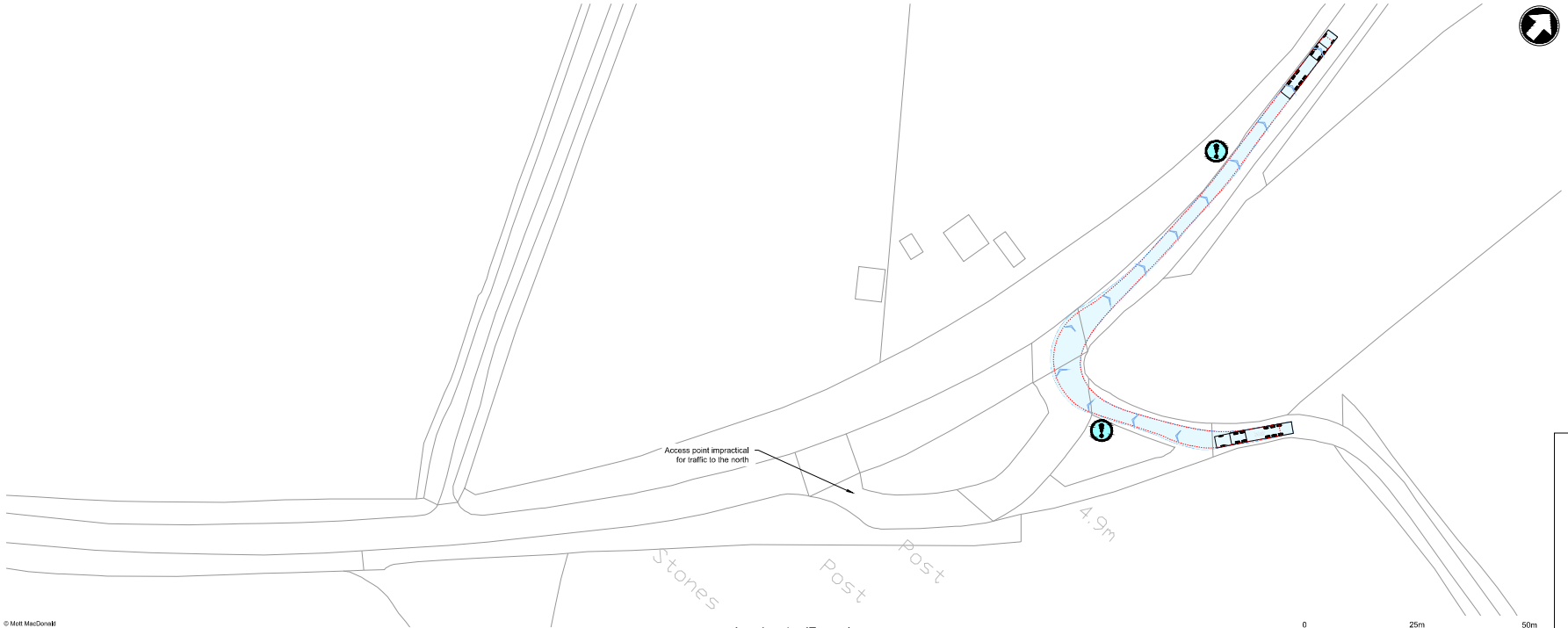
Vehicle Tracking - Notes

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)

1:500 0 25m 50m



Low Loader (Egress)

1:500 0 25m 50m

Notes

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

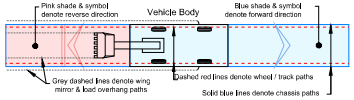
Cambridge Waste

We have proposed works to the public highway as shown on drawing and project land take is acceptable

access be determined during future stages of the design development of this option.

15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo,

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Trace Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop
anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA16

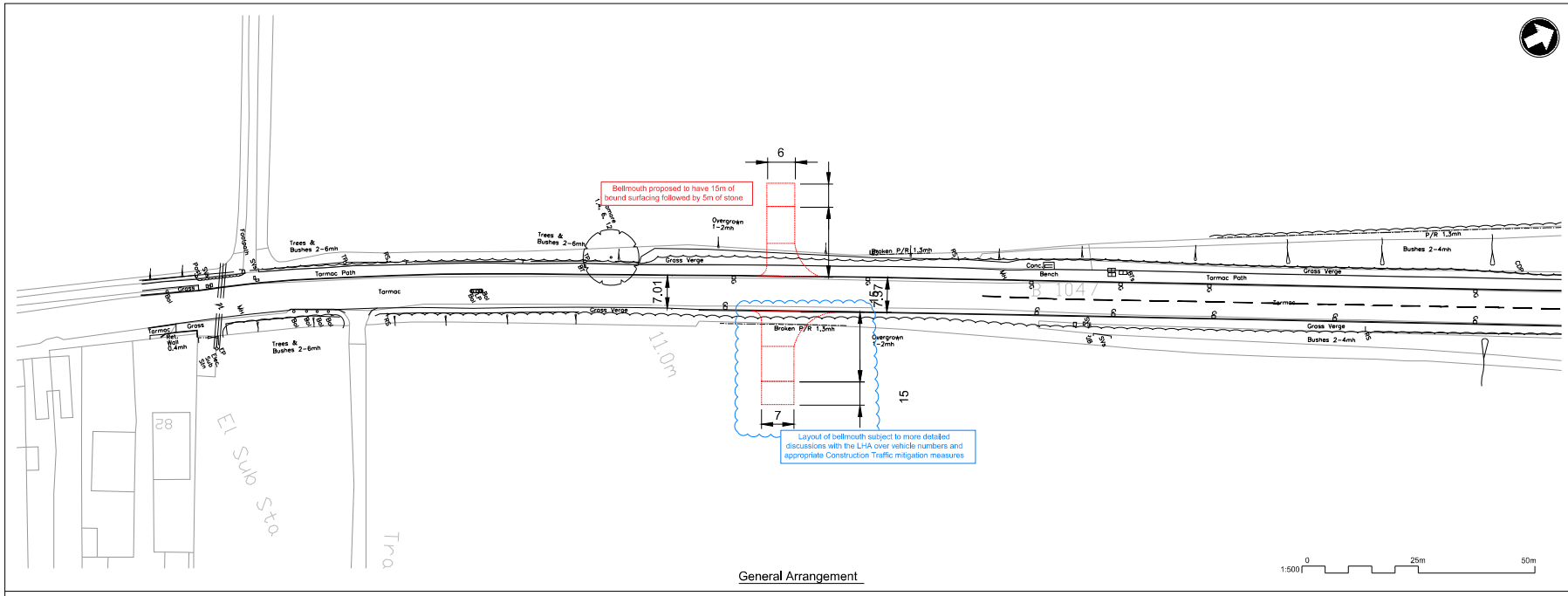
Highways GA, Visibility Splay and Vehicle Tracking

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

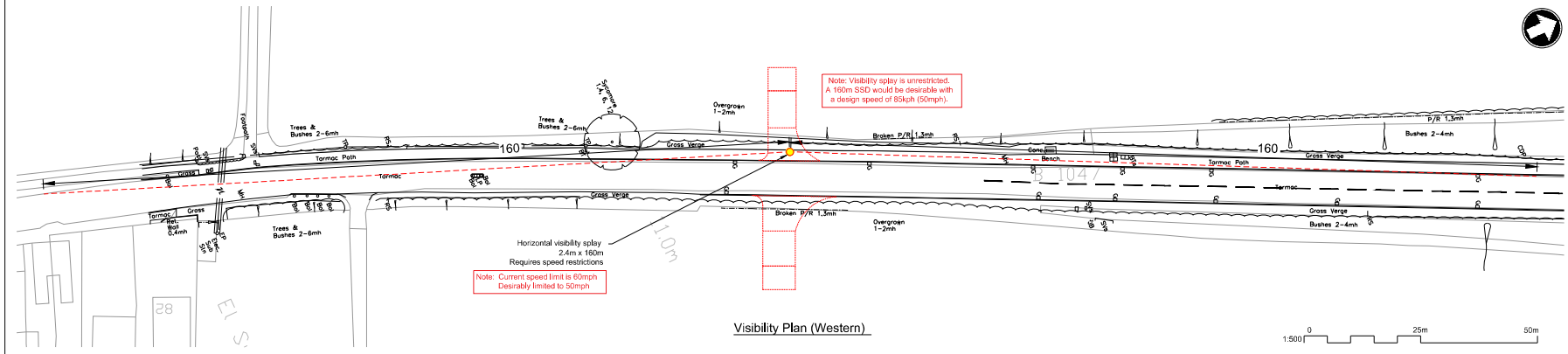
Scale 1:500 Status PRE Rev P1 Size STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT

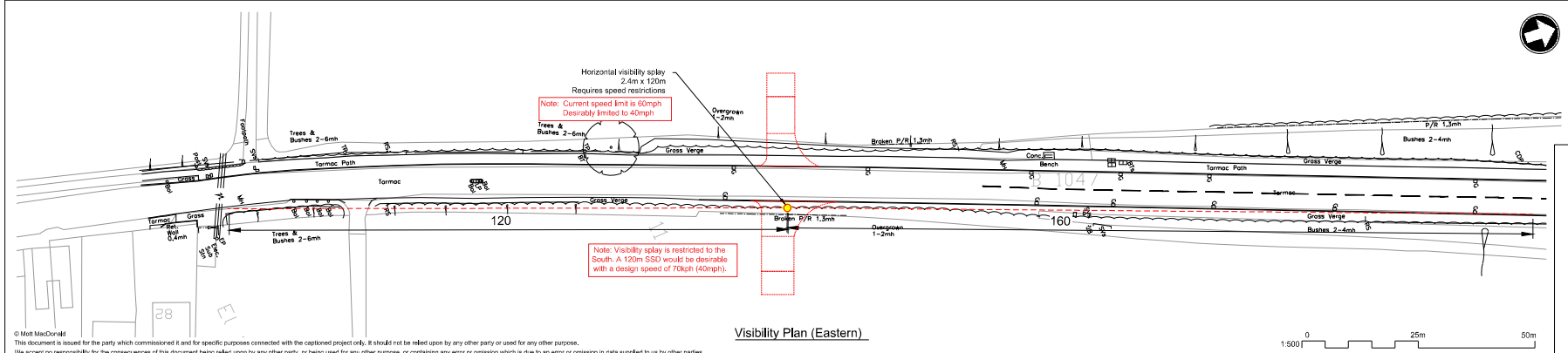
P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 8).dwg May 11, 2022 - 2:38PM CASB9725



General Arrangement



Visibility Plan (Western)



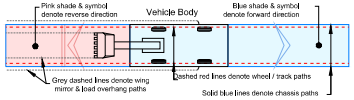
Visibility Plan (Eastern)

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Eng\Civils\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 12).dwg May 12, 2022 - 9:22AM CAS897/25

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

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

Client

love every drop anglianwater

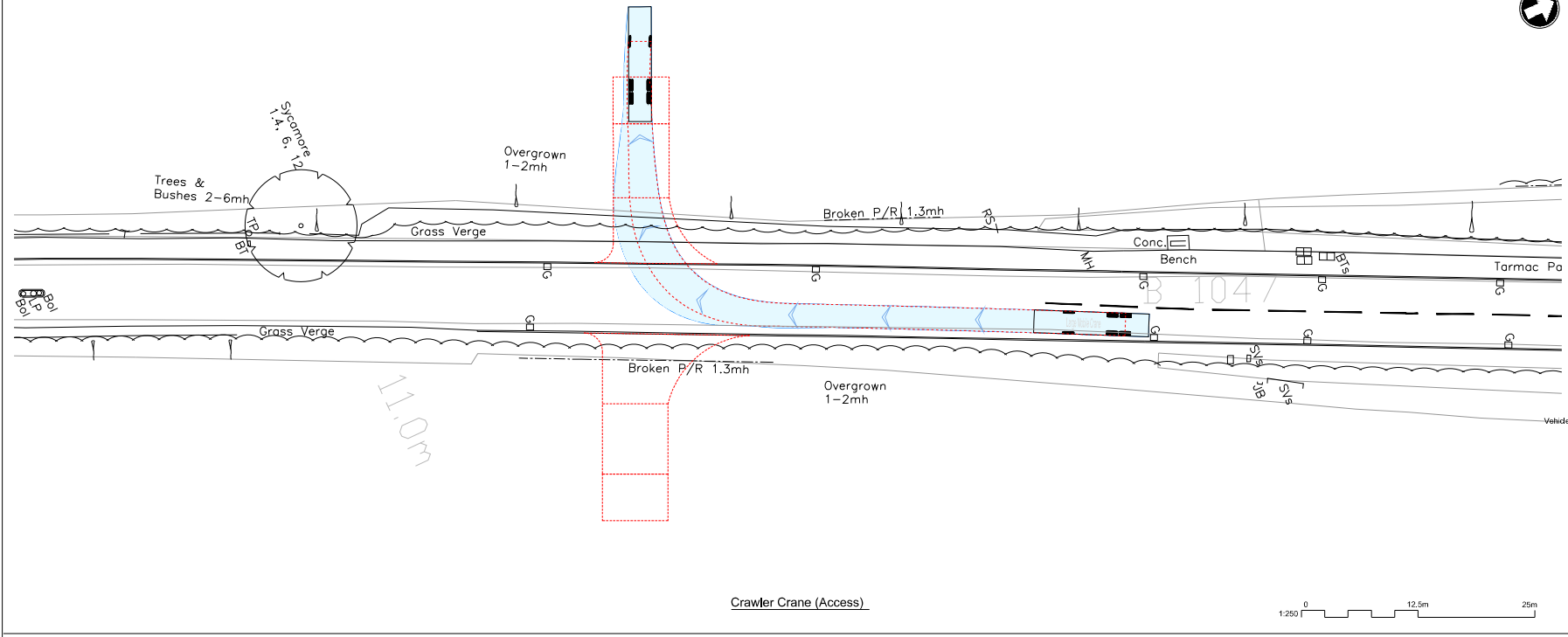
Title

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	AMR
Dwg check			Approved		

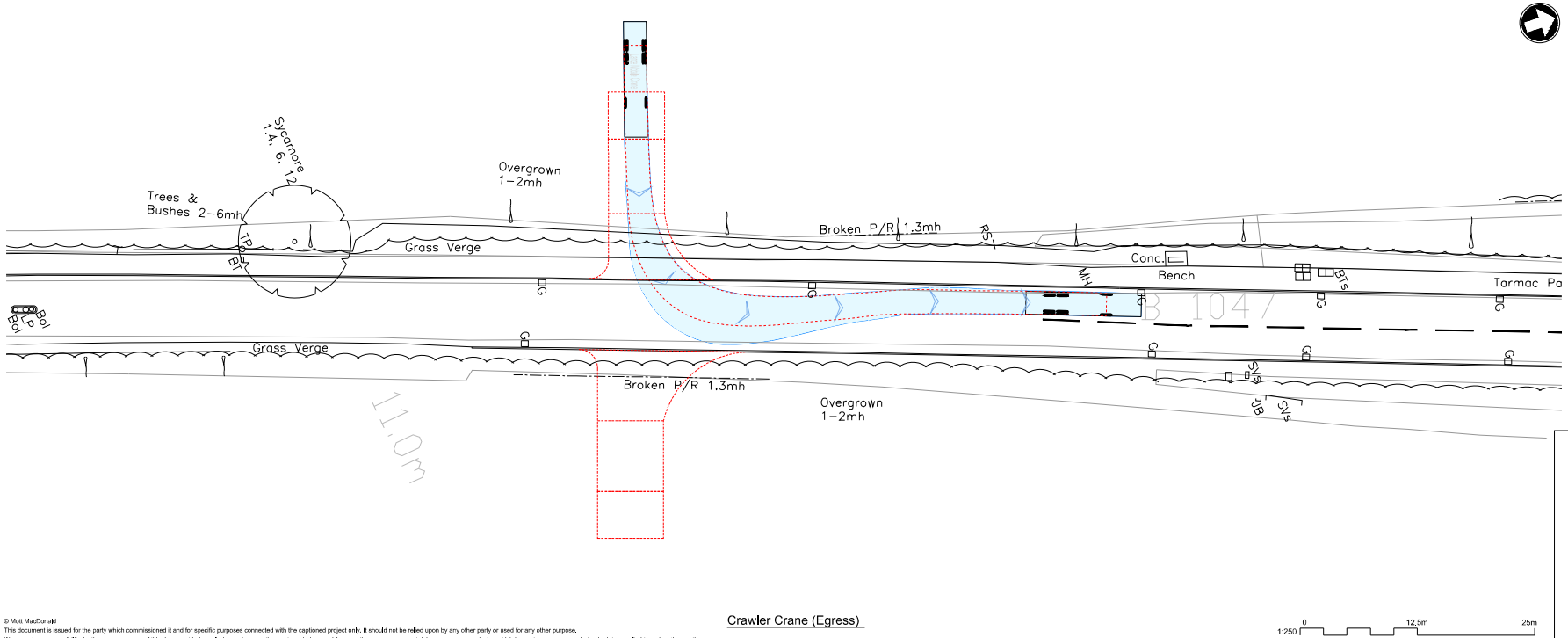
Scale at A1 1:500 Status PRE Rev P1 Security STD

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



Crawler Crane (Access)

1:250 0 12.5m 25m



Crawler Crane (Egress)

1:250 0 12.5m 25m

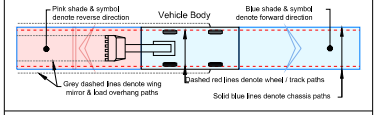
P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civil\1.0 Live Drawings\Dra\tp\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 12).dwg May 5, 2022 - 4:22PM CAS897125

Notes

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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,386m
Track Width	2,430m
Kerb to Kerb Turning Radius	16,000m

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

Rev	Date	Drawn	Description	Chkd	Appd
P1	--/--/--	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

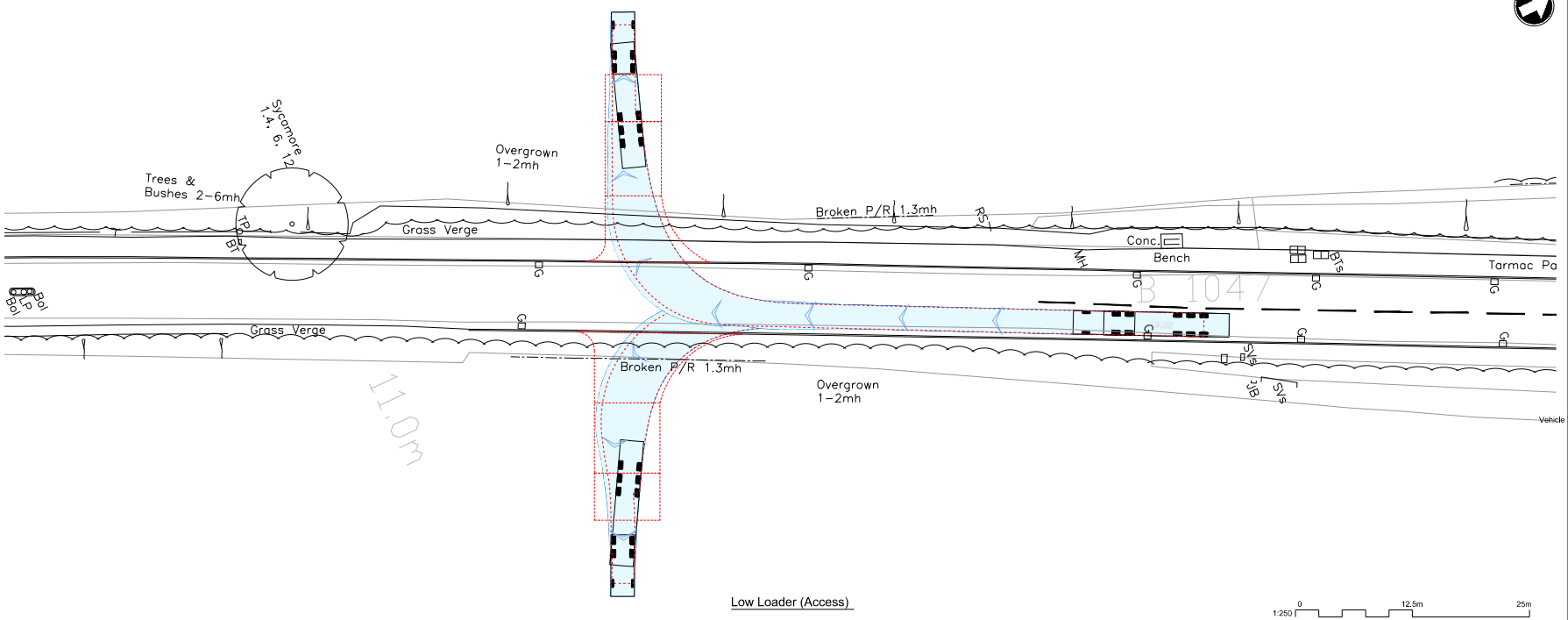
CA2 / CA3

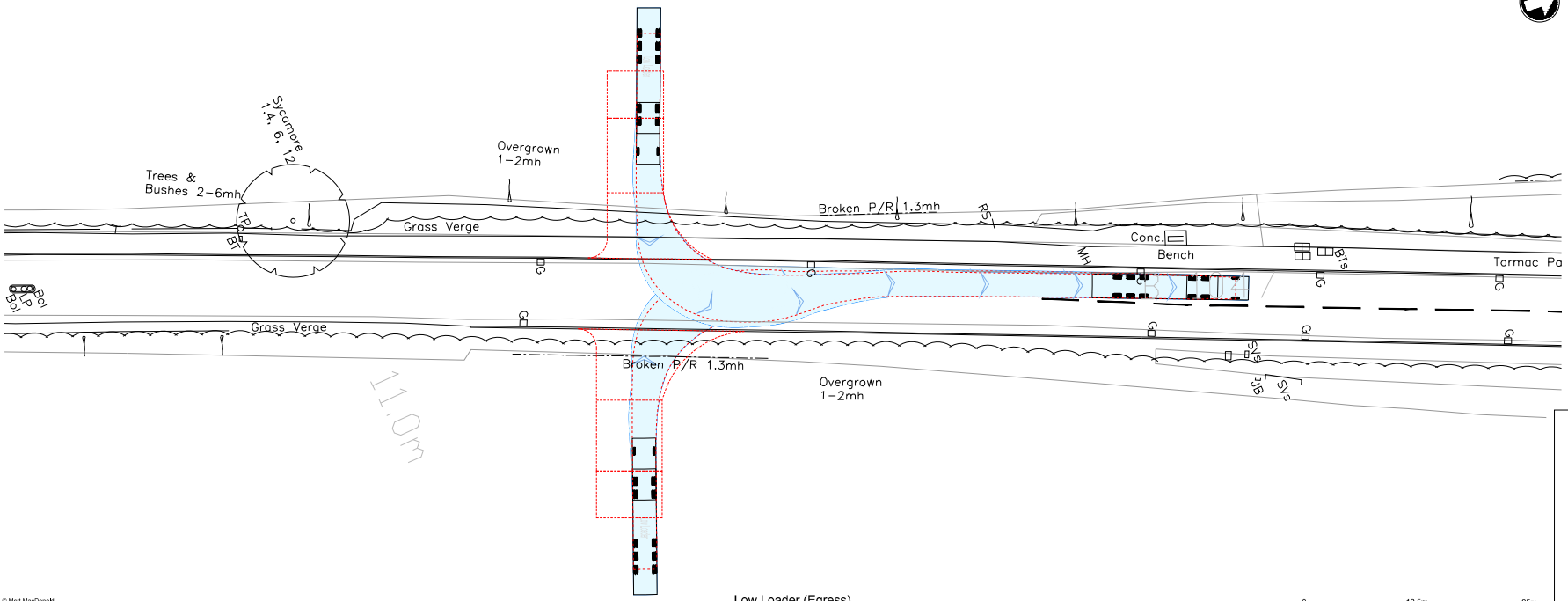
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:250 Status PRE Rev P1 Sect STD

Drawing No 102375-MMD-01-XX-DR-C-DRAFT



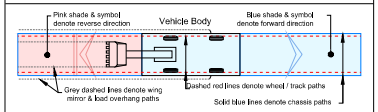


Notes

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

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

Rev	Date	Drawn	Description	Chk	Appd
P1	-.-.-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop
anglianwater

Title

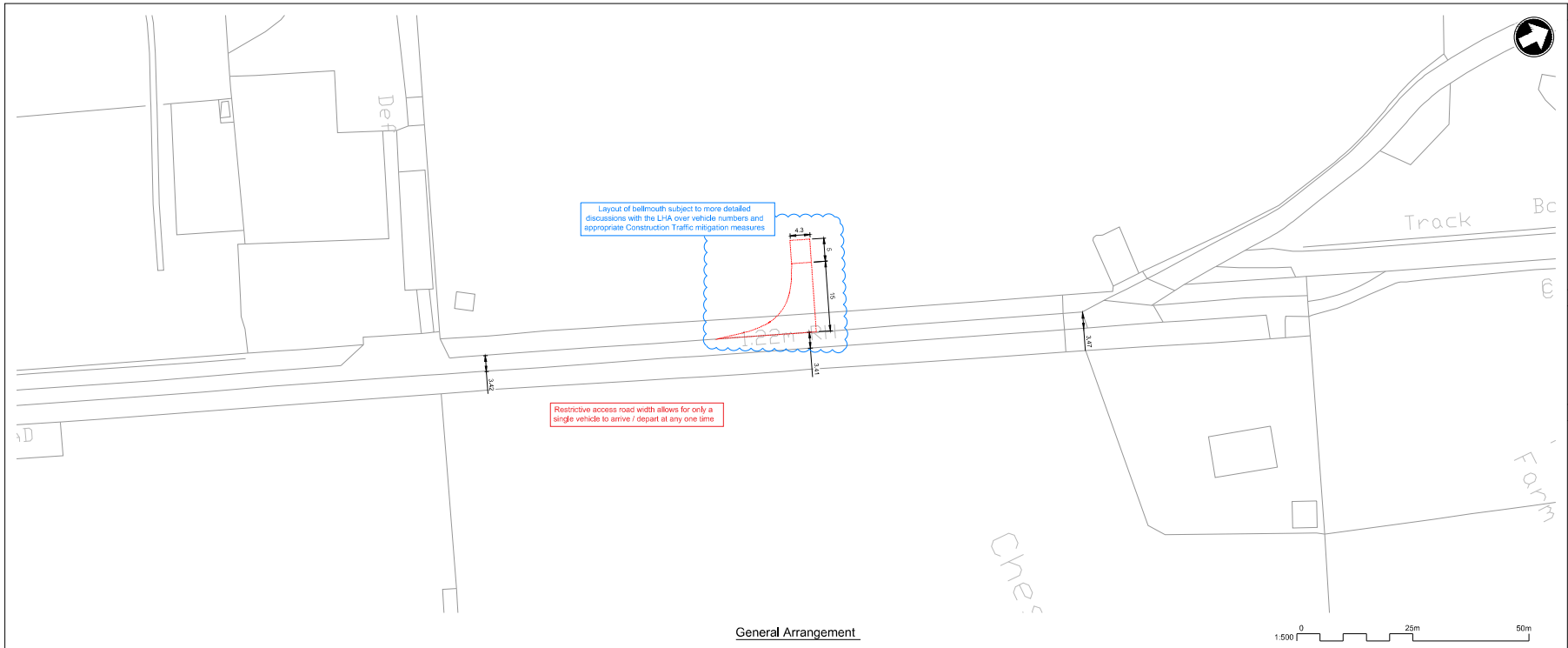
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA2 / CA3
Highways GA, Visibility Splay and Vehicle Tracking

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

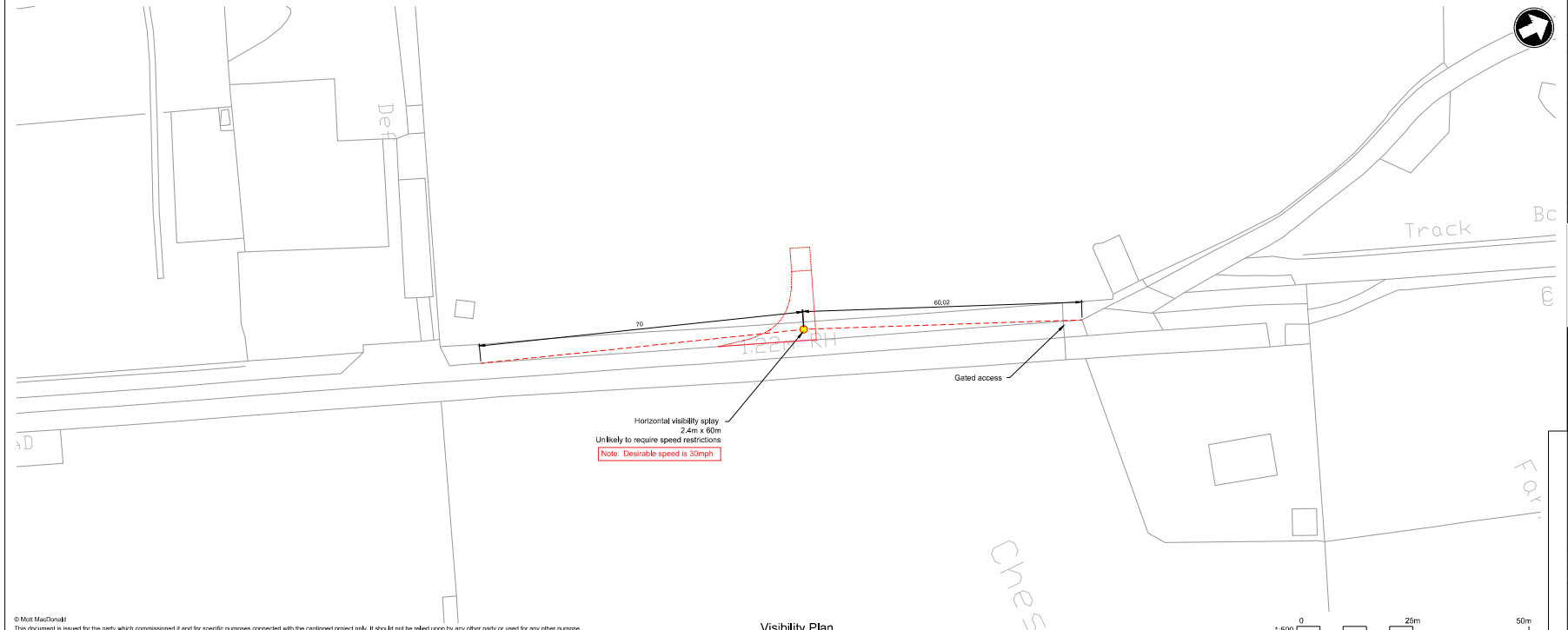
Scale 1:250 | Status PRE | Rev P1 | Sec STD

Drawing No. 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civils\1.0 Live Drawings\Dra\tst\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 12).dwg May 5, 2022 - 4:18PM CAS897725



General Arrangement



Visibility Plan

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engi\Civil\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 13).dwg May 12, 2022 - 9:38AM CASB9725

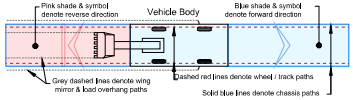
Notes

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

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

13. Environmental works and land [illegible] to be considered during future stages of the design development of this option.
14. [illegible]
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
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.

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

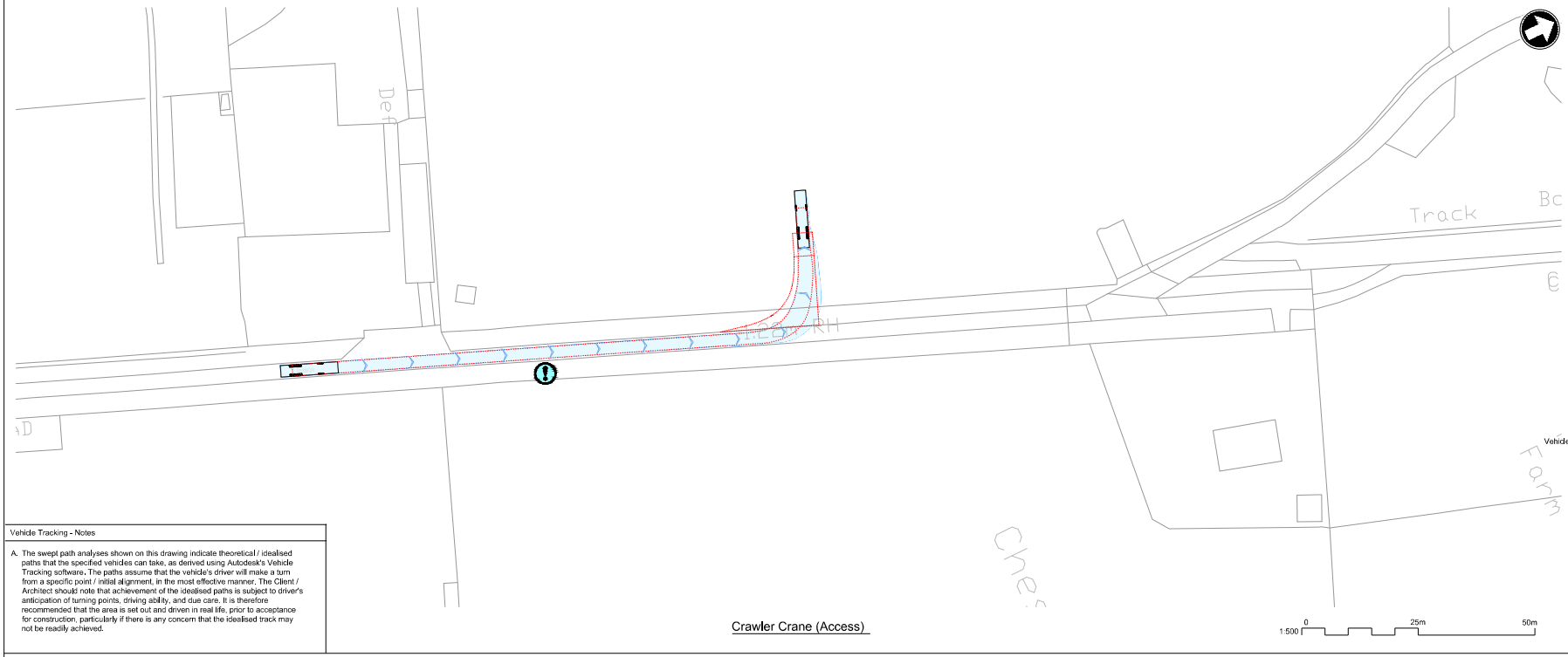
Client

love every drop anglianwater

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

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

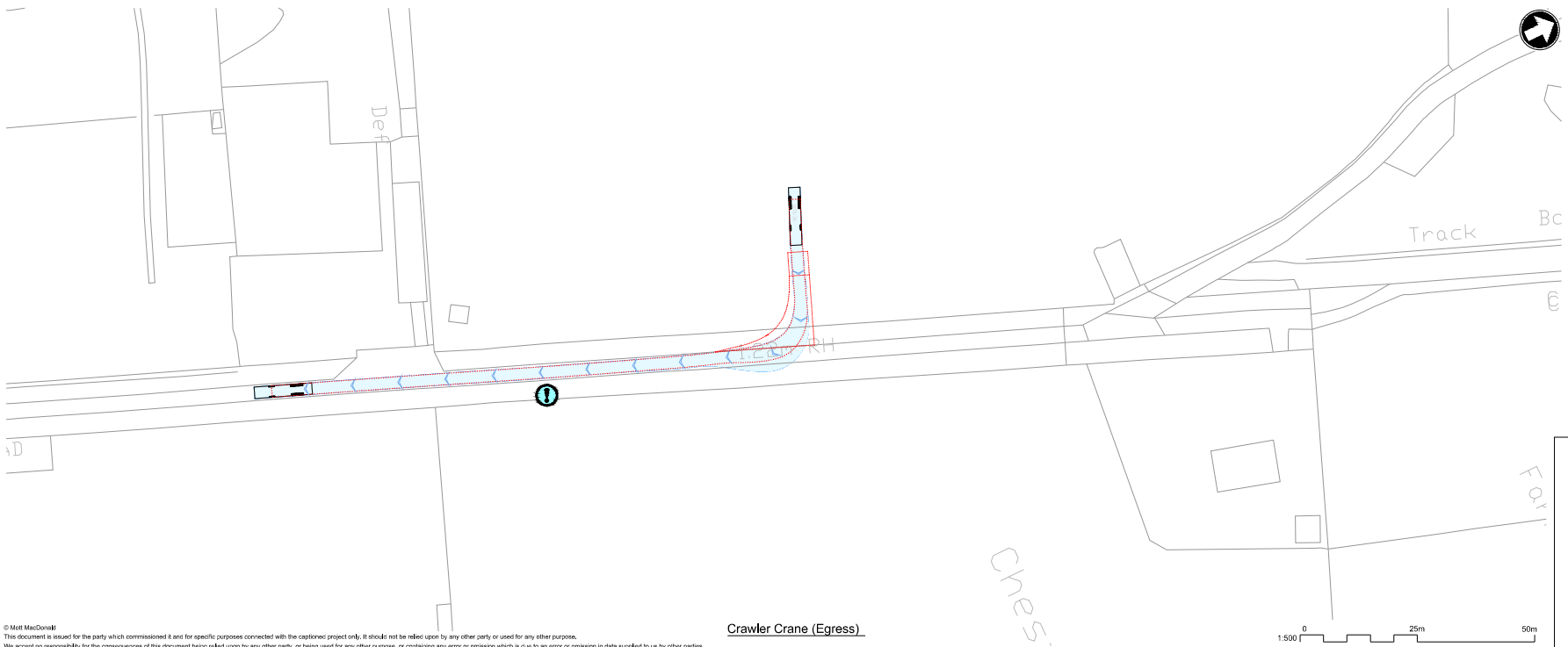
Drawing number: 102375-MMD-01-XX-DR-C-DRAFT



Crawler Crane (Access)

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.

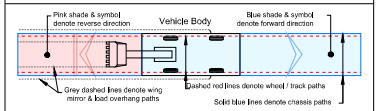


Crawler Crane (Egress)

Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Cambridge Waste Water Treatment Works Relocation Project proposal requires construction of a new access road. The proposed access road is assessed as being of sufficient width to allow two HGVs to pass each other. Further assessment will be undertaken during future stages of the design development of this option.
14. DRAWING MUST BE READ IN COLOUR.
15. This drawing is to be read in conjunction with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.700m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Ch'kd	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA1

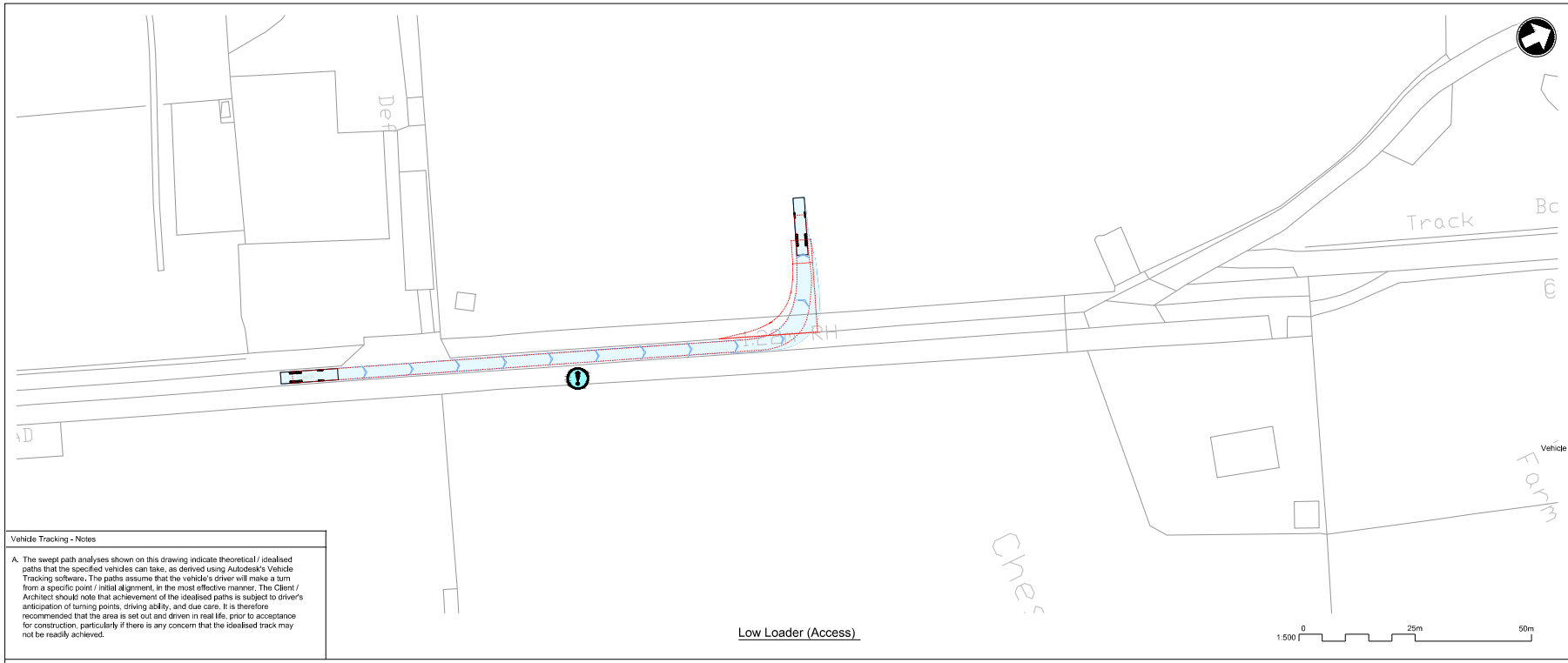
Highways GA, Visibility Splay and Vehicle Tracking

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

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

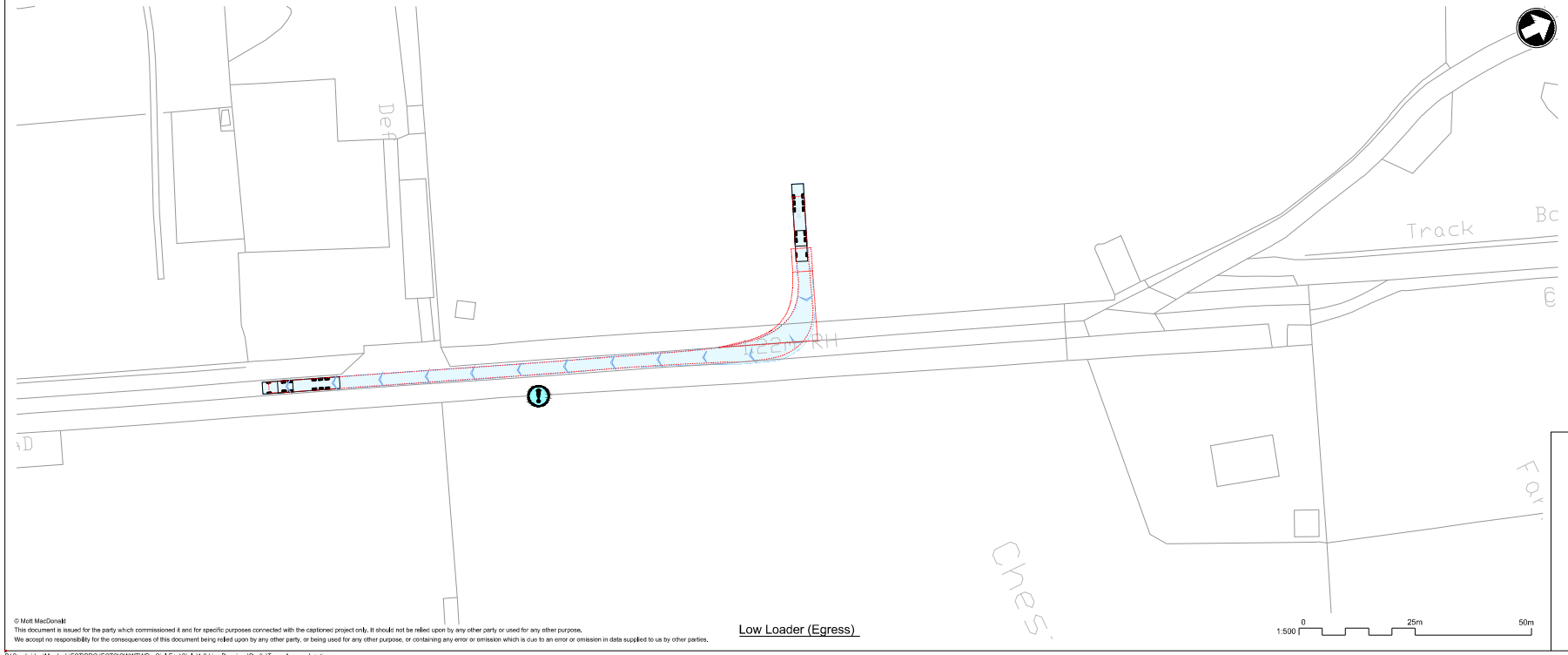
Drawing number 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civil\1.0 Live Drawings\Draft\s\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 13).dwg May 12, 2022 - 9:42AM CASB0725



Vehicle Tracking - Notes

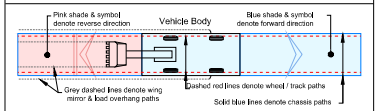
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Cambridge Waste Water Treatment Works Relocation Proposal Report (Mott MacDonald, 2022) has been referred to for the proposed land take is considered. Land take is to be determined during future stages of the design development of this option.
14. DRAWING MUST BE READ IN COLOUR.
15. This drawing is to be read in conjunction with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.833m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.398m
Track Width	2.430m
Kerb to Kerb Turning Radius	10.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk	Appd
P1	-/-/-	ADC	Draft for Discussion / Review.	AMR	AMR

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

CA1

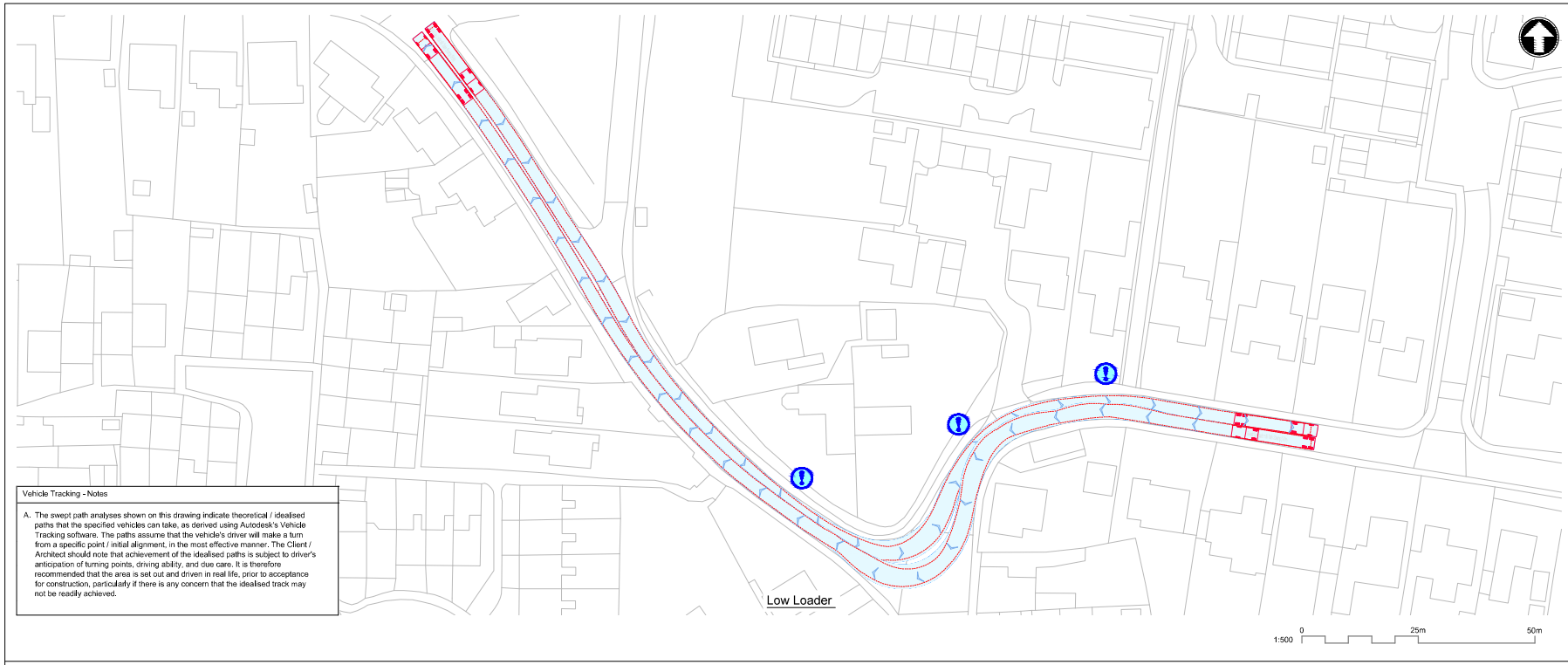
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale 1:500 Status PRE Rev P1 Size STD

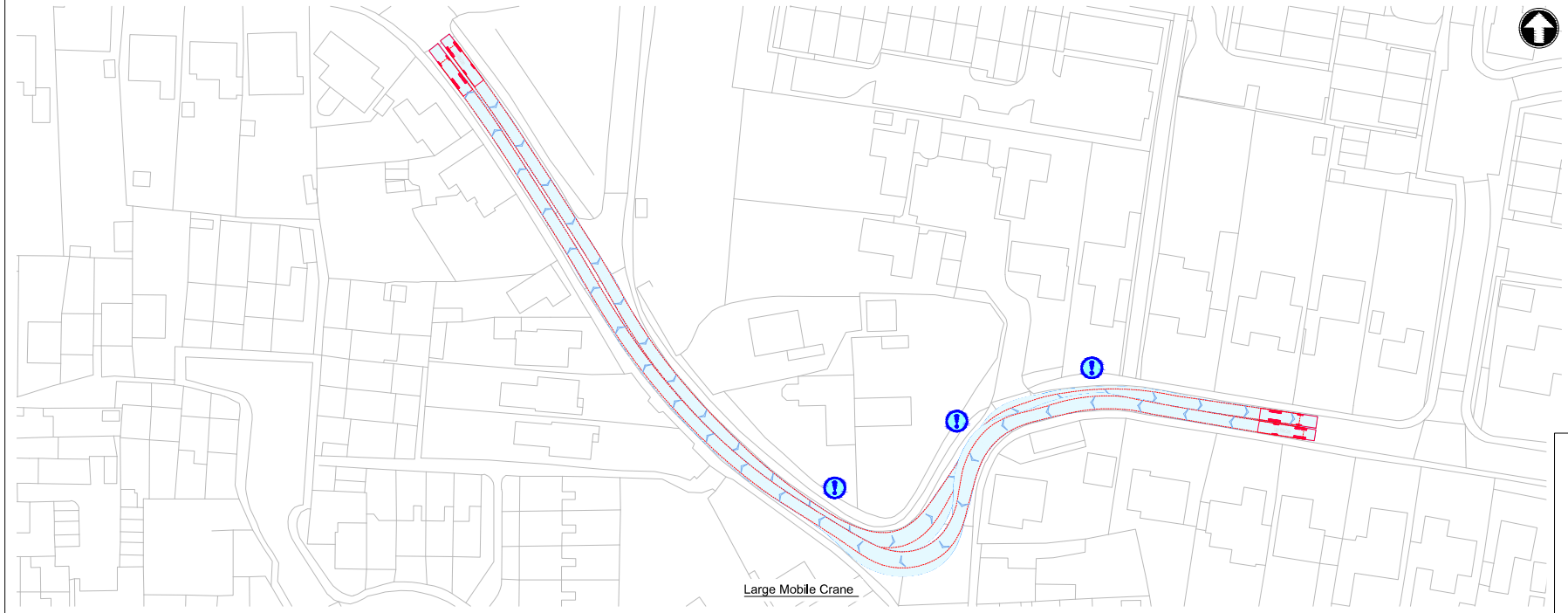
Drawing number 102375-MMD-01-XX-DR-C-DRAFT

P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Engl\Civil\1.0 Live Drawings\Drafts\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 13).dwg May 12, 2022 - 9:40AM CASB0725



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.

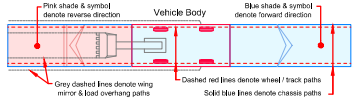


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 6:53PM DEB10007676

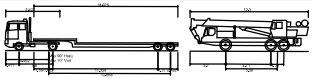
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.260m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.241m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

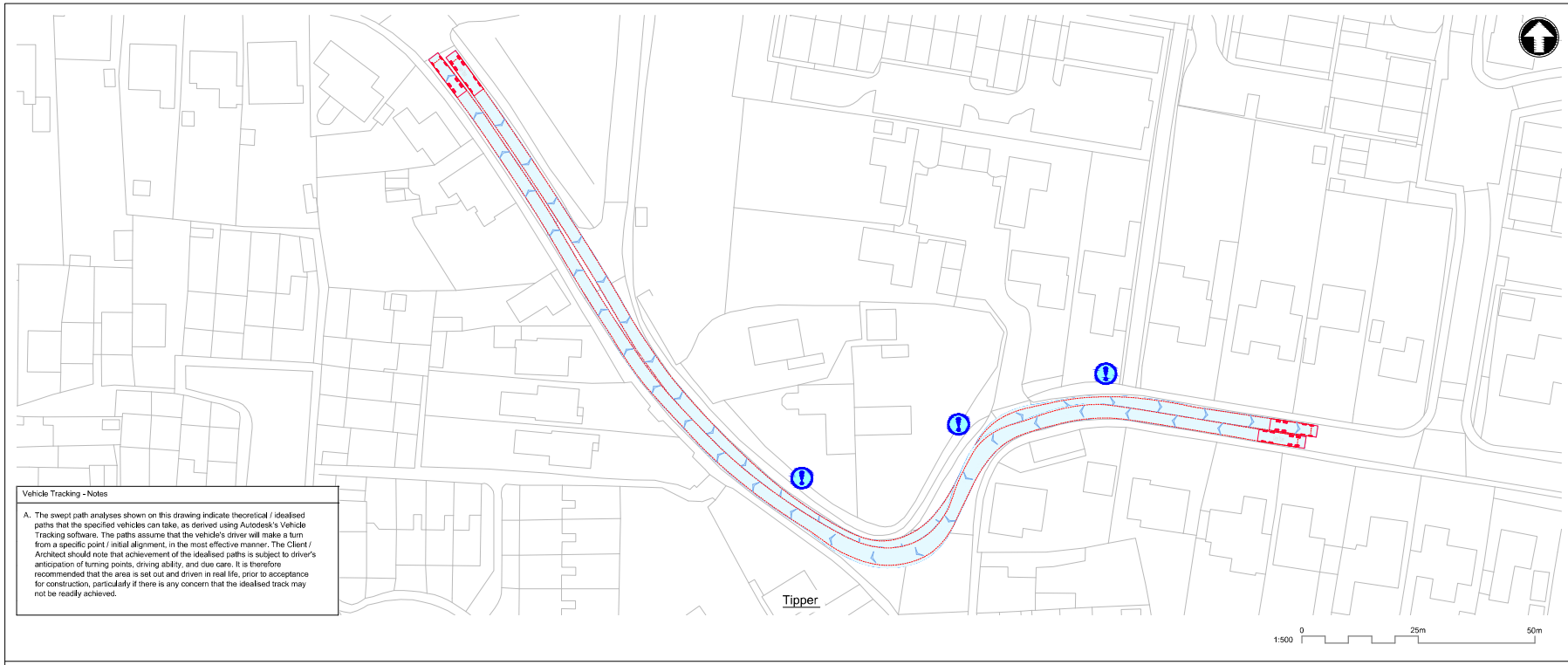
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and Vehicle Tracking

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

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

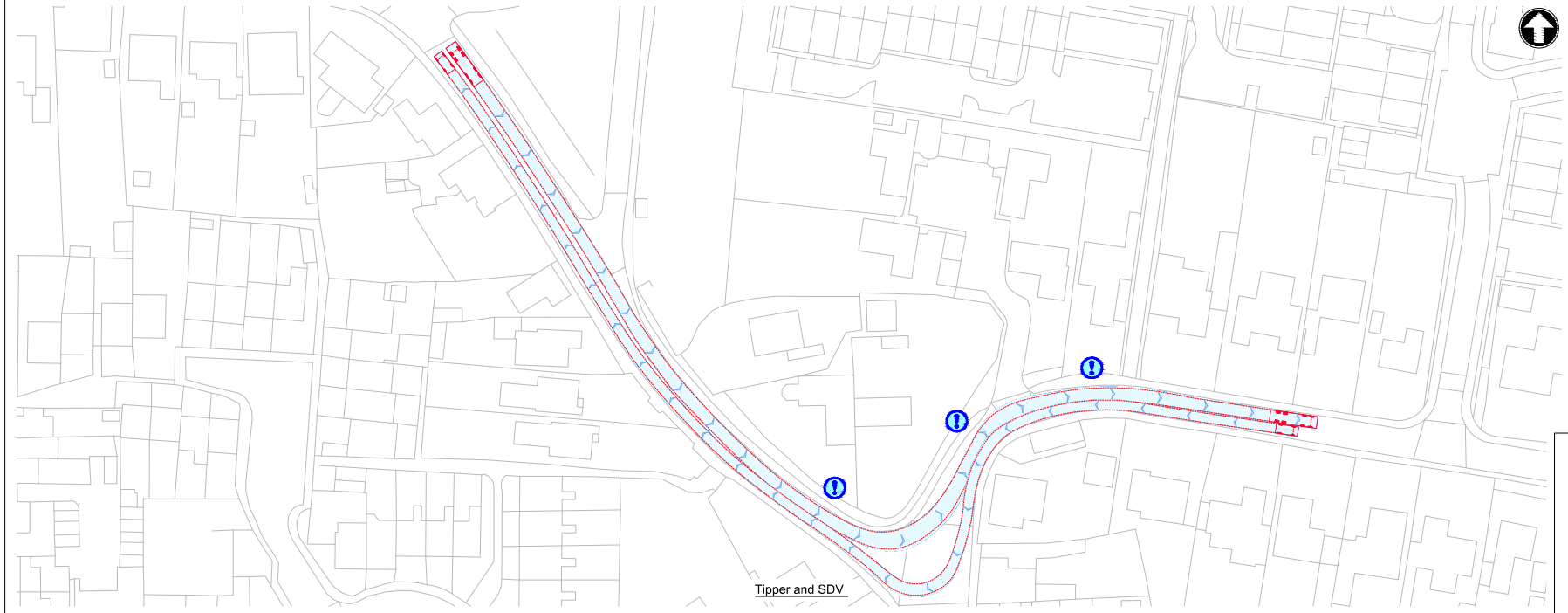
Drawing Number

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



Vehicle Tracking - Notes

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

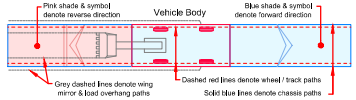


C:\Users\DEB100078\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 27, 2022 - 11:32AM DEB100078

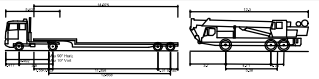
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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
1:500	PRE	P1	STD

Drawing Number

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

Vehicle Tracking - Notes

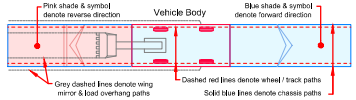
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

Notes

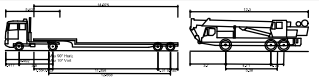
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Max Body Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

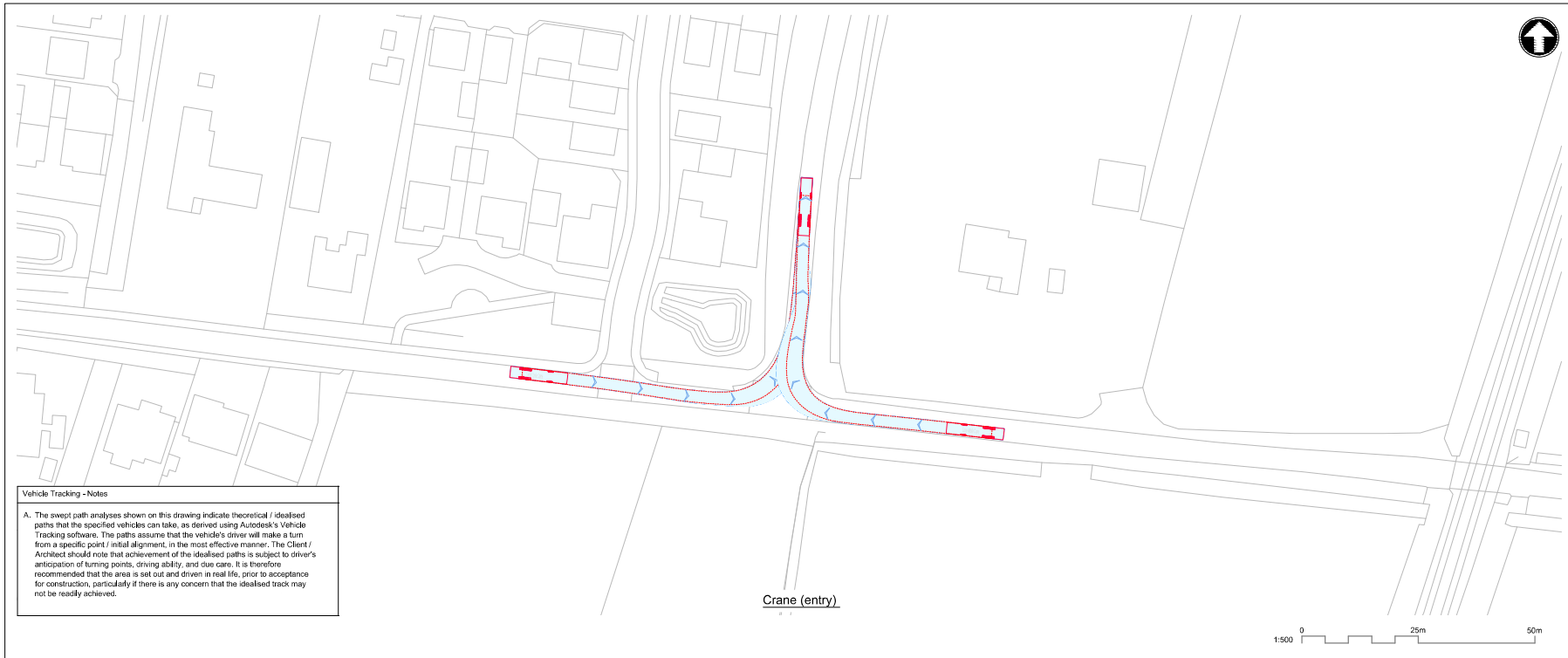
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 6:58PM DEB10007676



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.

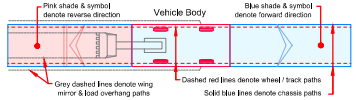
C:\Users\DEB10007\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:00PM DEB1000078

Notes

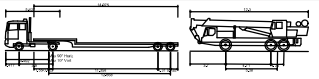
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

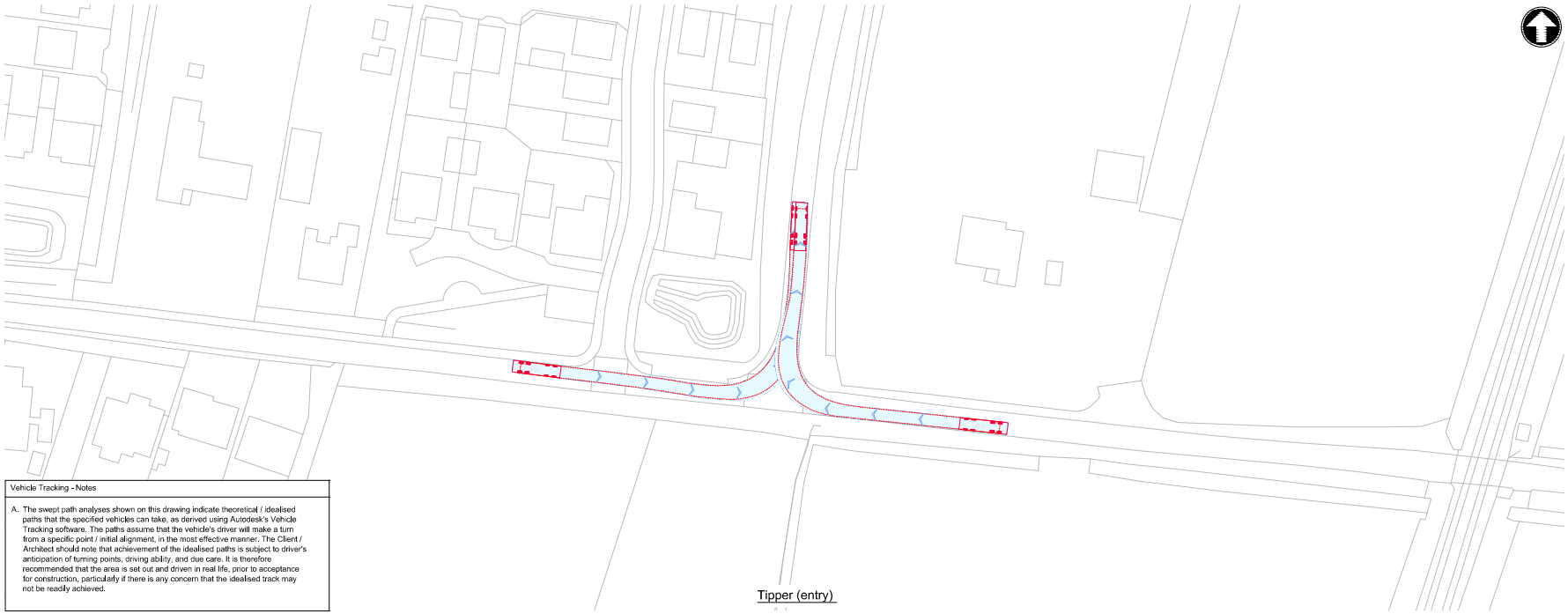
Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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
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.

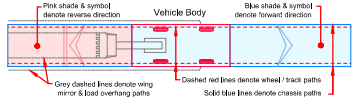
C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:03PM DEB10007676

Notes

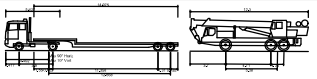
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

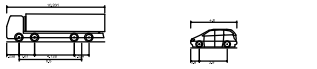


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.410m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

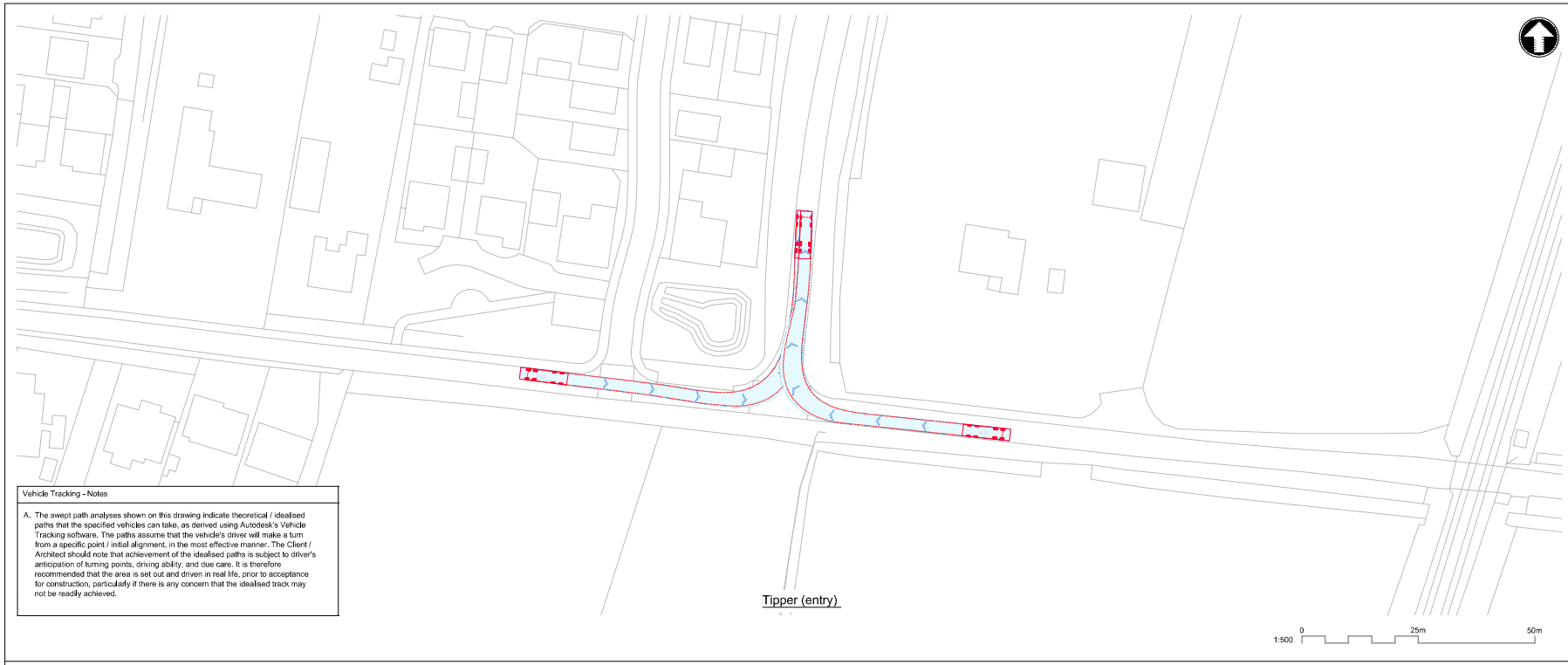
Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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
102375-MMD-01-XX-DR-C-DRAFT



Vehicle Tracking - Notes

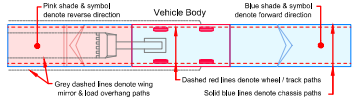
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

Notes

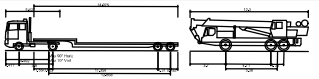
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Max Body Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Max Body Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Max Body Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

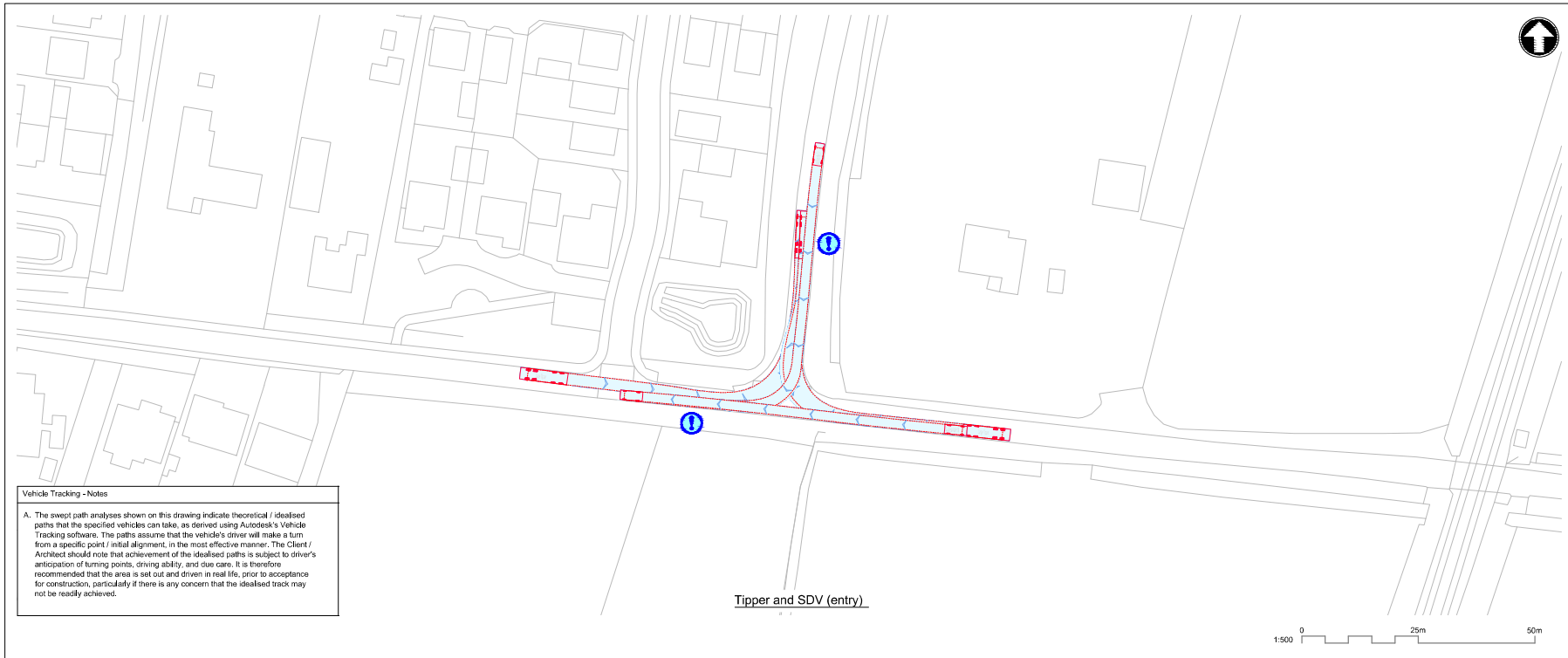
Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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
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.

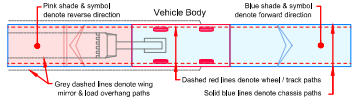
C:\Users\DEB100078\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 27, 2022 - 10:12AM DEB100078

Notes

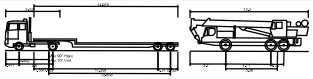
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.410m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

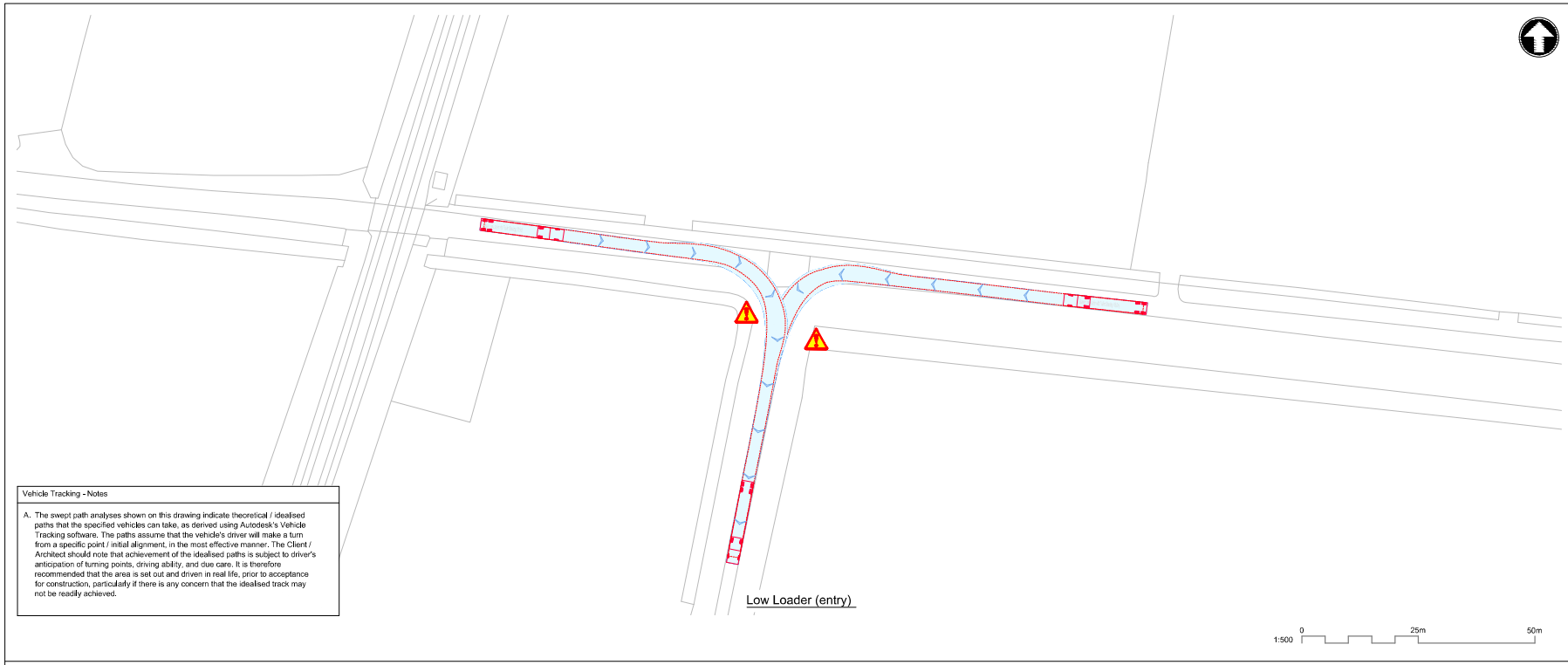
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

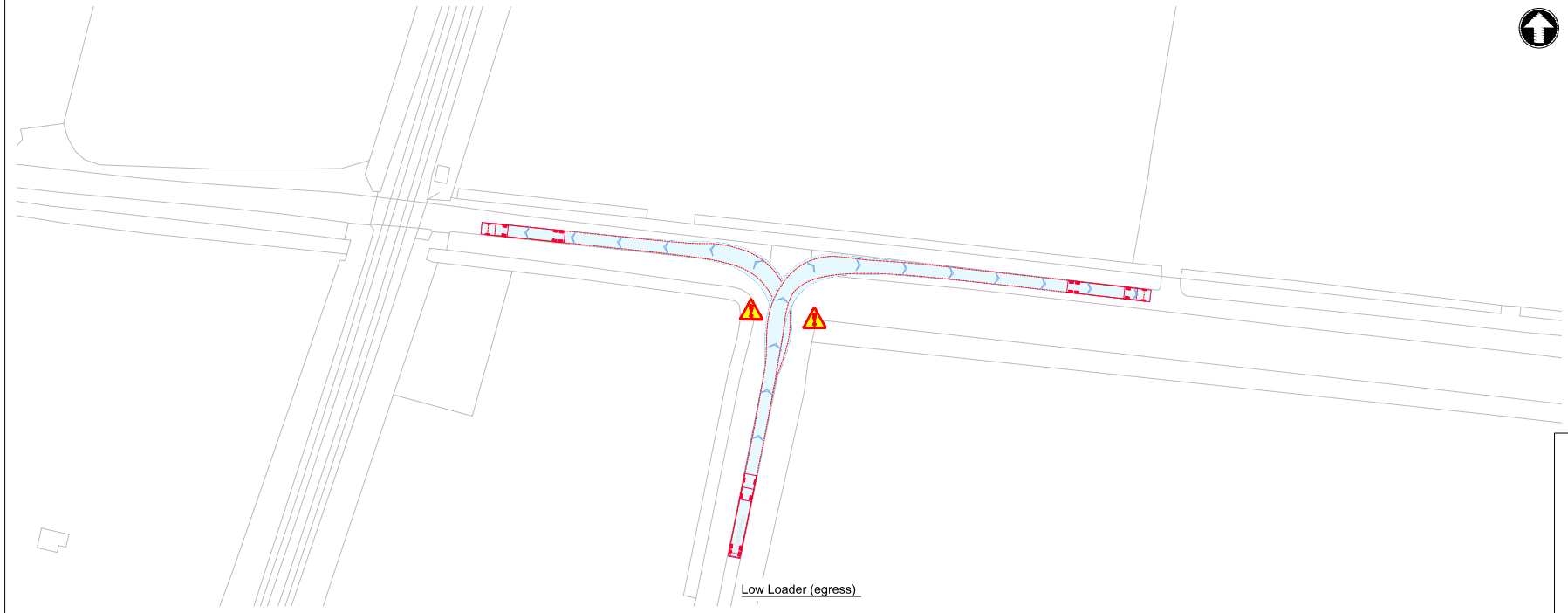
Drawing Number

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.

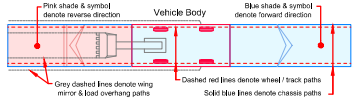


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\N-\- Vehicle Tracking\C- CWWTPR\29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:08PM DEB10007676

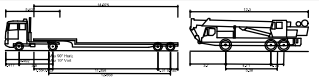
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

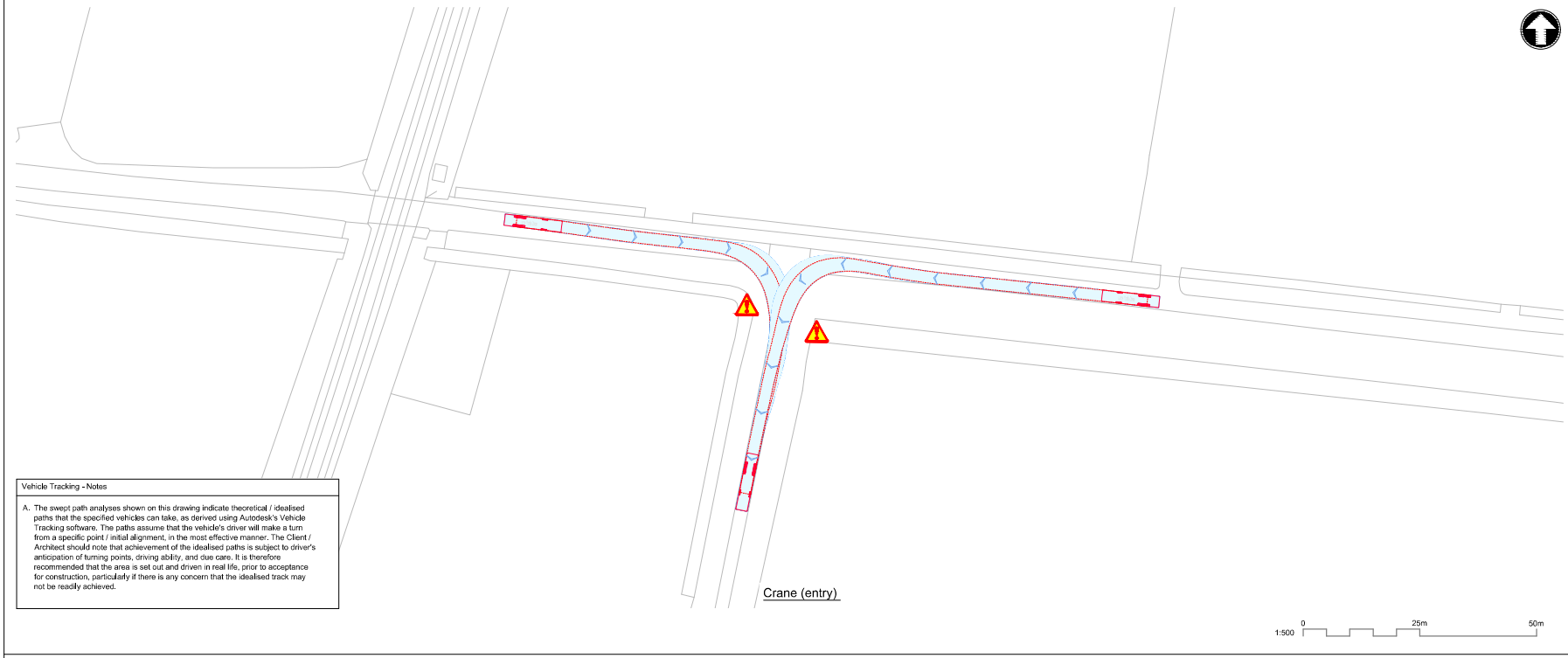
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Burgess's Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

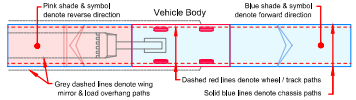
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:10PM DEB10007676

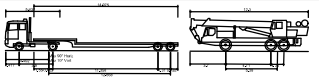
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

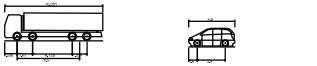


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

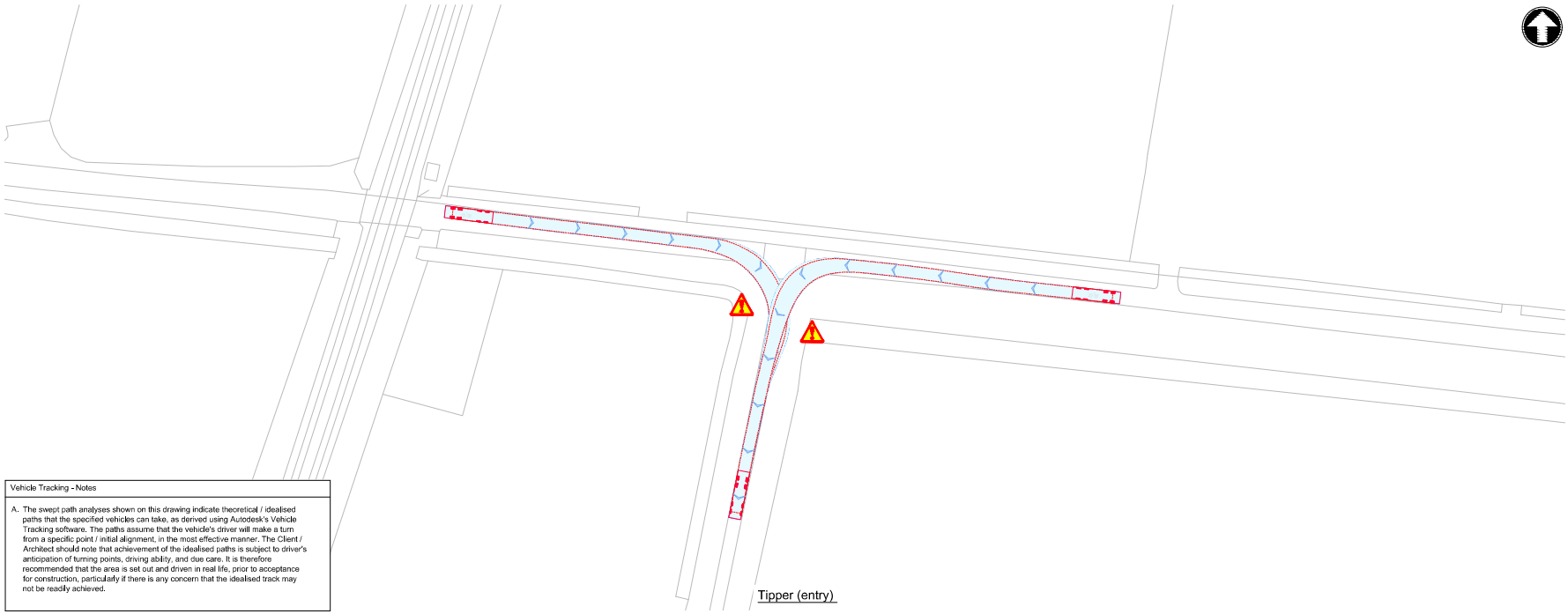
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Burgess's Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

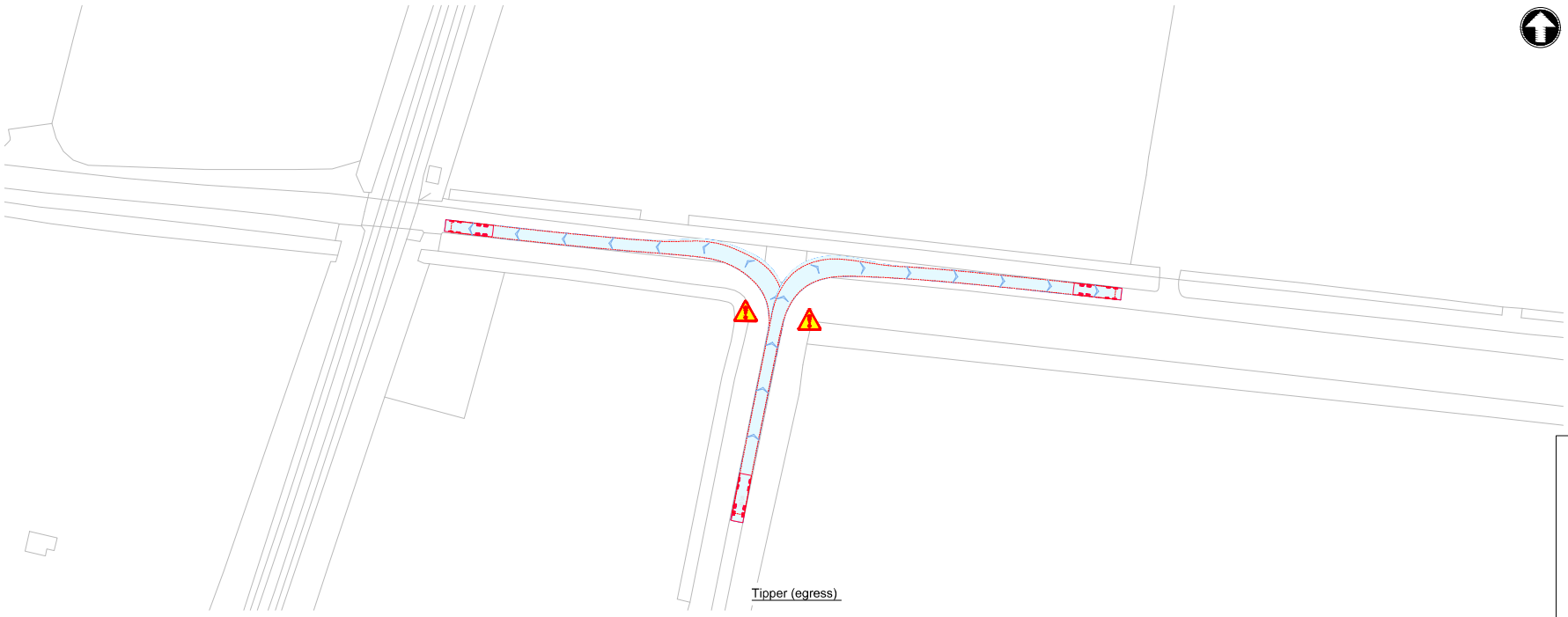
Drawing Number

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



Vehicle Tracking - Notes

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.

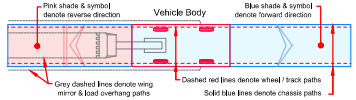


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:12PM DEB10007676

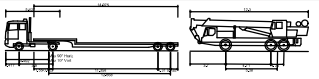
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

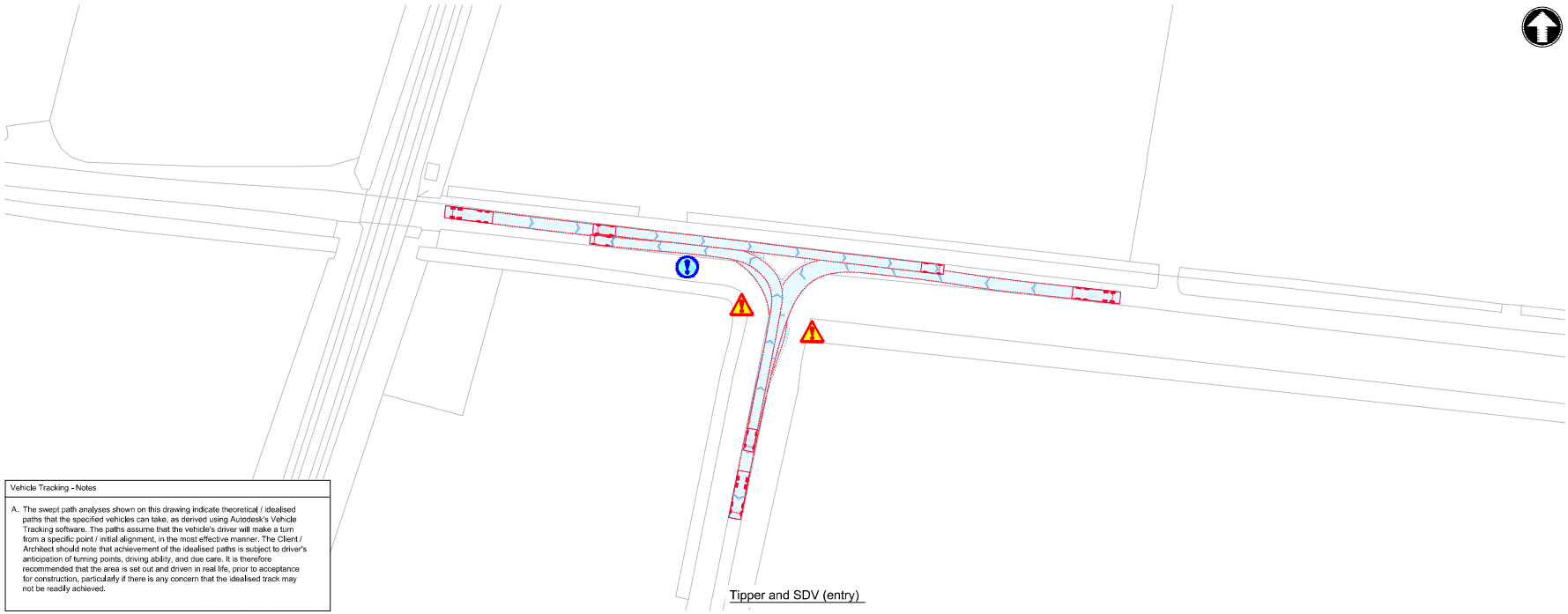
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Burgess's Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

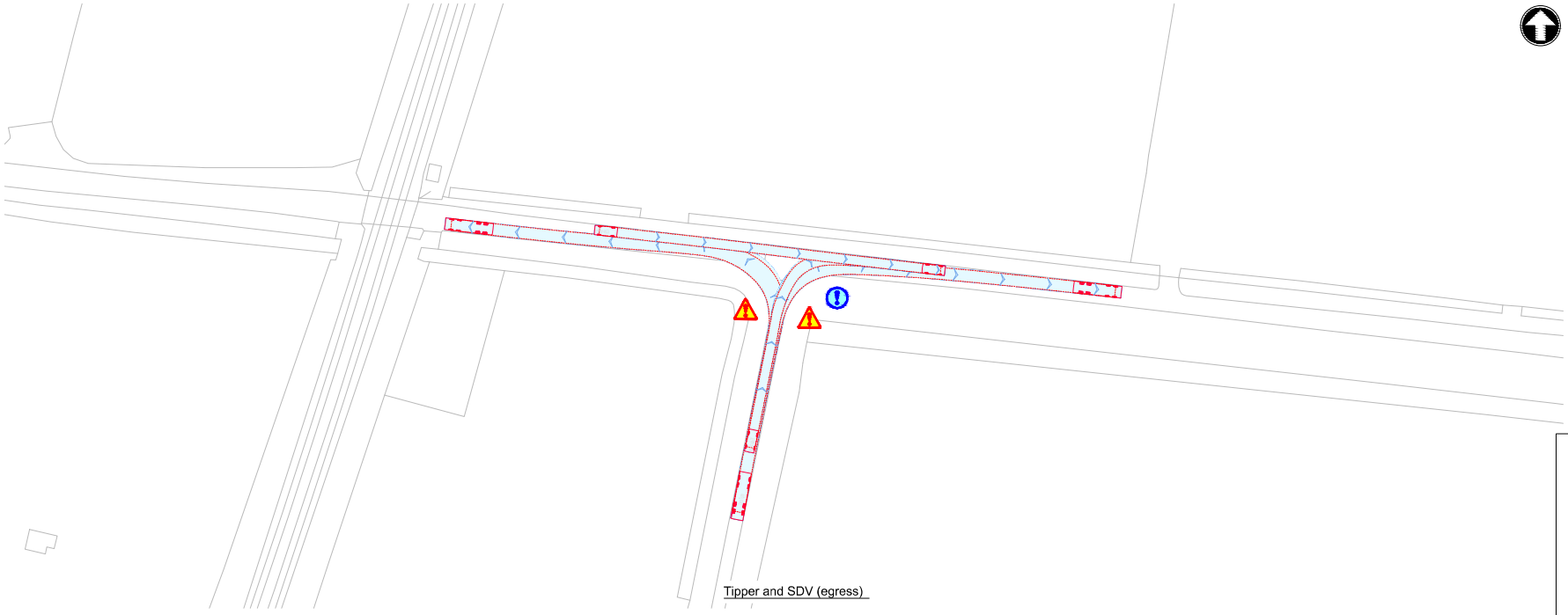
Drawing Number

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



Vehicle Tracking - Notes

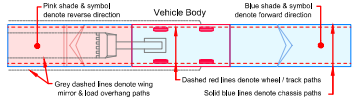
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



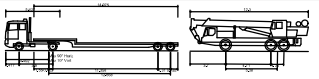
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

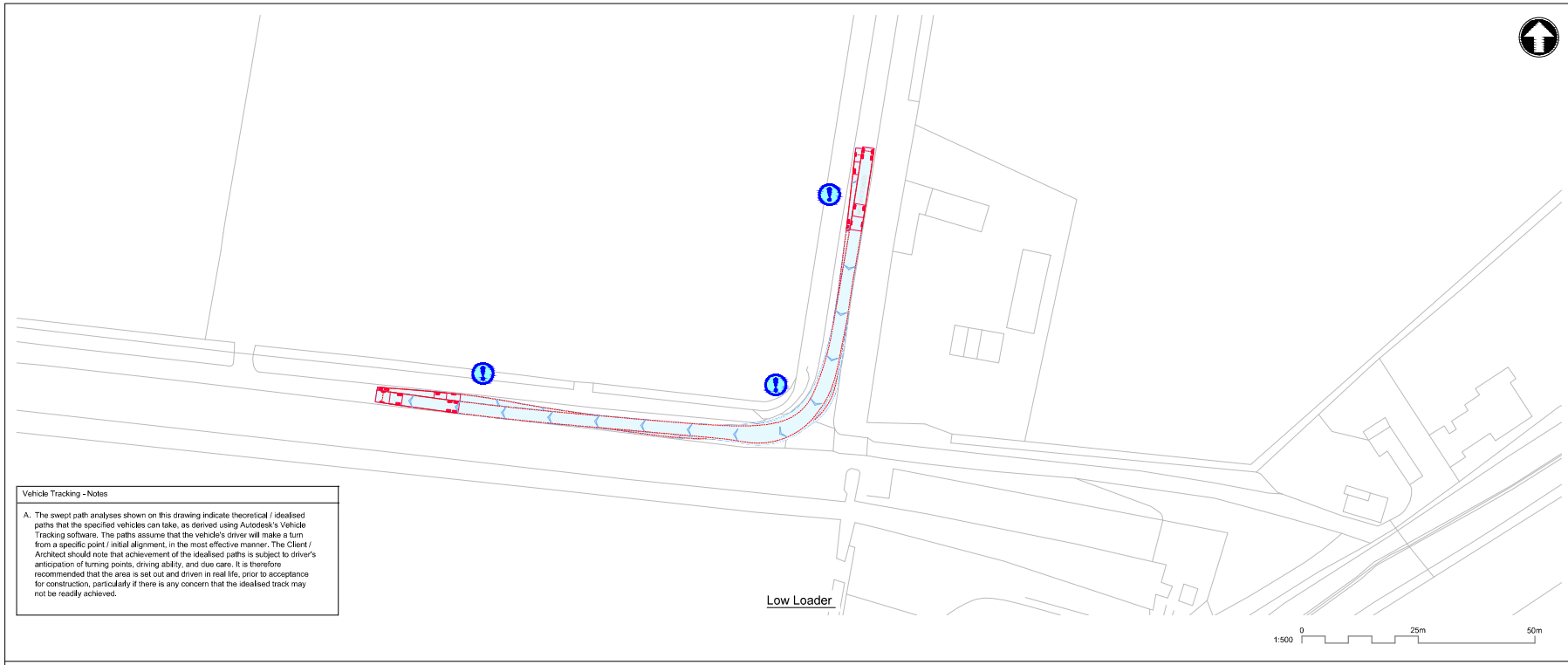
Title

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	-	

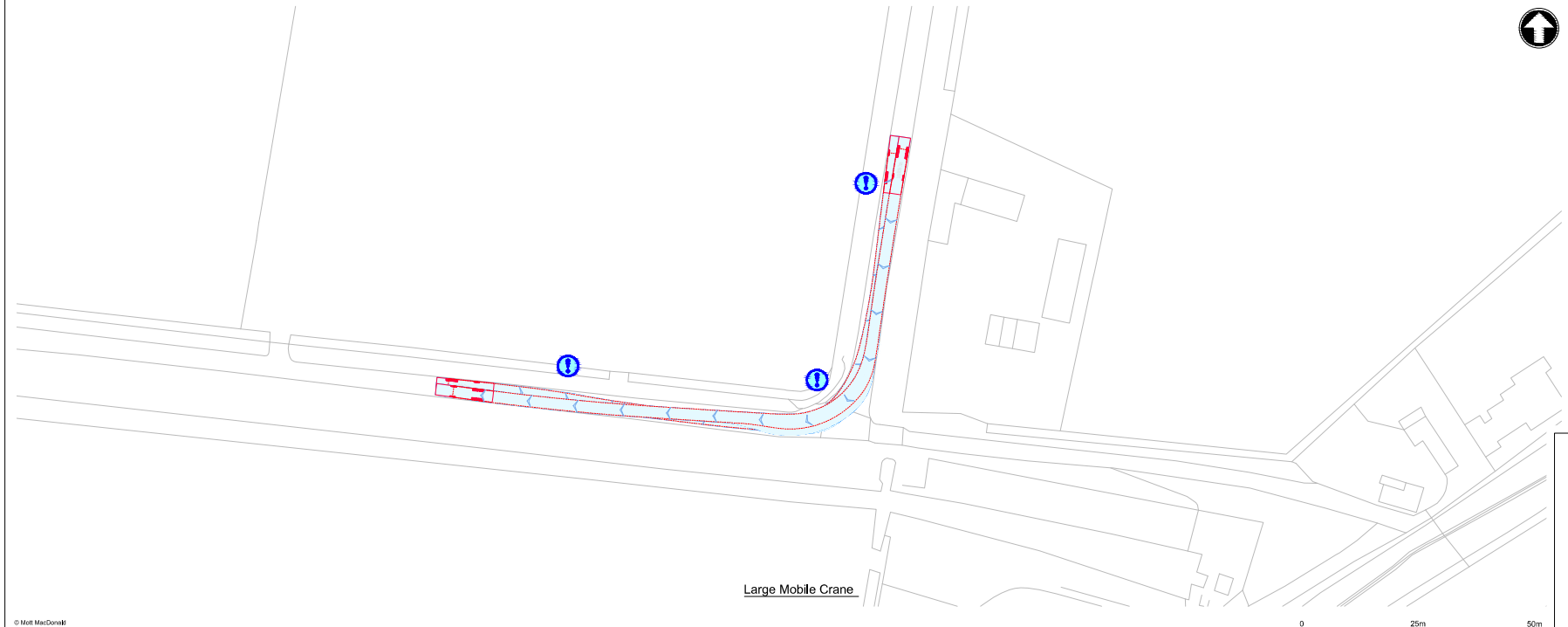
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

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



Vehicle Tracking - Notes

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.

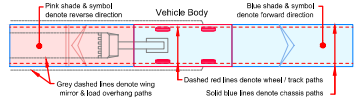


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame
Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:17PM DEB10007676

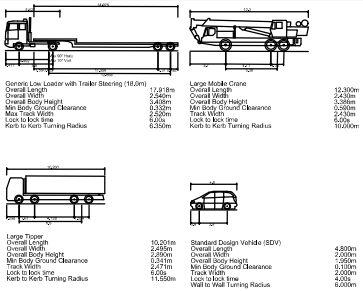
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Body Height	2.495m
Min Body Ground Clearance	0.241m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

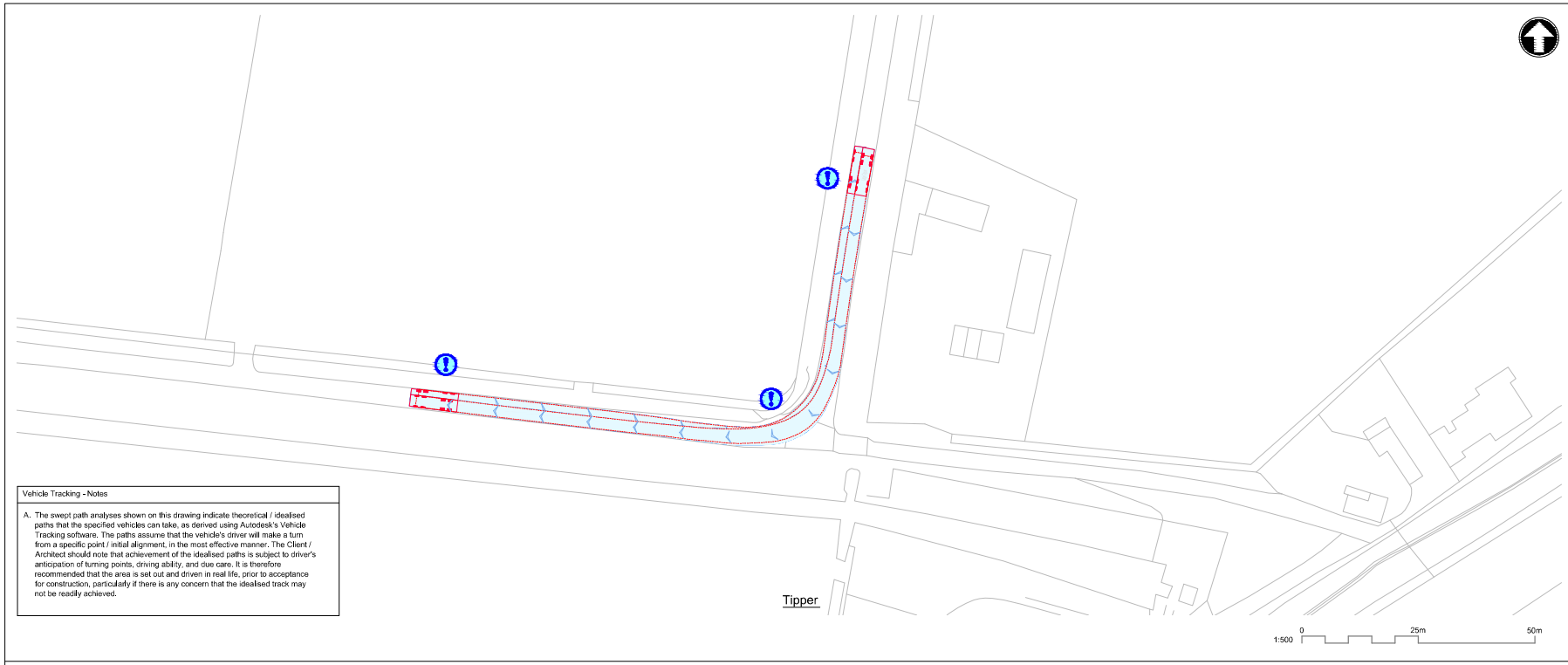
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Long Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

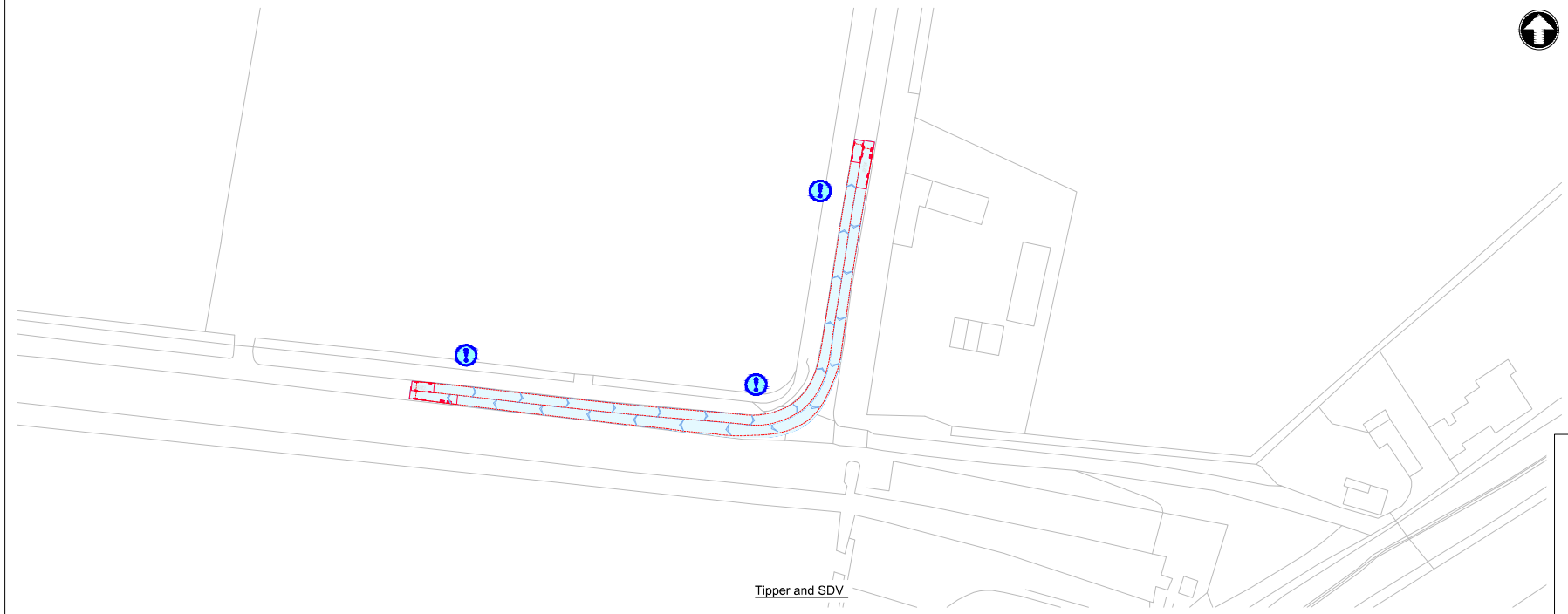
Drawing Number

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



Vehicle Tracking - Notes

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

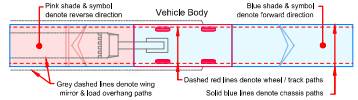


C:\Users\DEB100078\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame
Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:19PM DEB100078

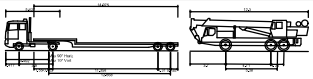
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	2,540m
Overall Body Height	3,400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

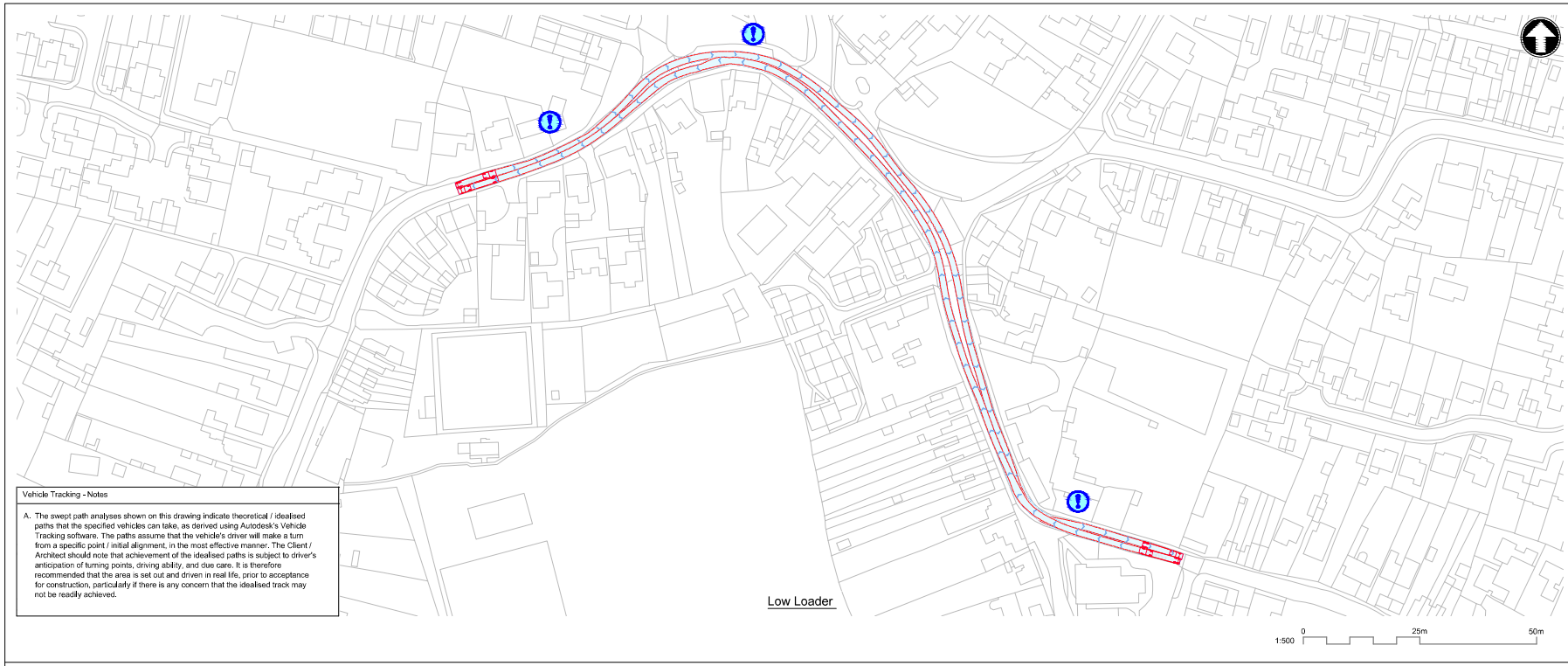
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Long Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

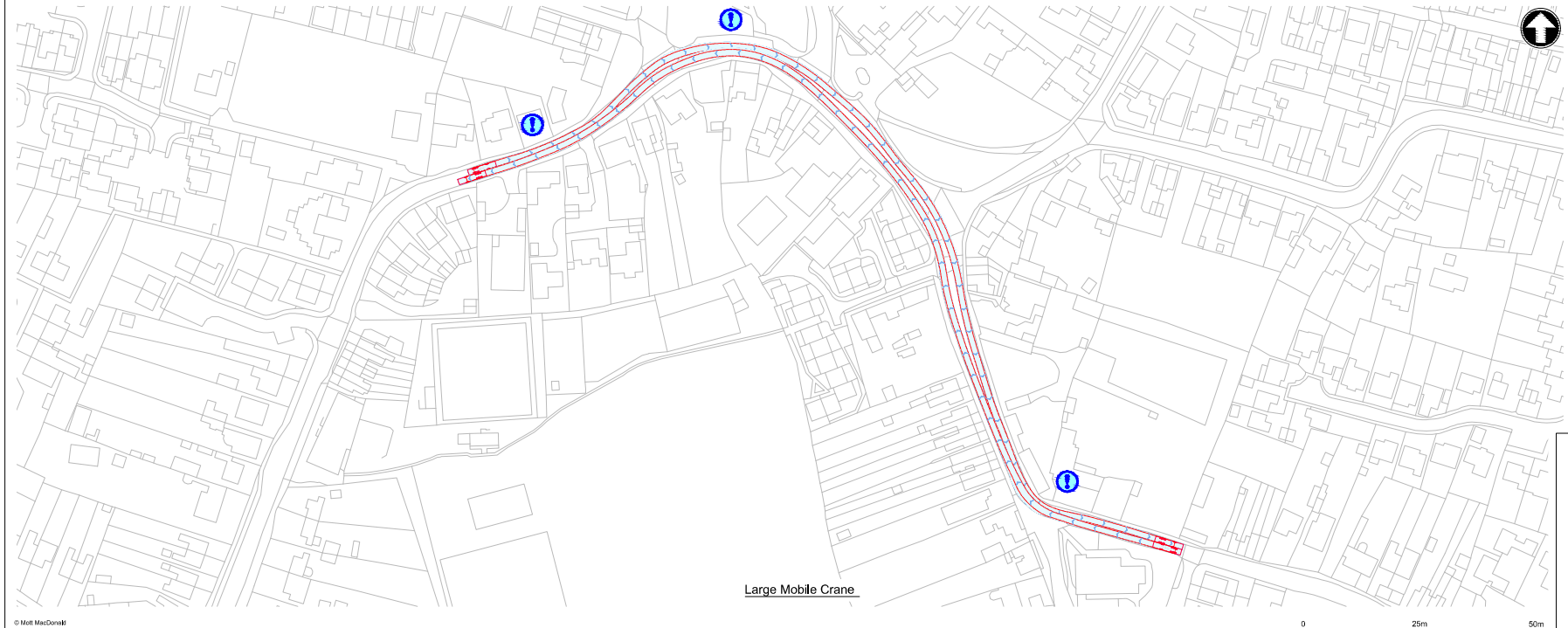
Drawing Number

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



Vehicle Tracking - Notes

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



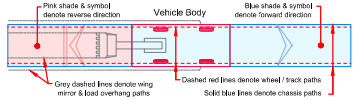
C:\Users\DEB100078\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:21PM DEB100078

Notes

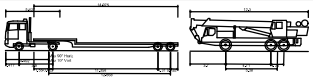
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.260m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

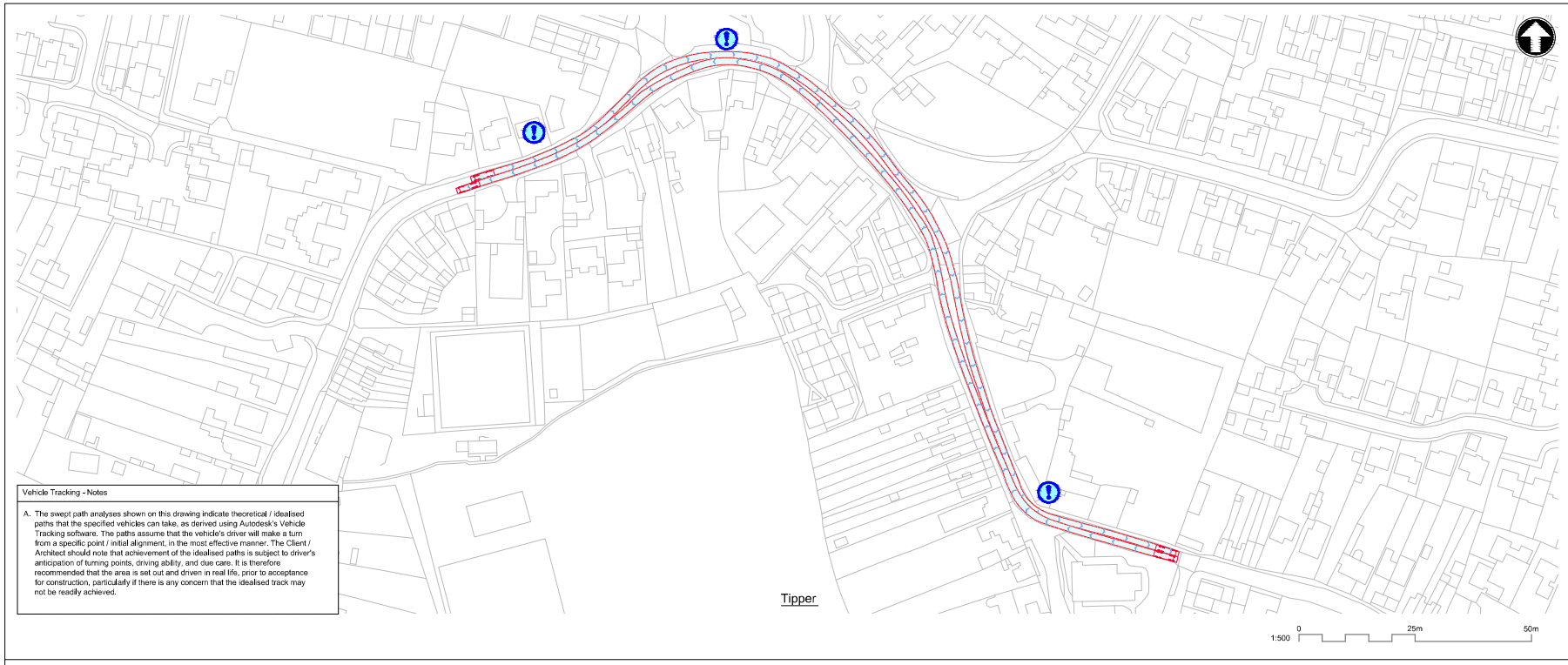
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cambridge Rd - Chapel St - Station Rd
Highways GA, Visibility Splay and Vehicle Tracking

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

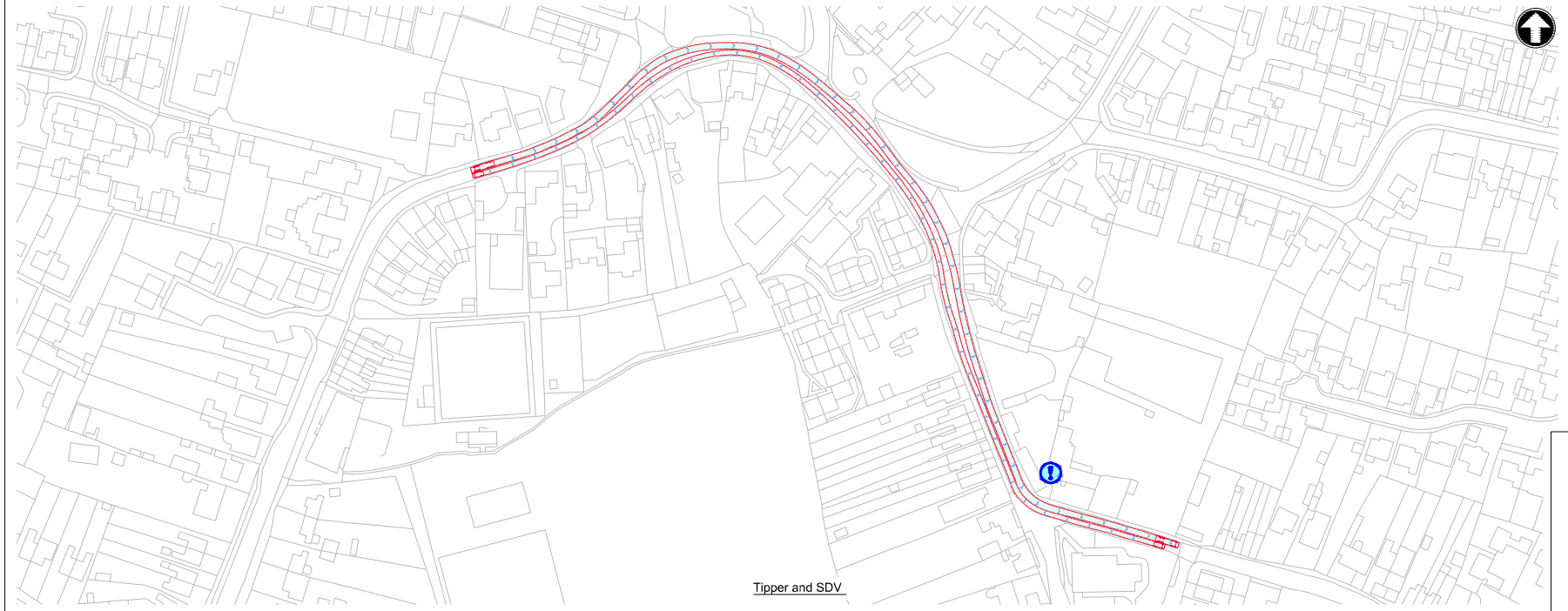
Drawing Number

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



Vehicle Tracking - Notes

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

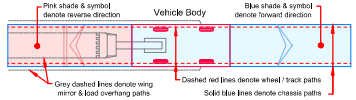


Notes

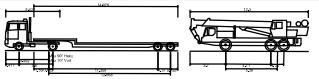
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.240m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

Cambridge Rd - Chapel St - Station Rd

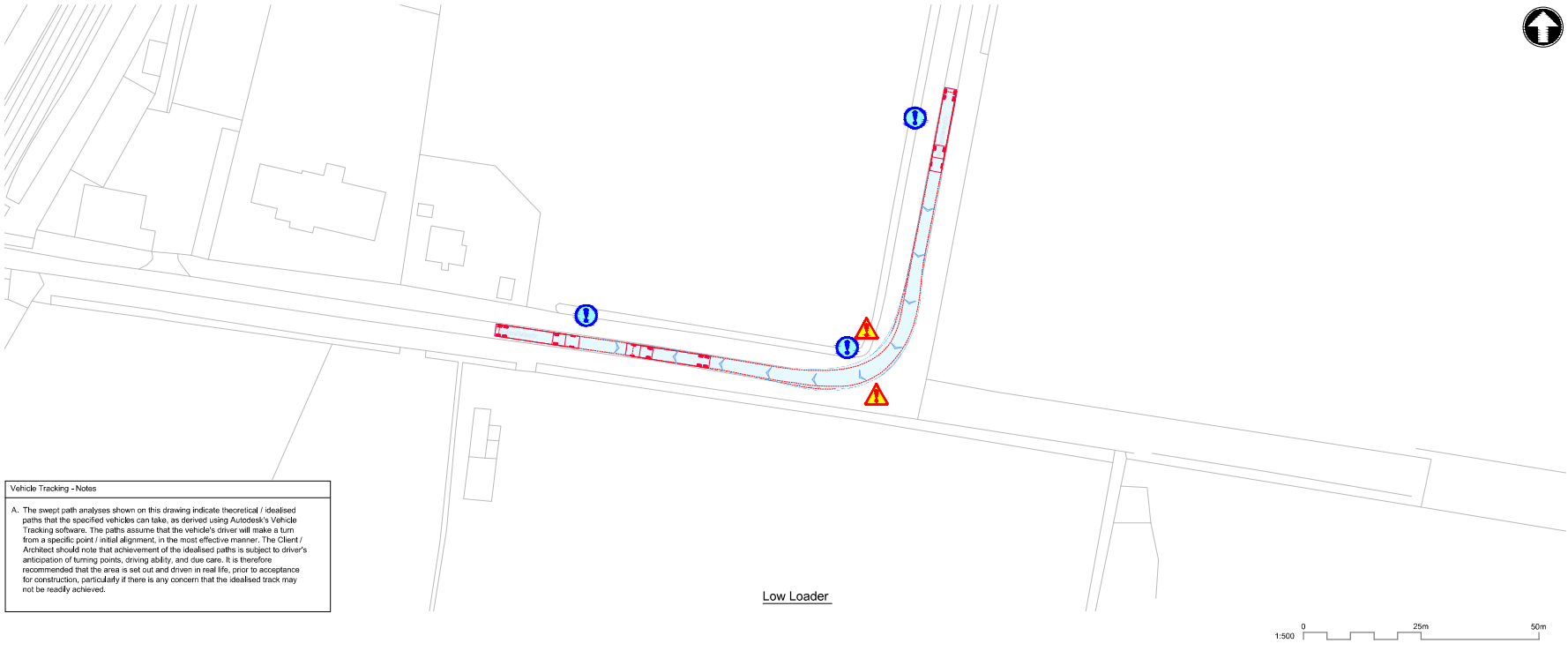
Highways GA, Visibility Splay and Vehicle Tracking

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

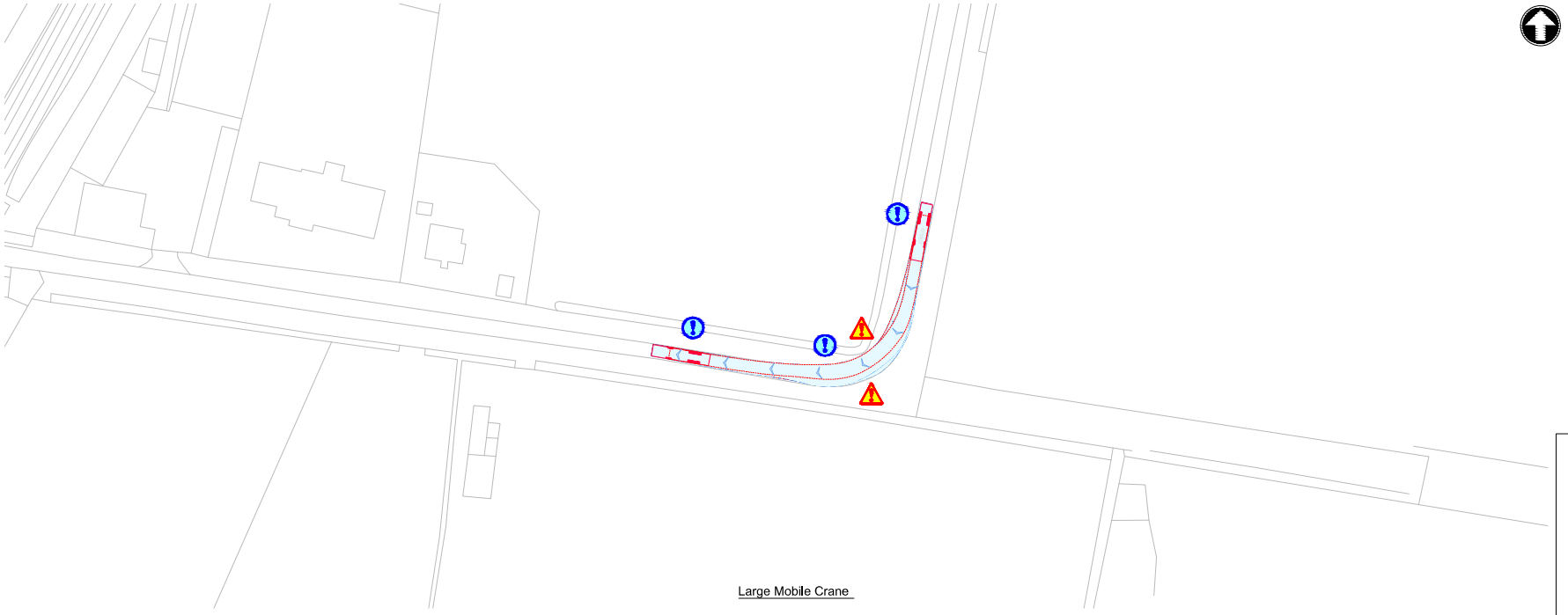
Drawing Number

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



Vehicle Tracking - Notes

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.

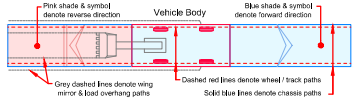


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\N\- Vehicle Tracking\C- CWWTPR29_06_22\Frame
Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:25PM DEB10007676

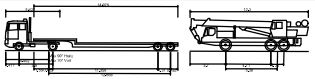
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	2,540m
Overall Body Height	3,400m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

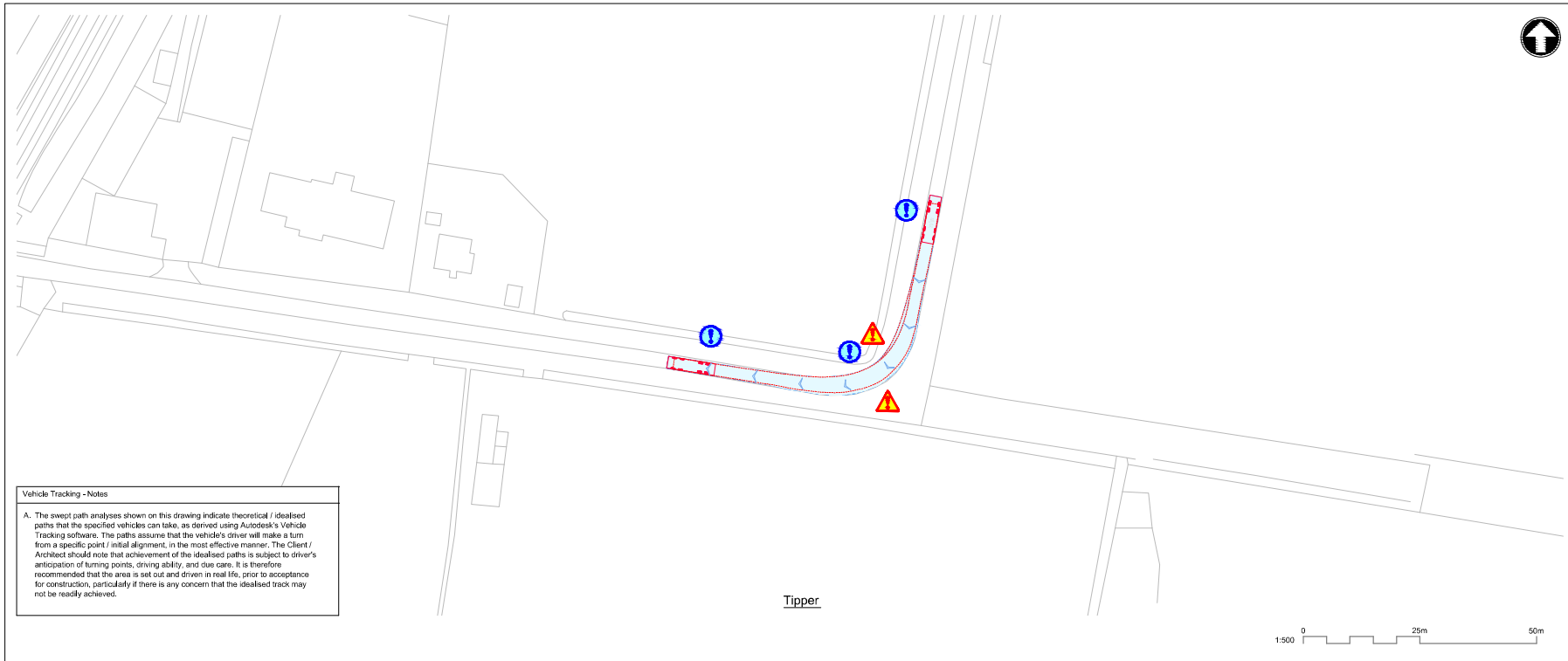
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Burgess's Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

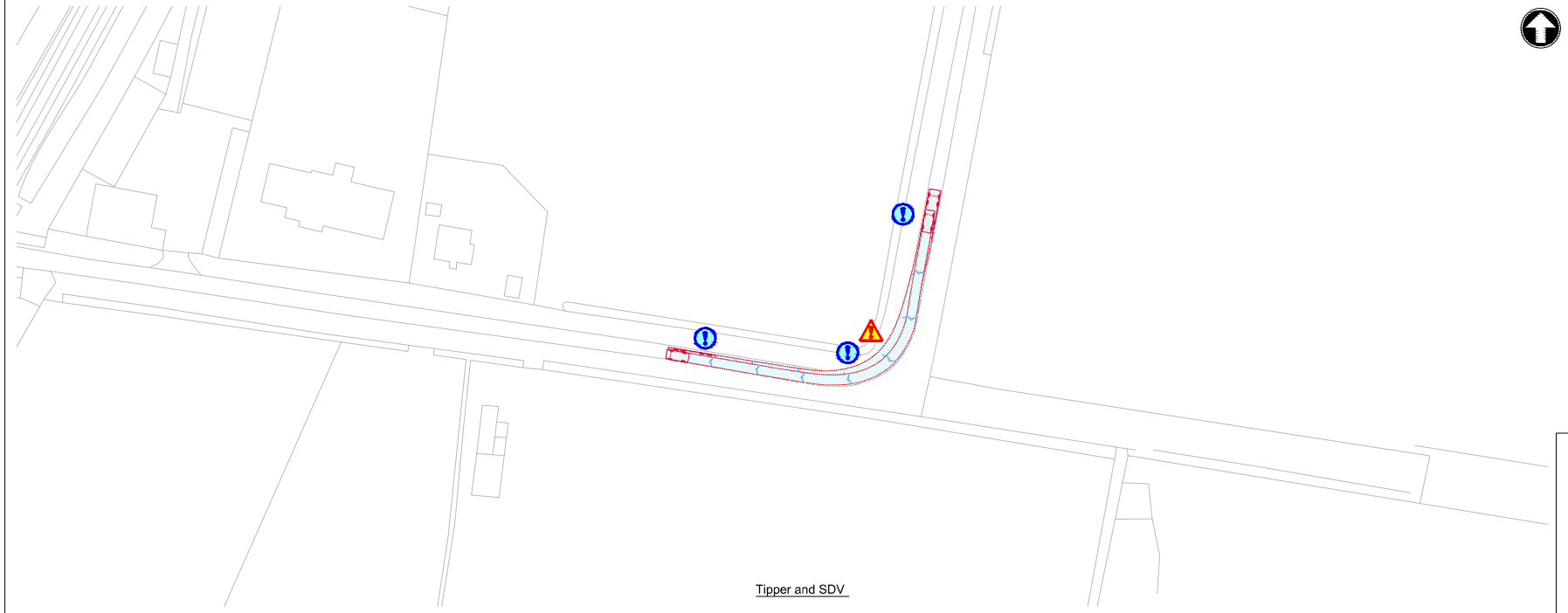
Drawing Number

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



Vehicle Tracking - Notes

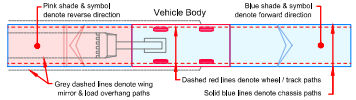
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



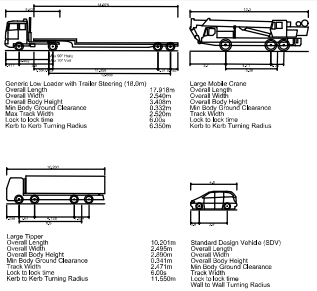
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.453m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.490m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

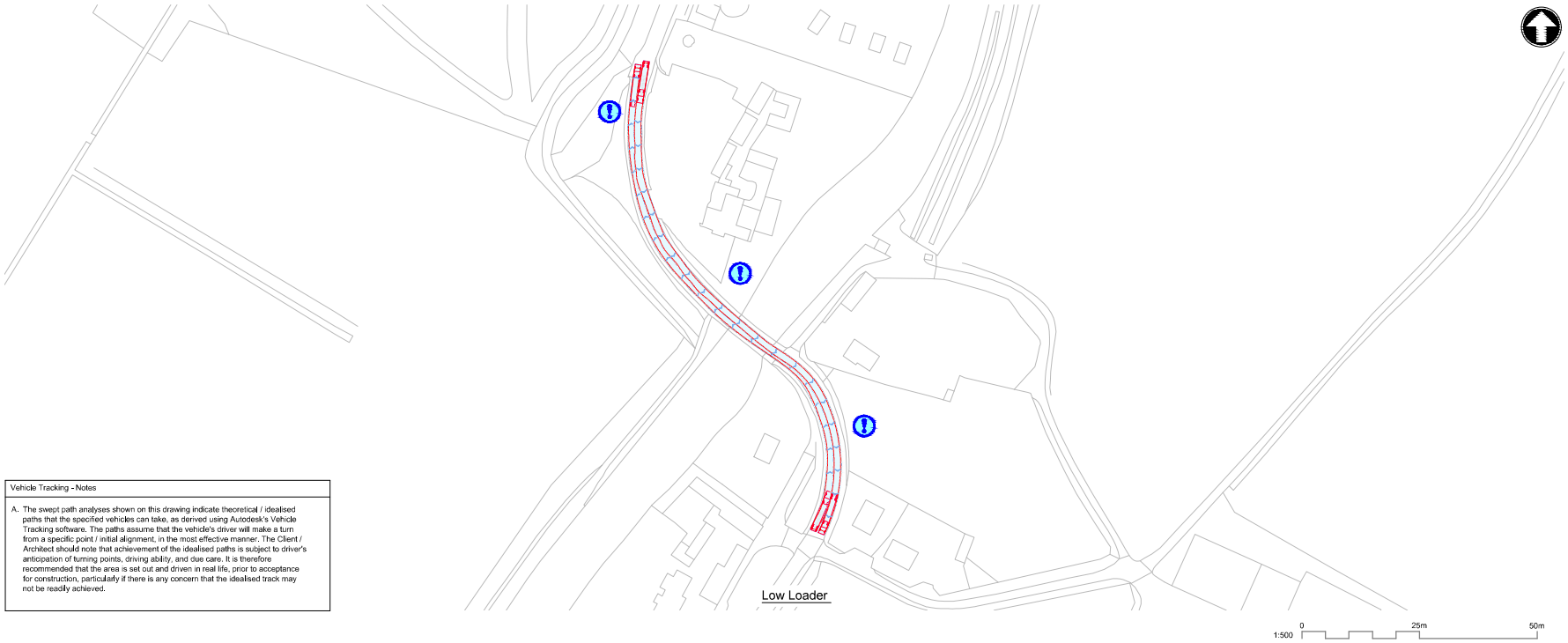
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Burgess's Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

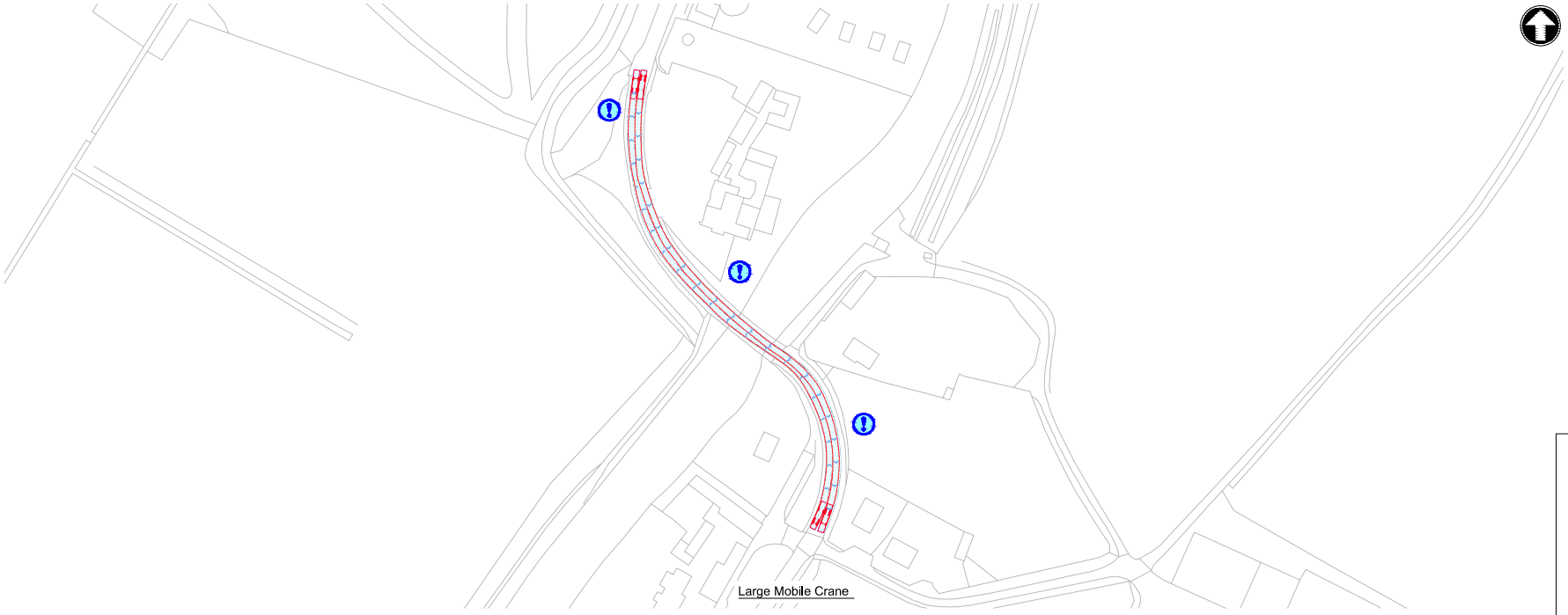
Drawing Number

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



Vehicle Tracking - Notes

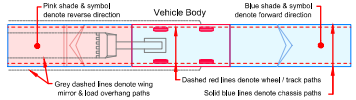
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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



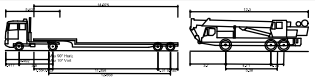
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

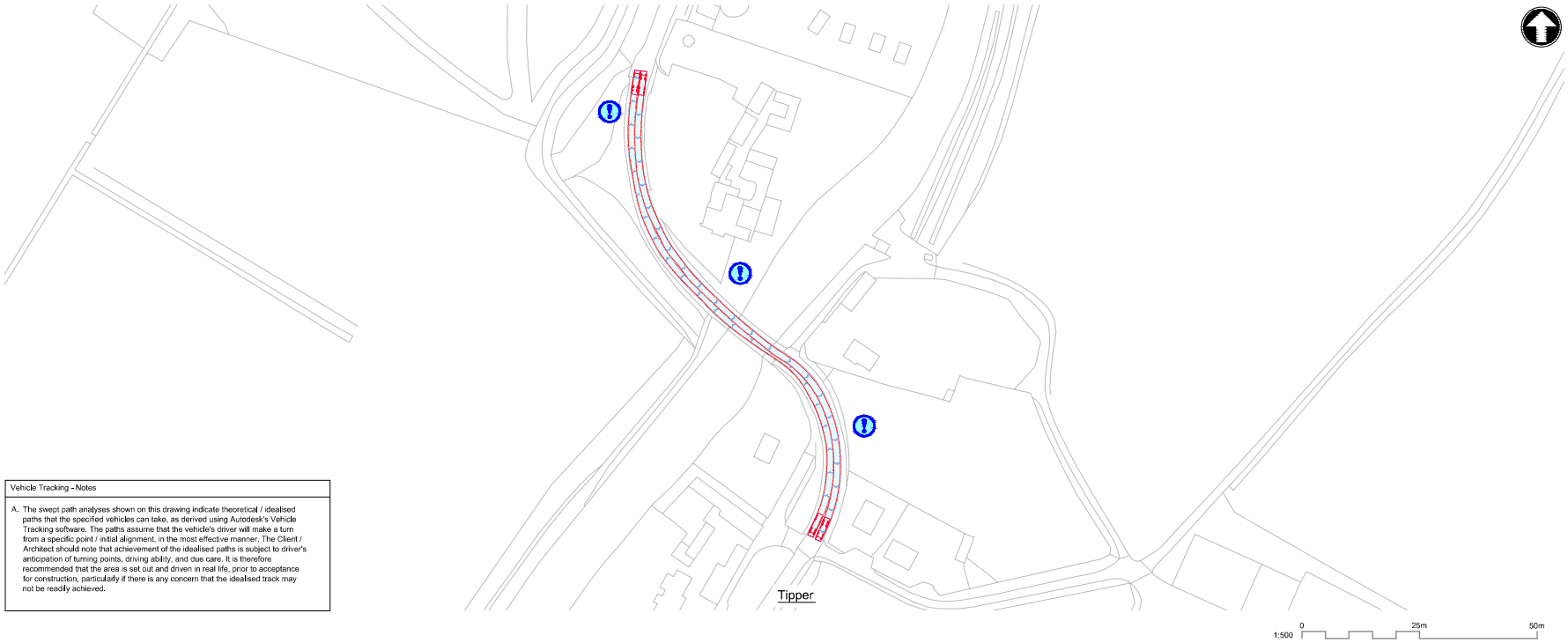
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Clayhithe Bridge
Highways GA, Visibility Splay and Vehicle Tracking

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

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

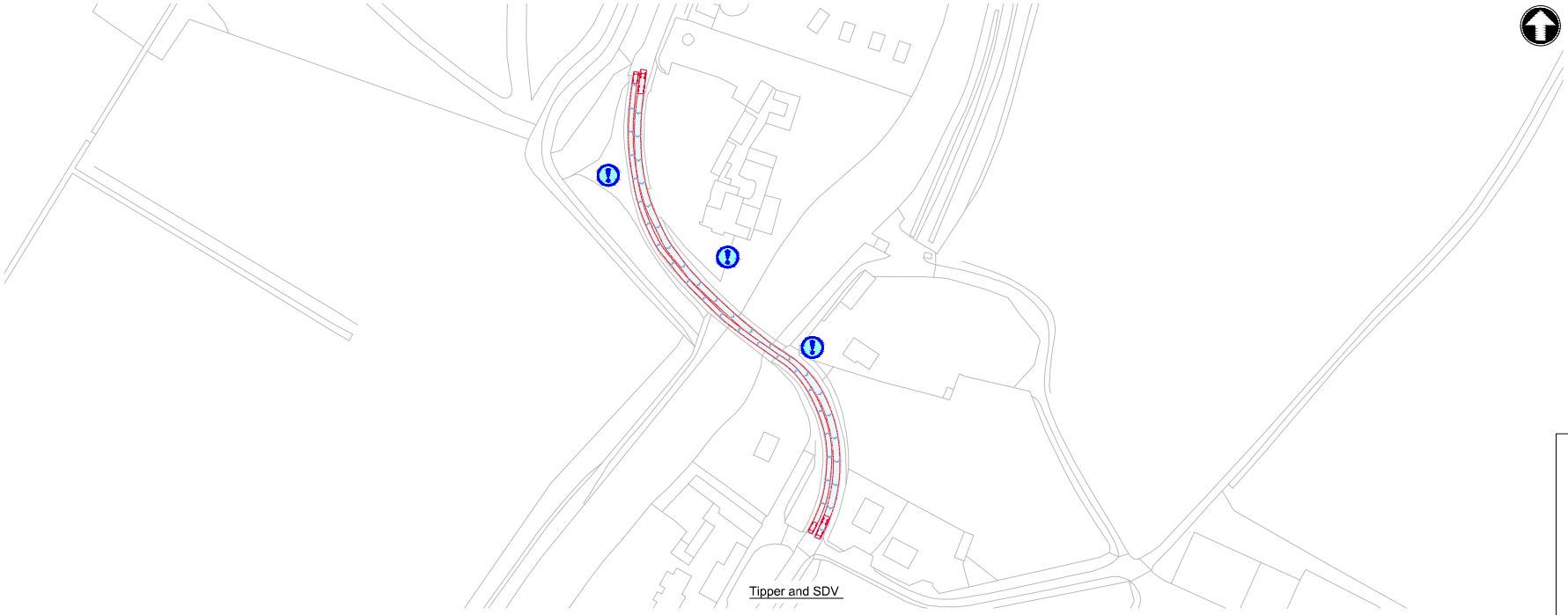
Drawing Number

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



Vehicle Tracking - Notes

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.

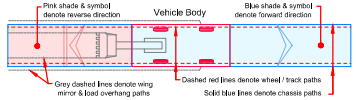


C:\Users\DEB100078\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 10, 2022 - 7:32PM DEB100078

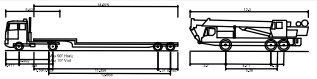
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

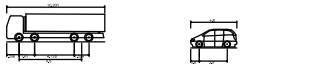


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.453m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.500m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

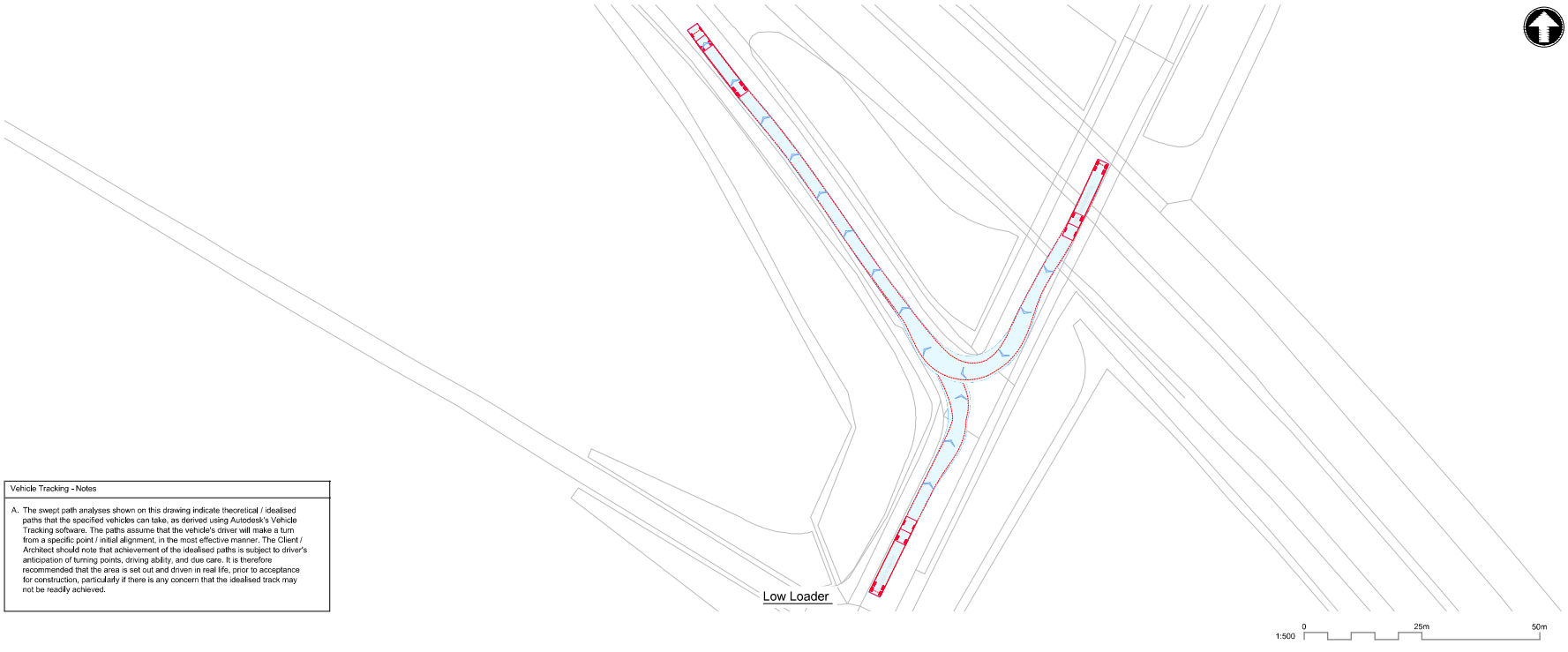
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Clayhithe Bridge
Highways GA, Visibility Splay and Vehicle Tracking

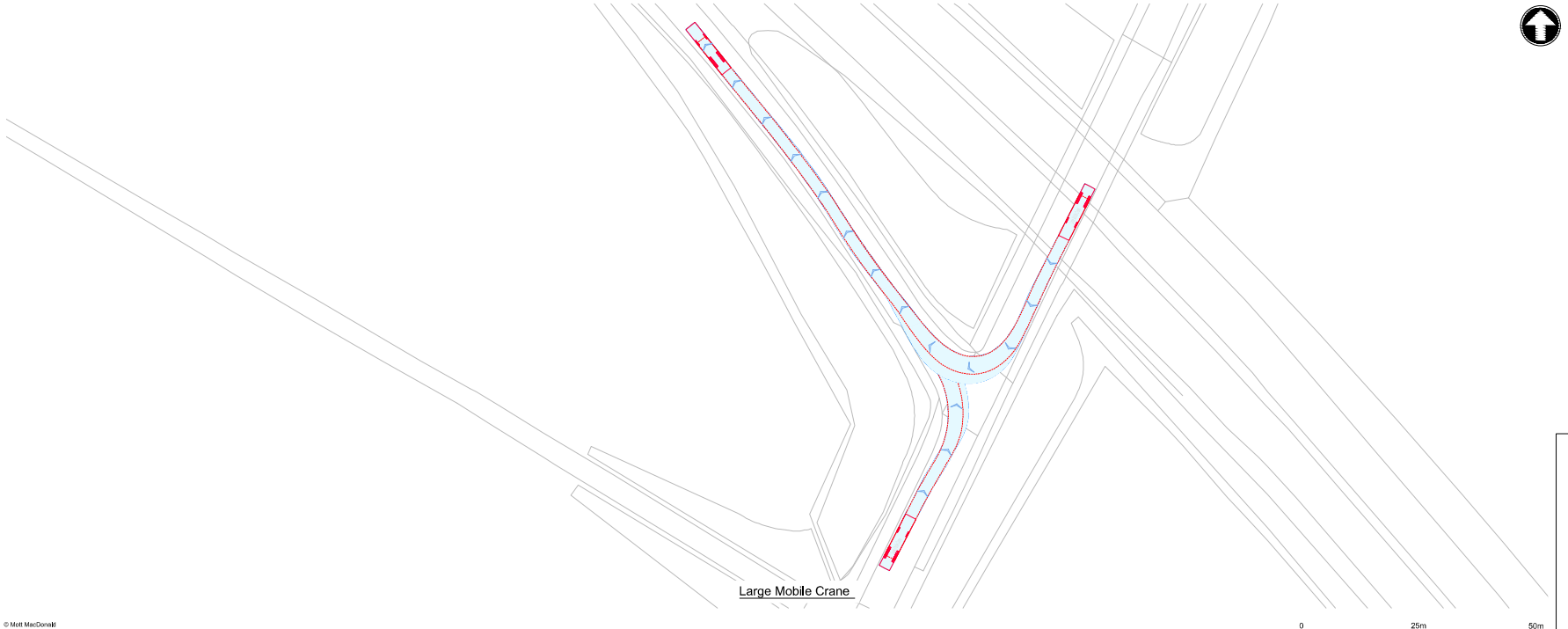
Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
Dwg check	-		Approved	-	

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

Drawing Number

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





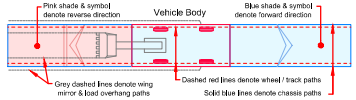
Vehicle Tracking - Notes

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

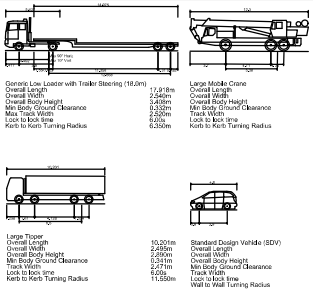
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

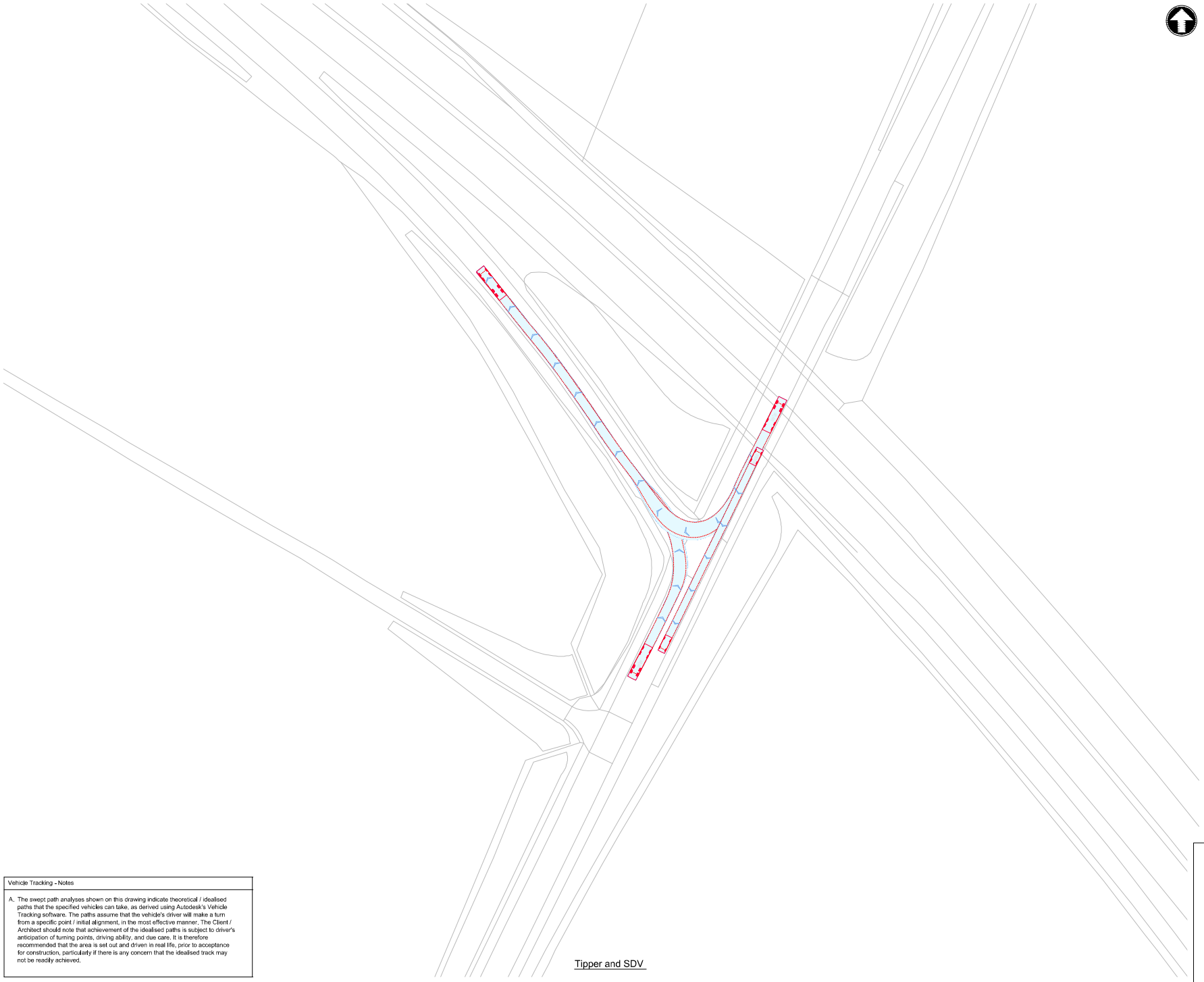
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
B1047 - A14 Junction 34
Highways GA, Visibility Splay and Vehicle Tracking

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

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

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

C:\Users\DEB10007\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT 2.dwg Jul 10, 2022 - 7:41PM DEB10007



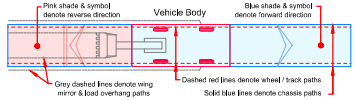
Tipper and SDV

1:500 0 25m 50m

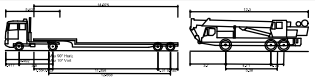
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.450m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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.

Title

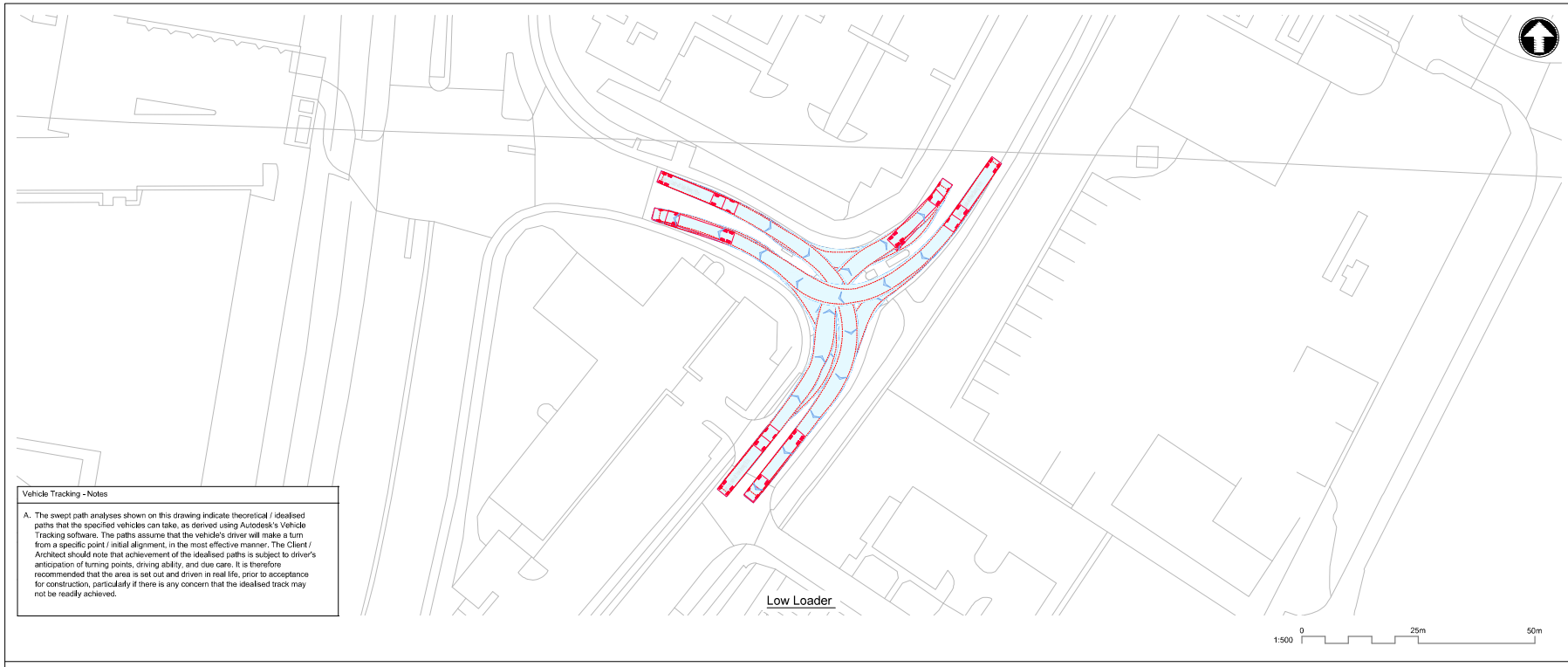
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
B1047 - A14 Junction 34
Highways GA, Visibility Splay and Vehicle Tracking

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

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

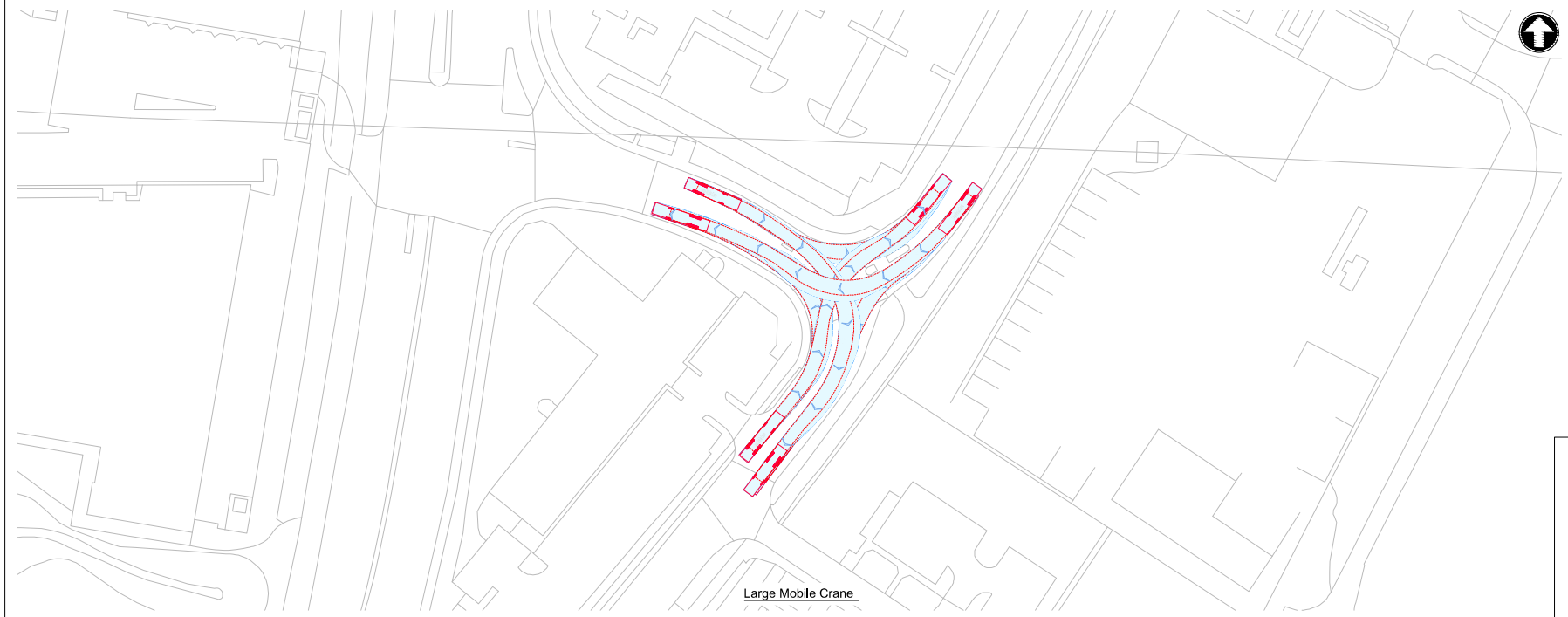
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

C:\Users\DEB100076\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Jul 27, 2022 - 11:22AM DEB100076



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.

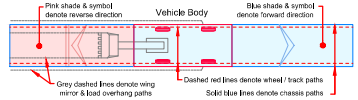


C:\Users\DEB10007676\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\Frame Template\102375-MMD-01-XX-DR-C-DRAFT 2.dwg Jul 10, 2022 - 7:46PM DEB10007676

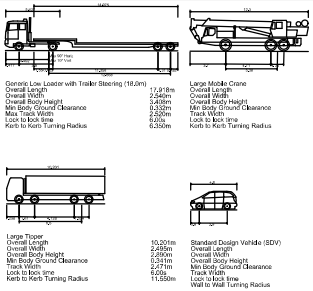
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

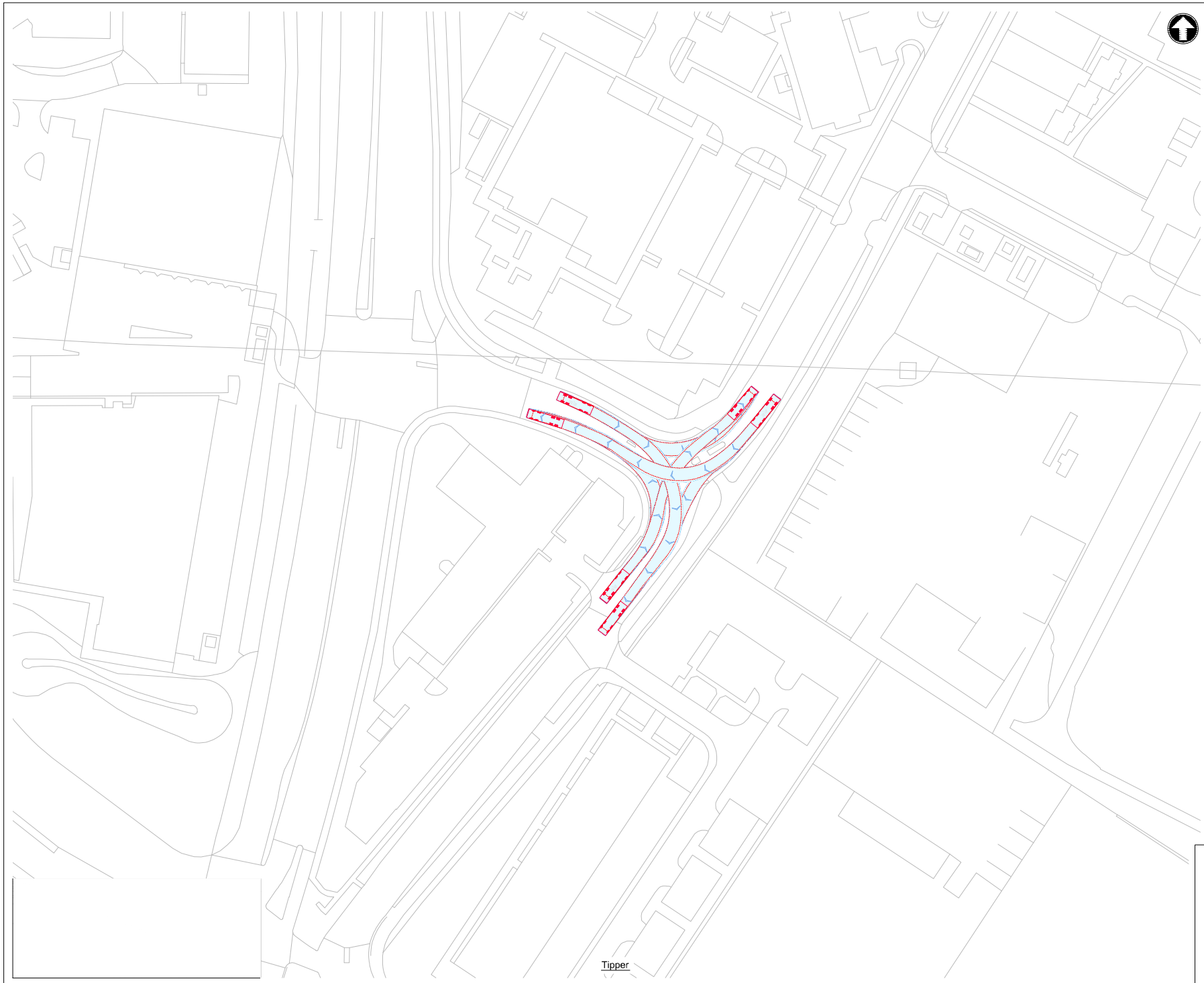
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cowley Rd Junction
Highways GA, Visibility Splay and Vehicle Tracking

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

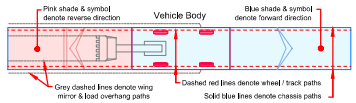


1:500 0 25m 50m

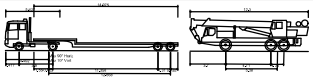
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)		Large Mobile Crane	
Overall Length	17.918m	Overall Length	12.300m
Overall Width	2.540m	Overall Width	2.430m
Max Body Height	3.400m	Max Body Height	3.200m
Min Body Ground Clearance	0.400m	Min Body Ground Clearance	0.400m
Max Track Width	2.320m	Track Width	2.430m
Lock to lock time	6.00s	Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.350m	Kerb to Kerb Turning Radius	10.200m

Large Tipper		Standard Dosign Vehicle (SDV)	
Overall Length	10.201m	Overall Length	4.500m
Overall Width	2.495m	Overall Width	2.000m
Max Body Height	3.960m	Max Body Height	1.950m
Min Body Ground Clearance	0.341m	Min Body Ground Clearance	0.100m
Track Width	2.471m	Track Width	2.000m
Lock to lock time	6.00s	Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m	Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

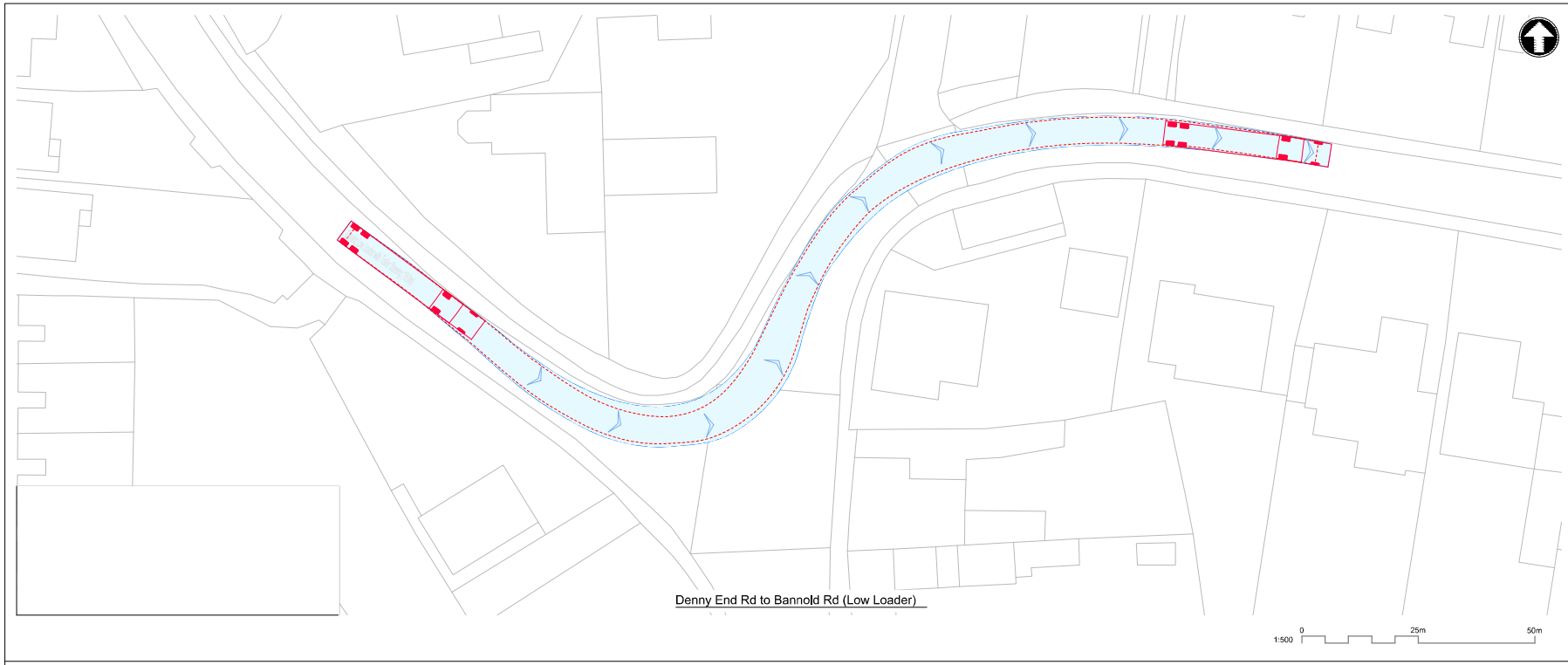
Title

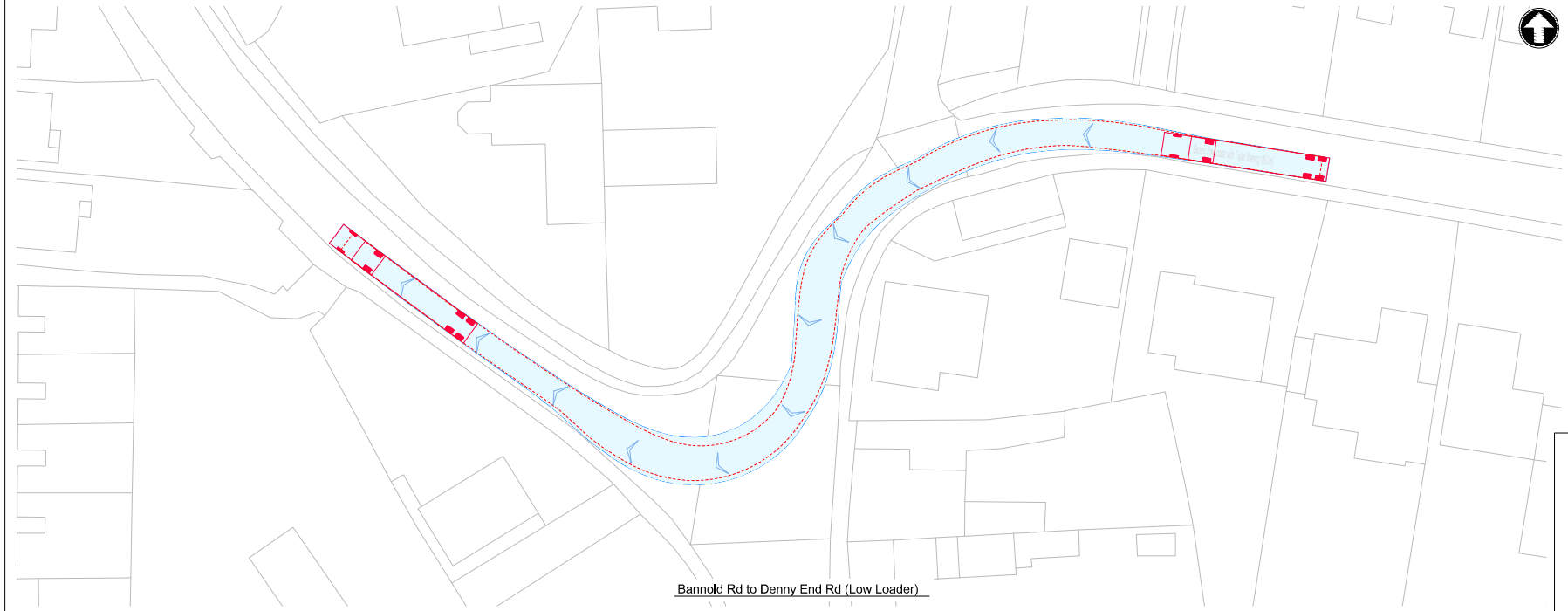
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Cowley Rd Junction
Highways GA, Visibility Splay and Vehicle Tracking

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

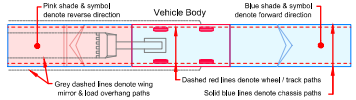




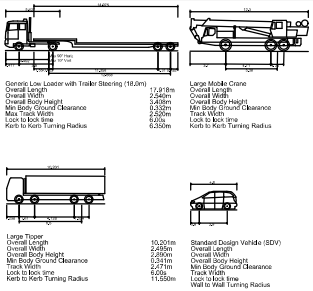
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)		Large Mobile Crane	
Overall Length	17.918m	Overall Length	12.300m
Overall Width	2.540m	Overall Width	2.430m
Min Body Height	3.400m	Overall Body Height	3.200m
Min Body Ground Clearance	0.410m	Min Body Ground Clearance	0.260m
Max Track Width	2.320m	Track Width	2.430m
Lock to lock time	6.00s	Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.350m	Kerb to Kerb Turning Radius	10.200m

Large Tipper		Standard Dosign Vehicle (SDV)	
Overall Length	10.201m	Overall Length	4.500m
Overall Width	2.495m	Overall Width	2.090m
Min Body Ground Clearance	0.341m	Overall Body Height	1.950m
Track Width	2.471m	Min Body Ground Clearance	0.100m
Lock to lock time	6.00s	Track Width	2.000m
Kerb to Kerb Turning Radius	11.550m	Lock to lock time	4.00s
		Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

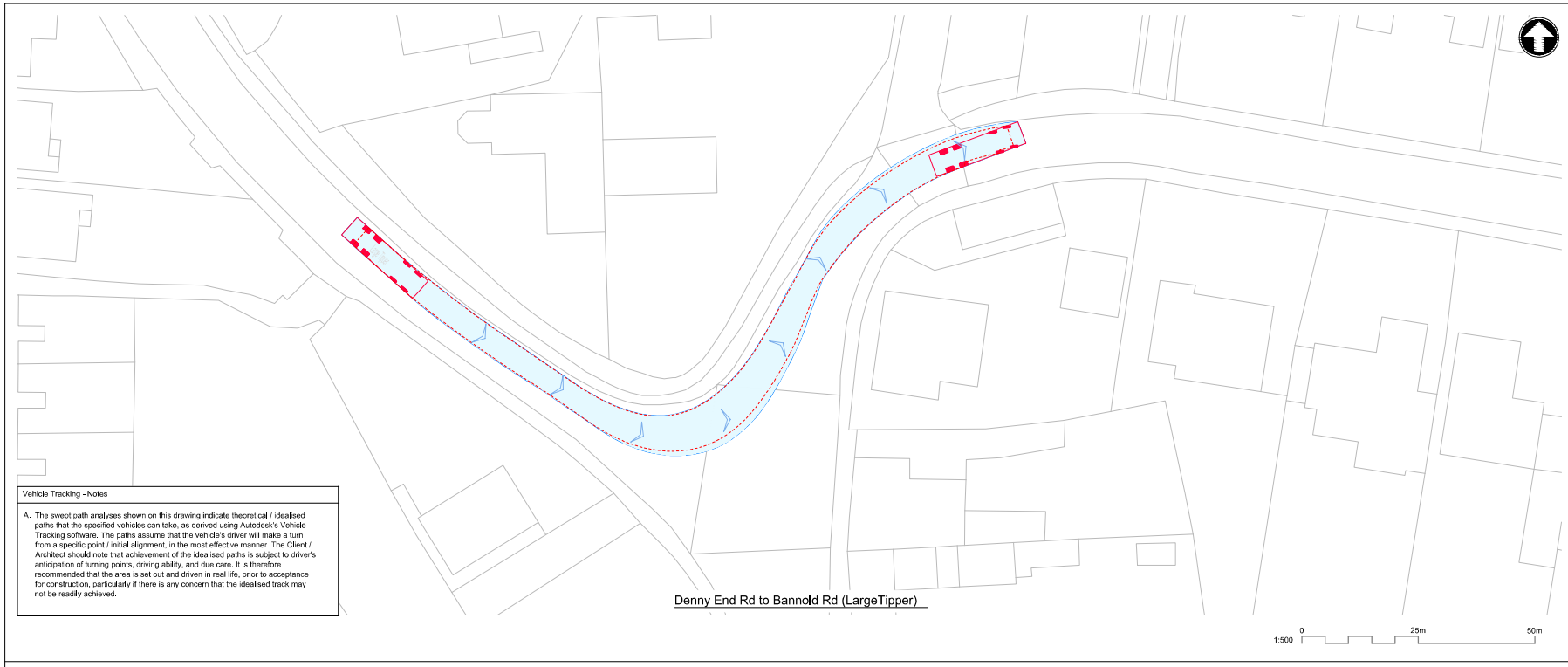
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and Vehicle Tracking

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

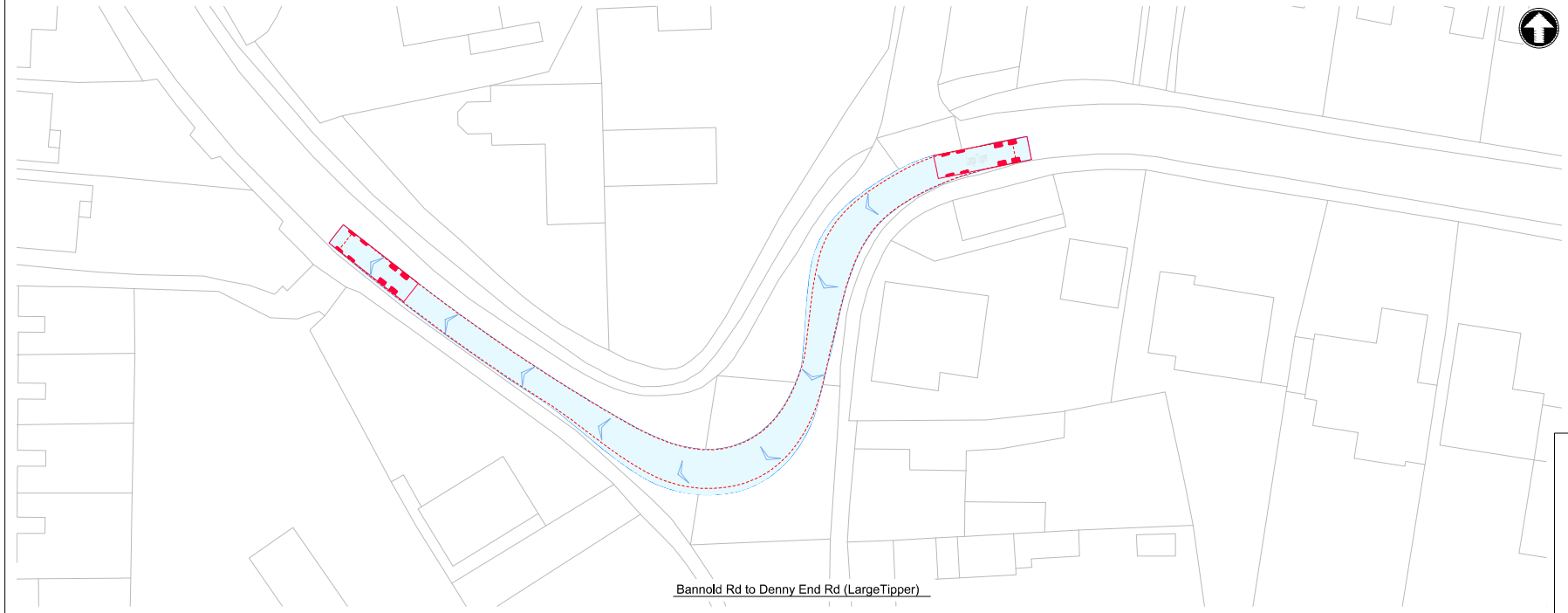
Drawing Number

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



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.

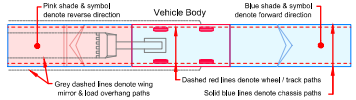


C:\Users\DEB100076\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Sep 12, 2022 - 4:15PM DEB100076

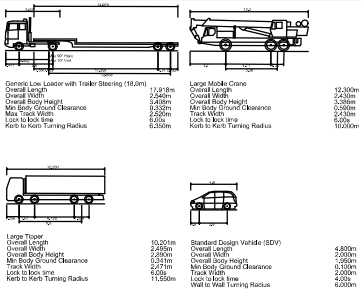
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.540m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

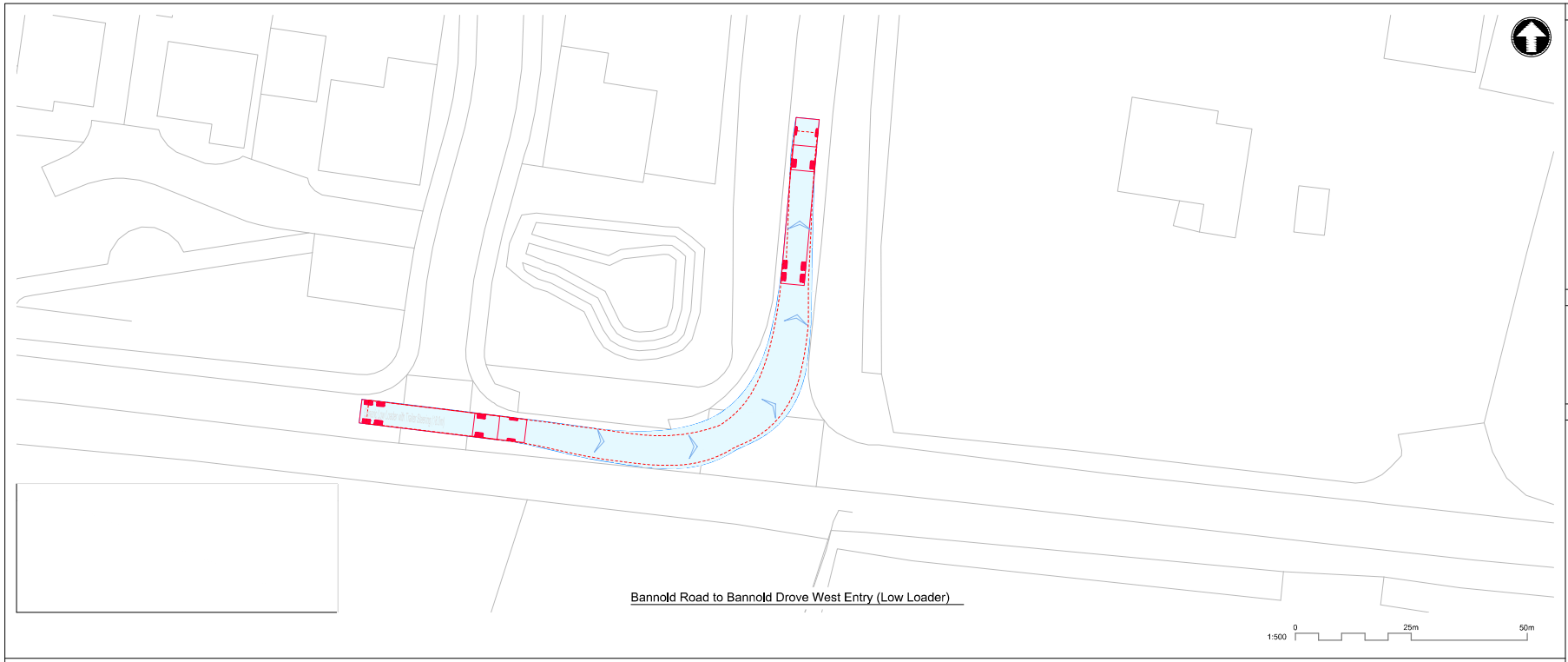
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Denny End Rd - Bannold Rd
Highways GA, Visibility Splay and Vehicle Tracking

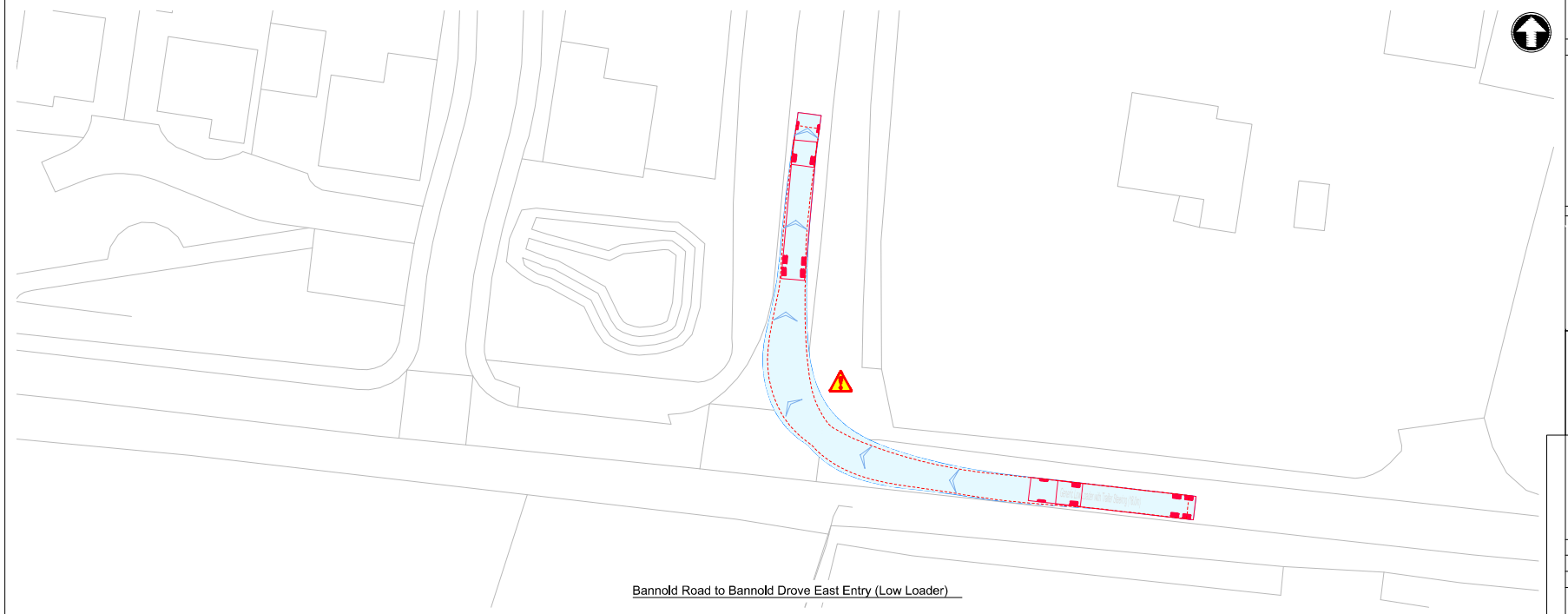
Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
Dwg check	-		Approved	-	

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

Drawing Number

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

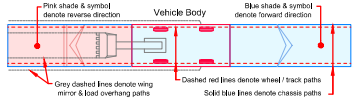




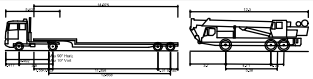
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

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

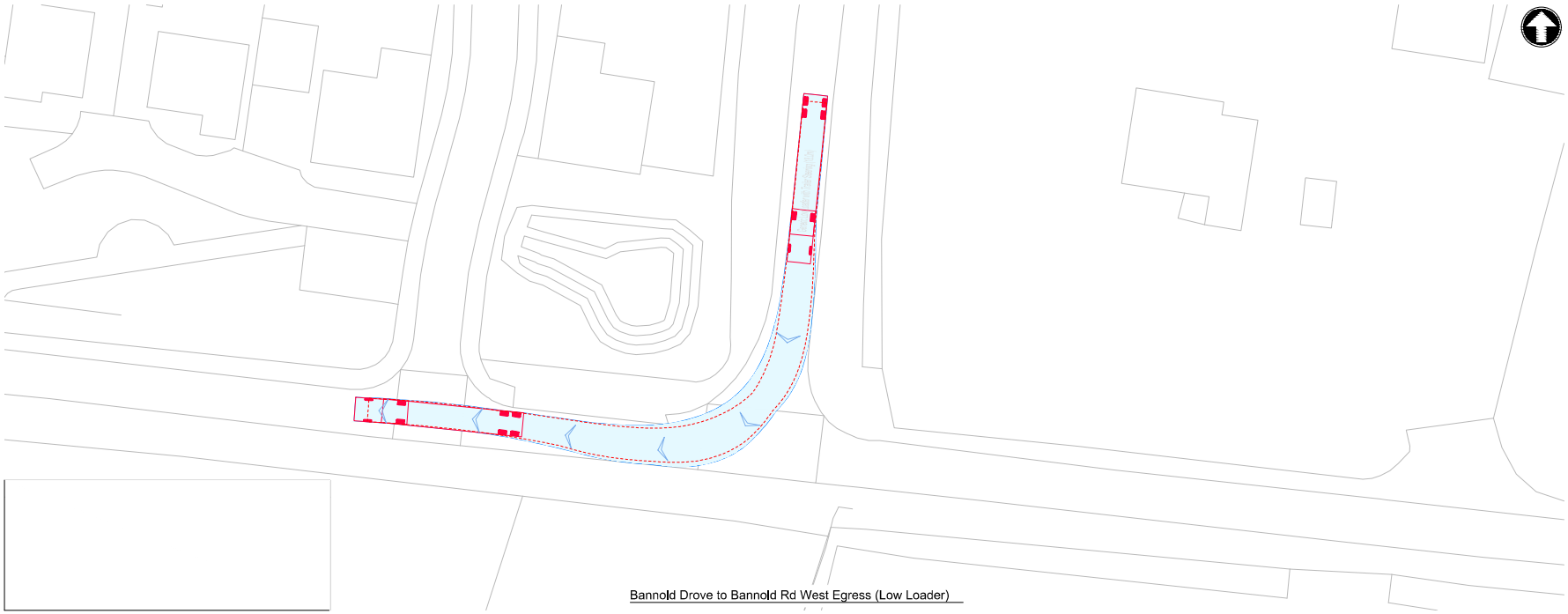
Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
Dwg check	-		Approved	-	

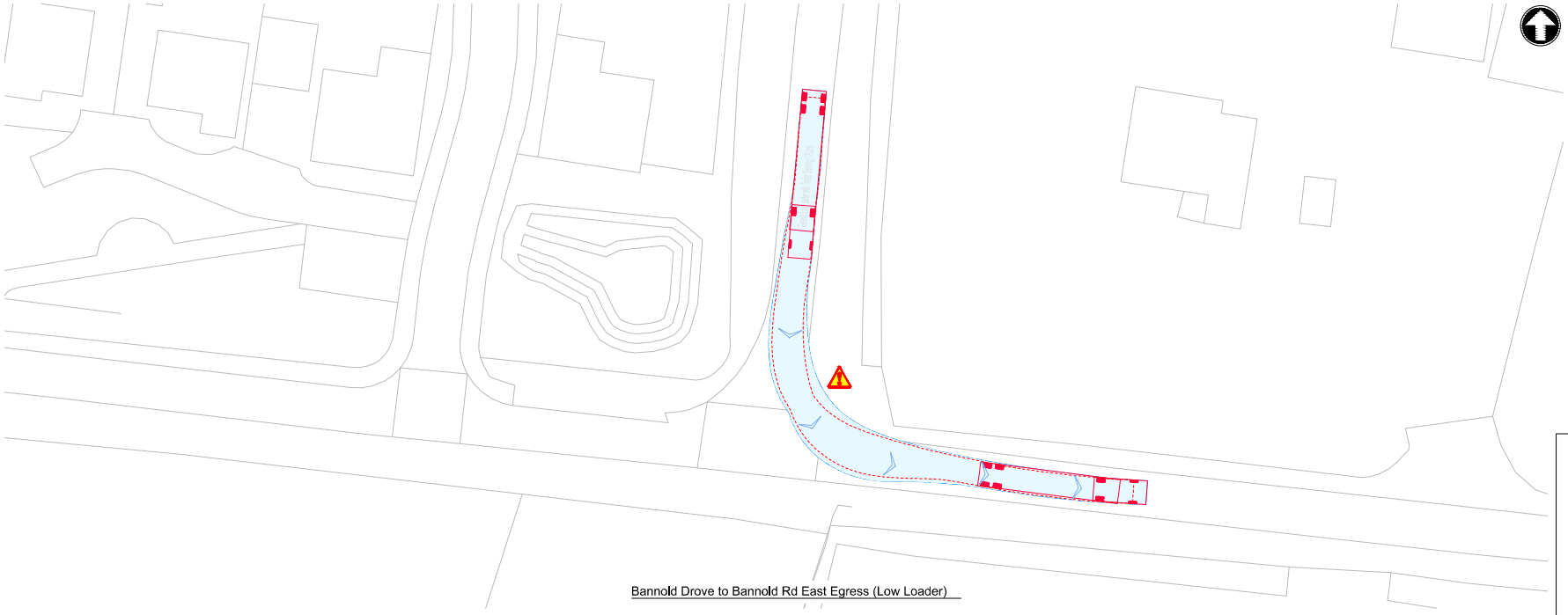
Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number

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

C:\Users\DEB100079\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT-3_recover.dwg Sep 13, 2022 - 3:31PM DEB100079

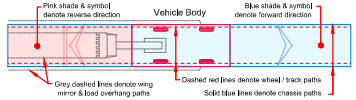




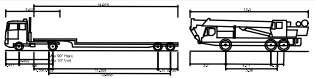
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Min Body Height	3.400m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.950m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

Bannold Rd - Bannold Drove

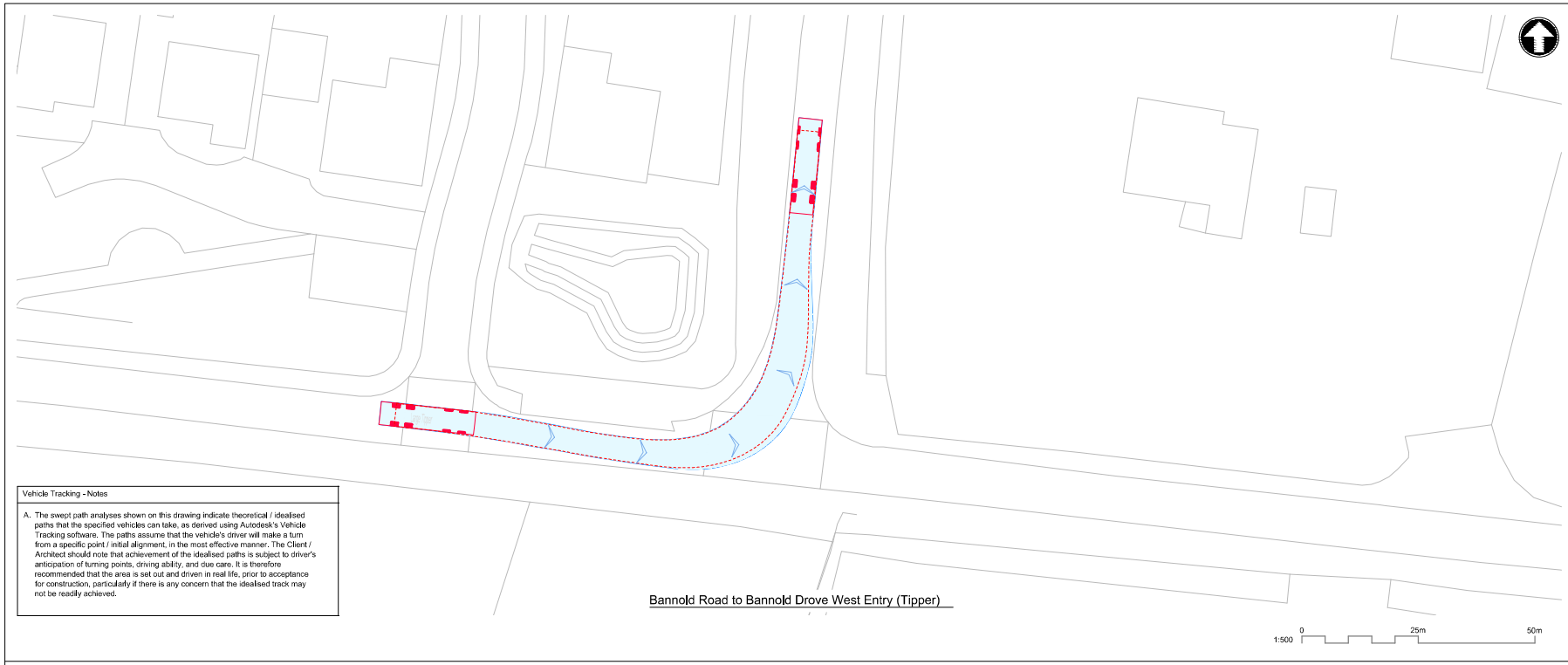
Highways GA, Visibility Splay and Vehicle Tracking

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

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

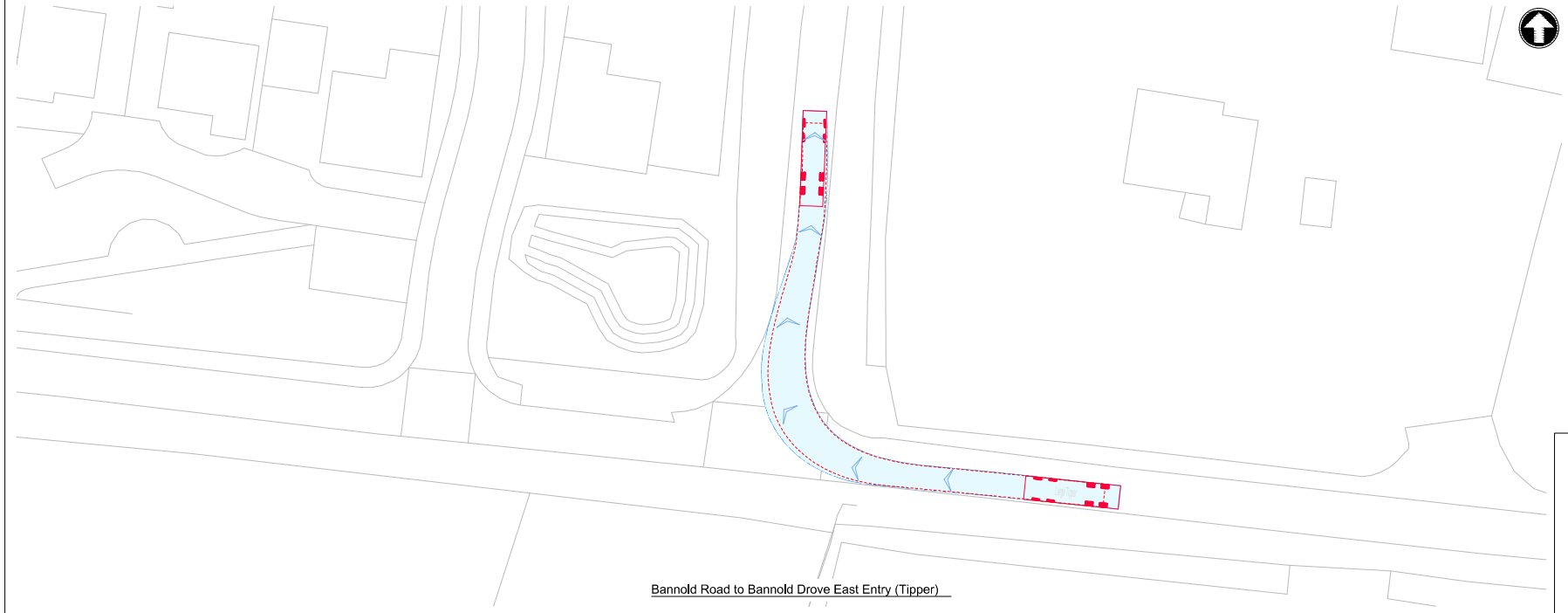
Drawing Number

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



Vehicle Tracking - Notes

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

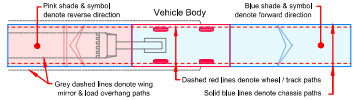


C:\Users\DEB100076\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Sep 12, 2022 - 4:25PM DEB100076

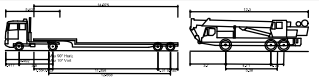
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.400m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.400m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

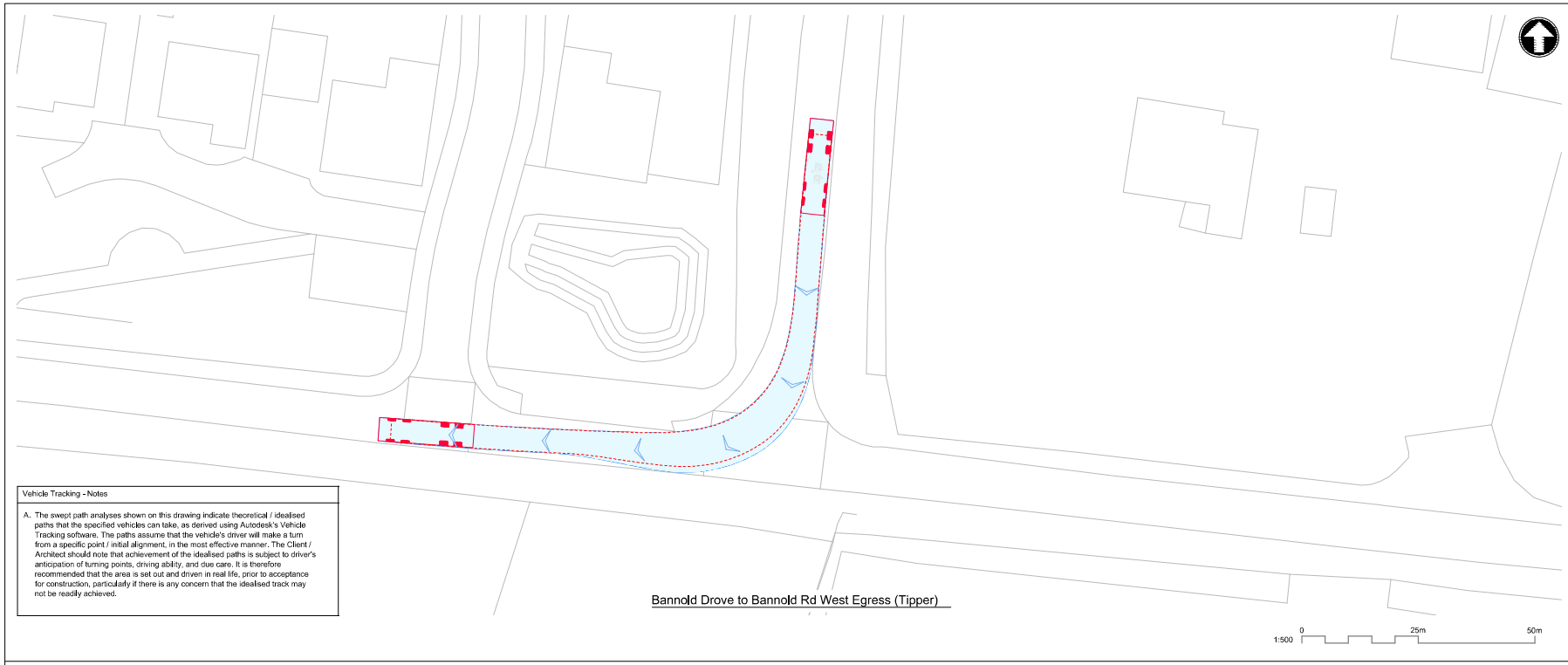
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

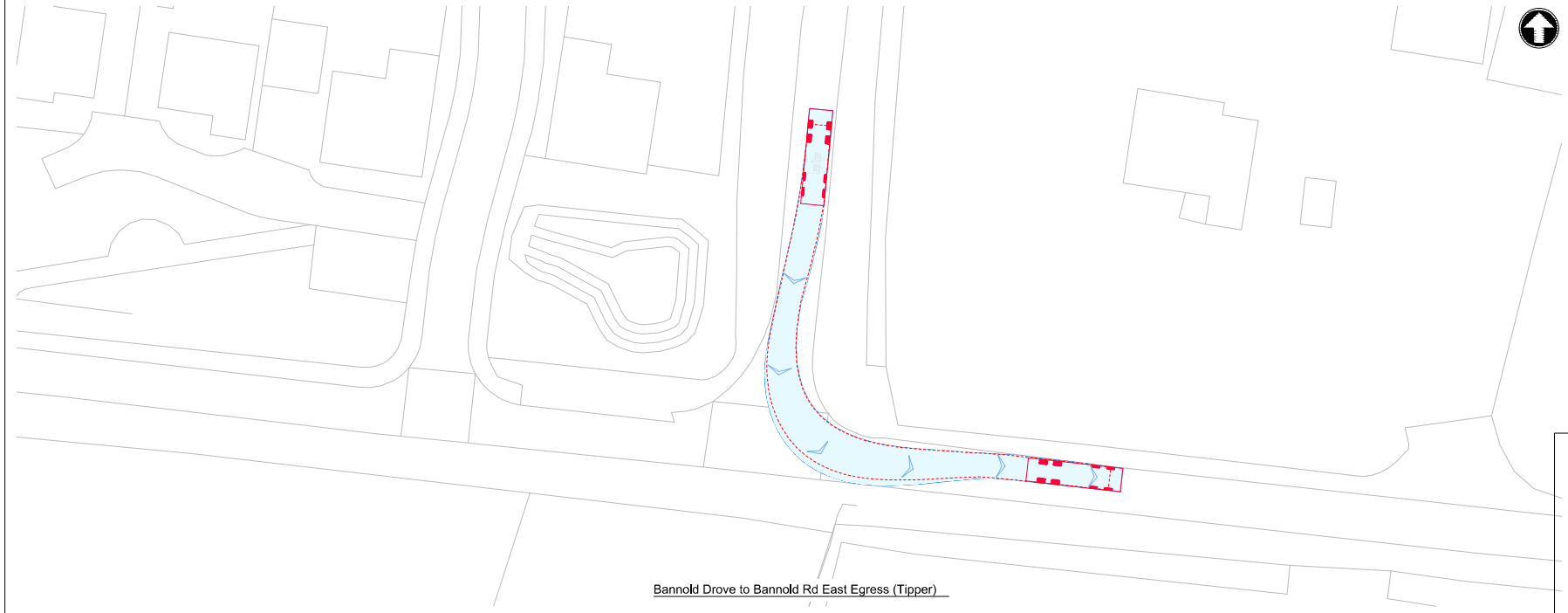
Drawing Number

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



Vehicle Tracking - Notes

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

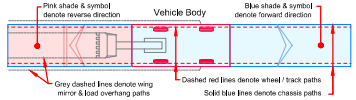


C:\Users\DEB100076\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.dwg Sep 12, 2022 - 4:33PM DEB100076

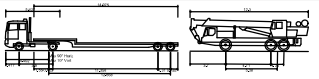
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.453m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

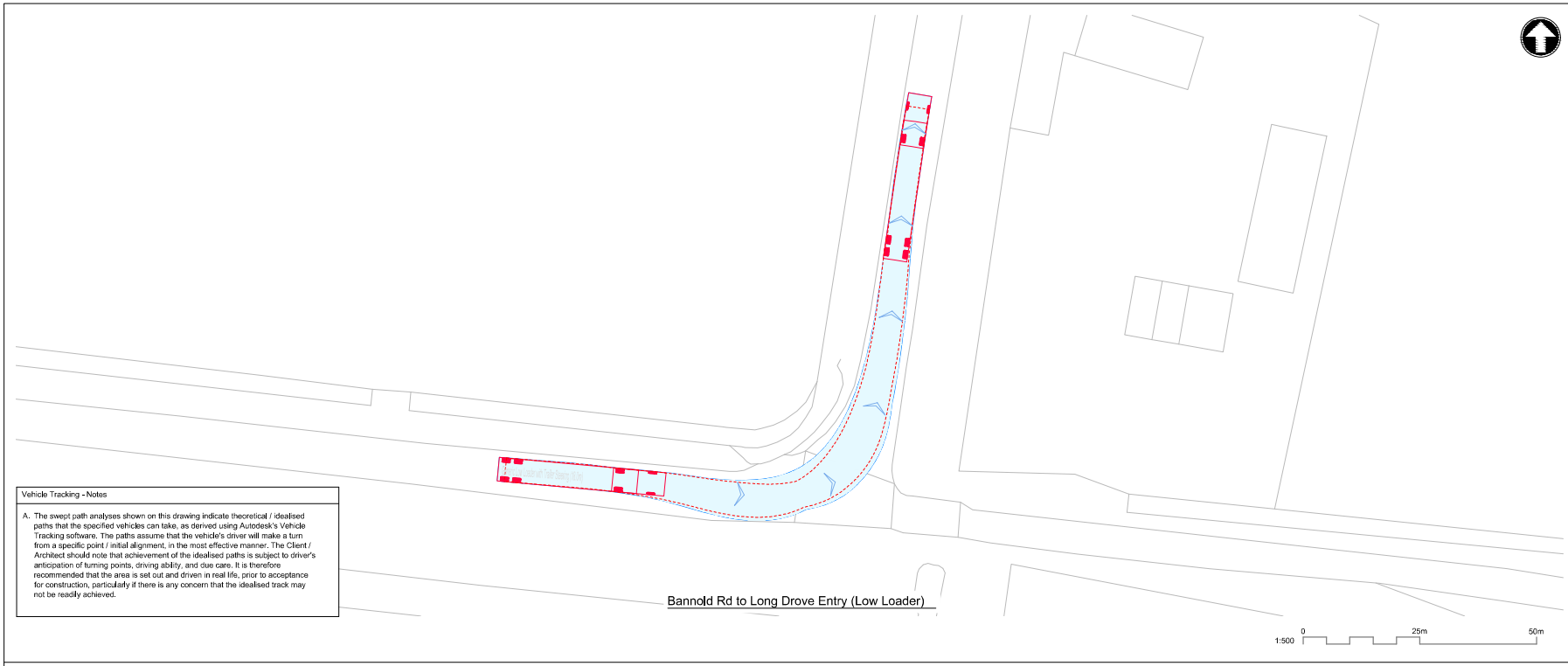
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
Bannold Rd - Bannold Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

Drawing Number

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



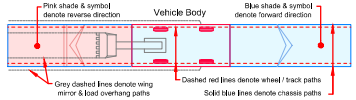
Vehicle Tracking - Notes

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

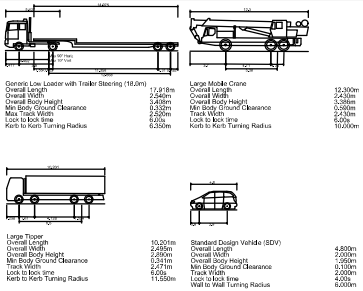
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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

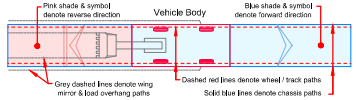
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

C:\Users\DEB100076\Mott MacDonald\Cambridge WWTP Relocation Project - 12 - Transport\04 Reports\2 TA\3 Swept path analysis\CAD Files\DR\102375-MMD-01-XX-DR-C-DRAFT.3dwg Sep 12, 2022 - 4:43PM DEB100076

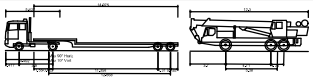
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.450m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.500m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

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

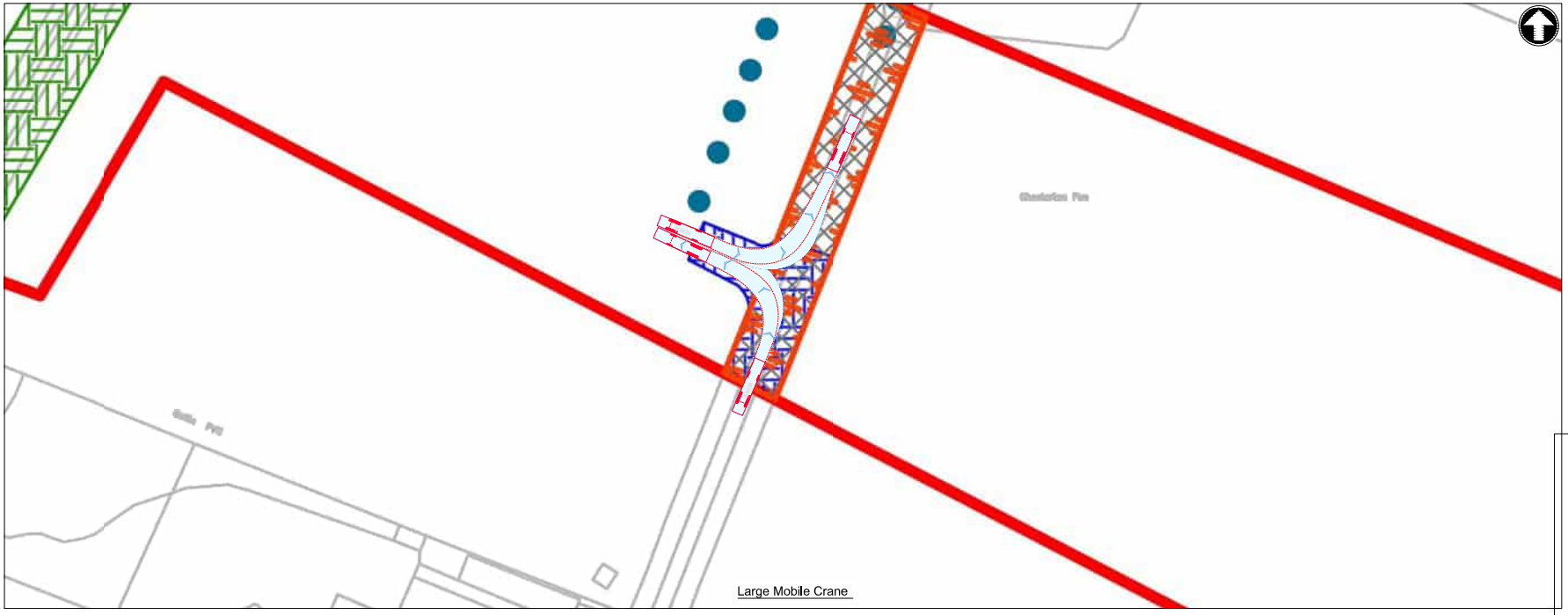
Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
Dwg check	-		Approved	-	

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

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

Vehicle Tracking - Notes

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.

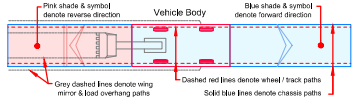


C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 5:01 PM DEB100076

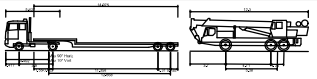
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

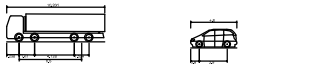


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

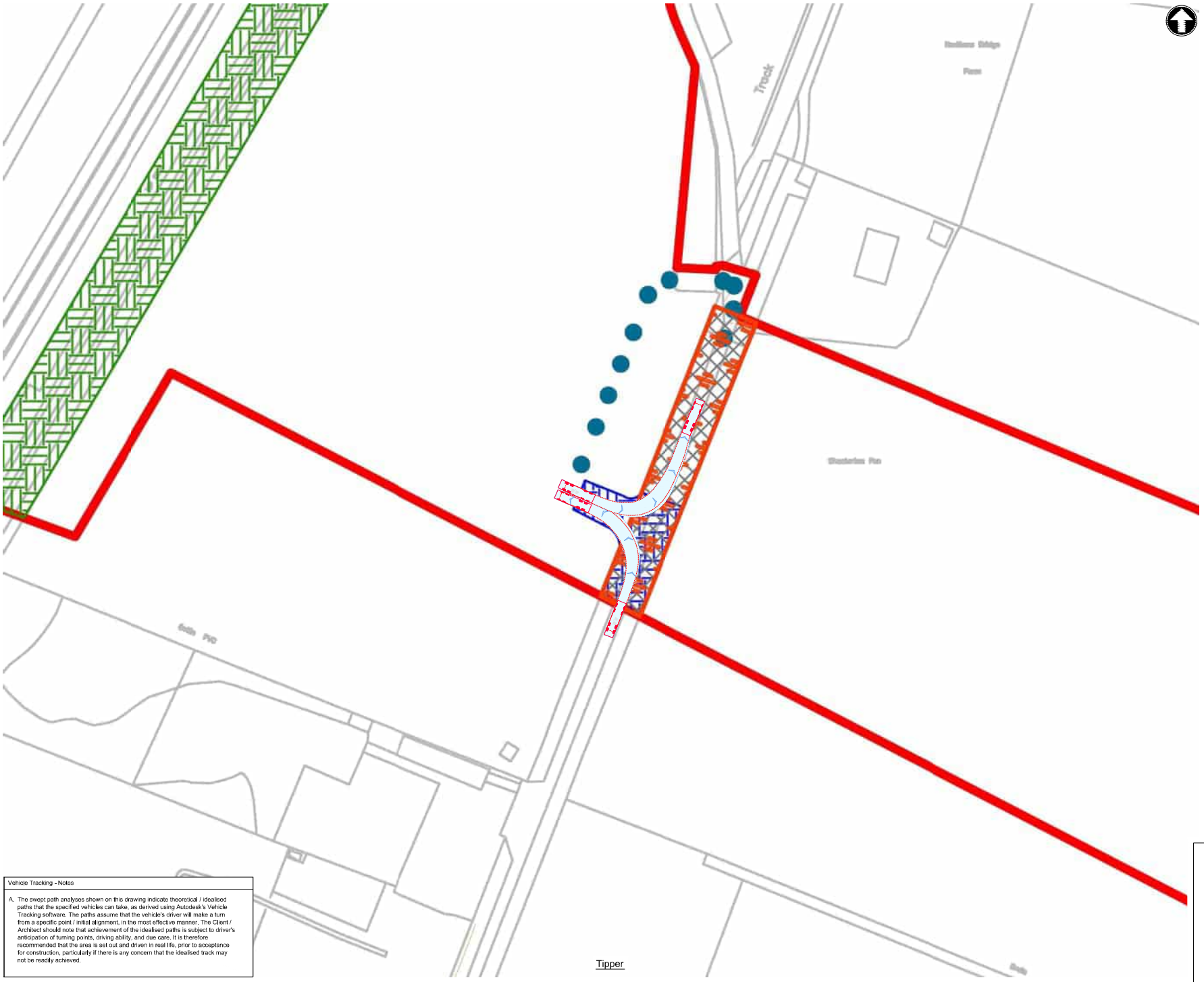
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9012
Highways GA, Visibility Splay and Vehicle Tracking

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

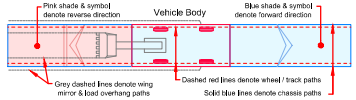
102375-MMD-01-XX-DR-C-DRAFT



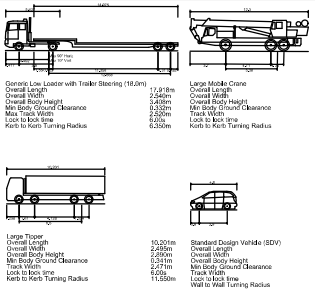
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)		Large Mobile Crane	
Overall Length	17.918m	Overall Length	12.300m
Overall Width	2.540m	Overall Width	2.430m
Overall Body Height	3.400m	Overall Body Height	3.200m
Min Body Ground Clearance	0.410m	Min Body Ground Clearance	0.270m
Max Track Width	2.320m	Track Width	2.430m
Lock to lock time	6.00s	Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.350m	Kerb to Kerb Turning Radius	10.200m

Large Tipper		Standard Design Vehicle (SDV)	
Overall Length	10.201m	Overall Length	4.500m
Overall Width	2.495m	Overall Width	2.000m
Min Body Ground Clearance	0.341m	Overall Body Height	1.950m
Track Width	2.271m	Min Body Ground Clearance	0.100m
Lock to lock time	6.00s	Track Width	2.000m
Kerb to Kerb Turning Radius	11.550m	Lock to lock time	4.00s
		Wall to Wall Turning Radius	6.000m

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

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.

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9012
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

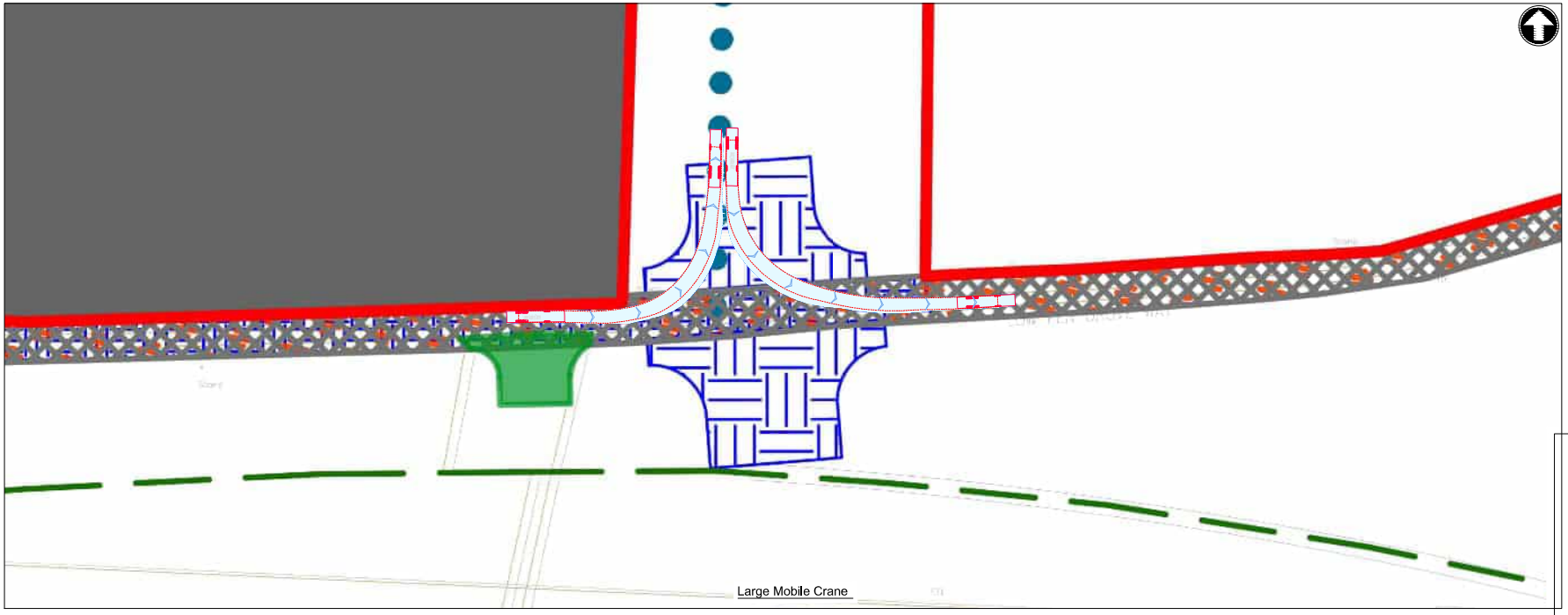
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

1:500 0 25m 50m

C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 4:44PM DEB100076

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.



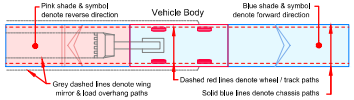
C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR\29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 4:35PM DEB100076

Notes

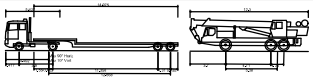
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address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

15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Min Body Ground Height	0.400m
Min Body Ground Clearance	0.400m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Min Body Ground Height	0.200m
Min Body Ground Clearance	0.200m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.950m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

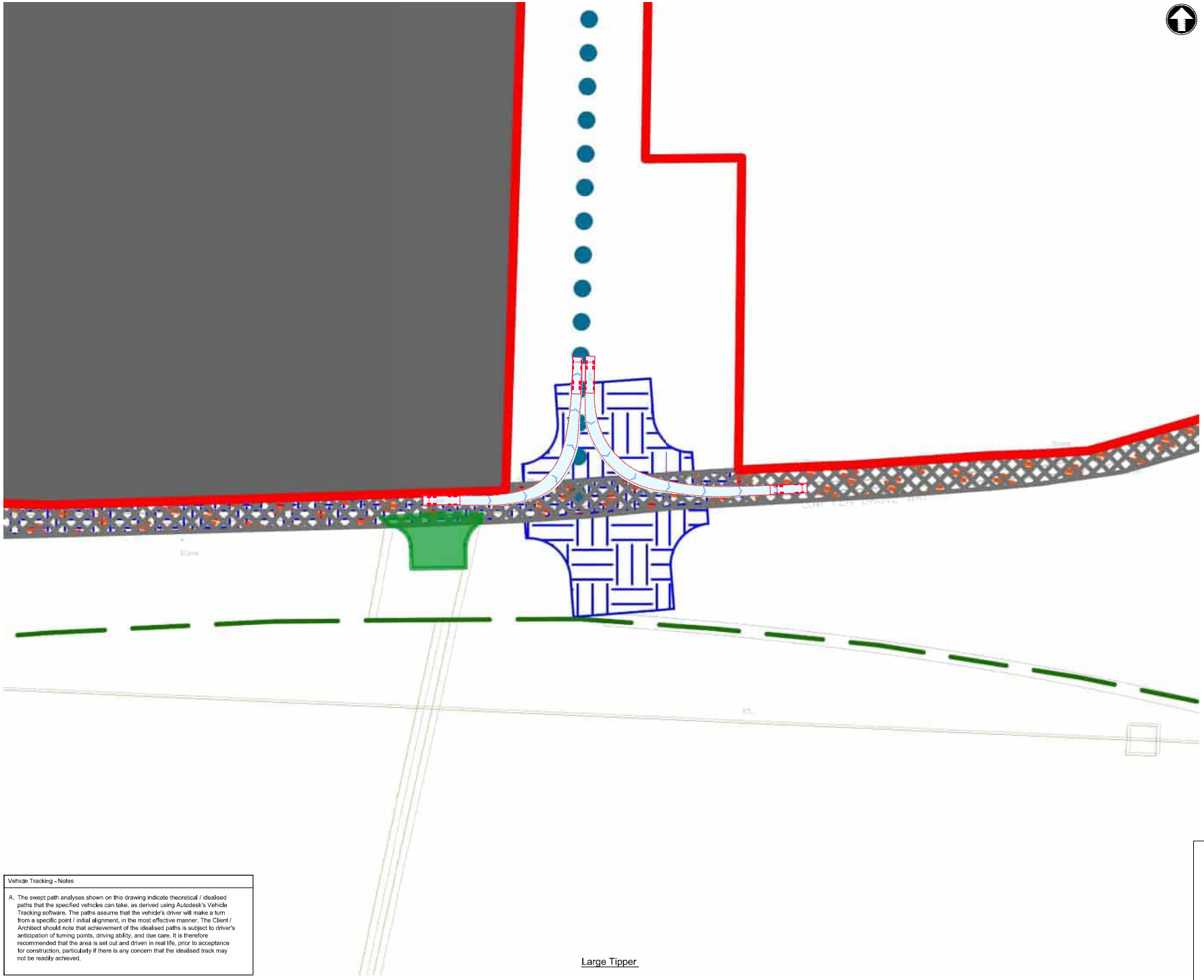
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9013
Highways GA, Visibility Splay and Vehicle Tracking

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

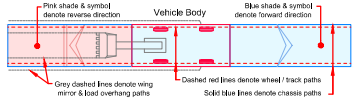
102375-MMD-01-XX-DR-C-DRAFT



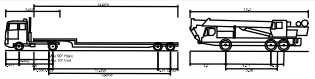
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Max Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Max Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Max Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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.

Title

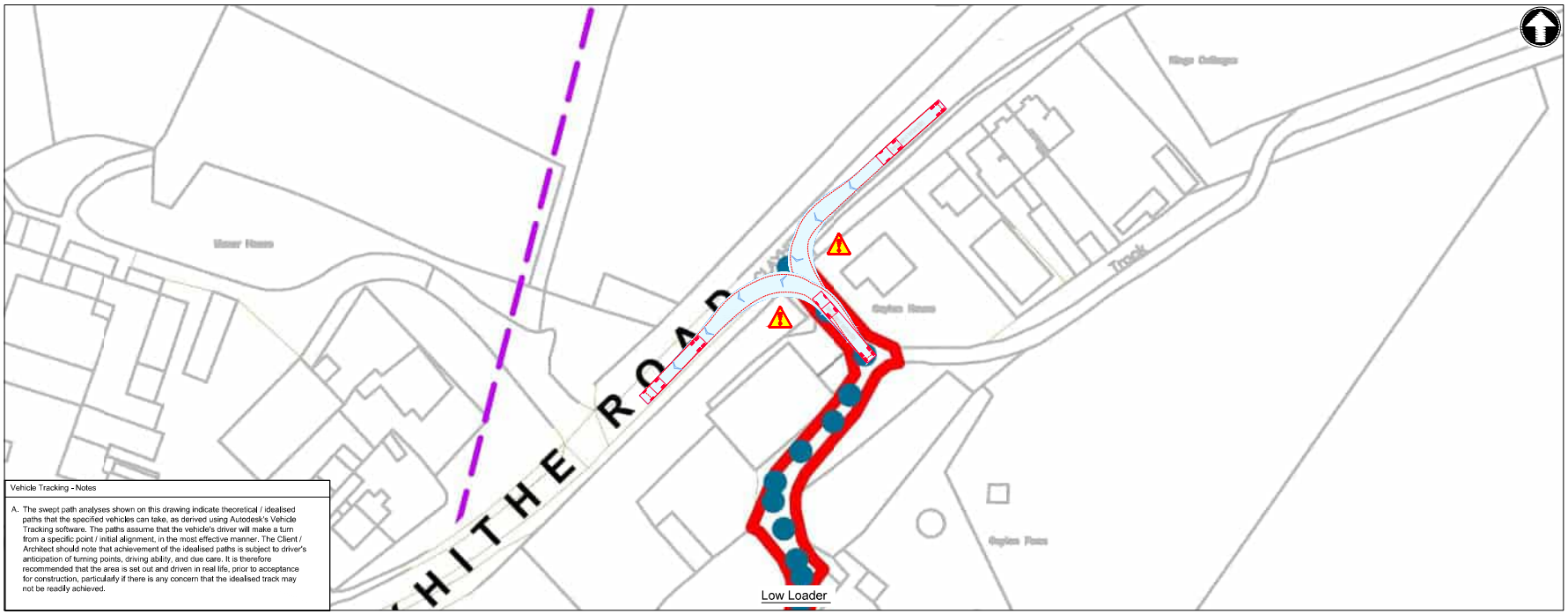
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9013
Highways GA, Visibility Splay and Vehicle Tracking

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

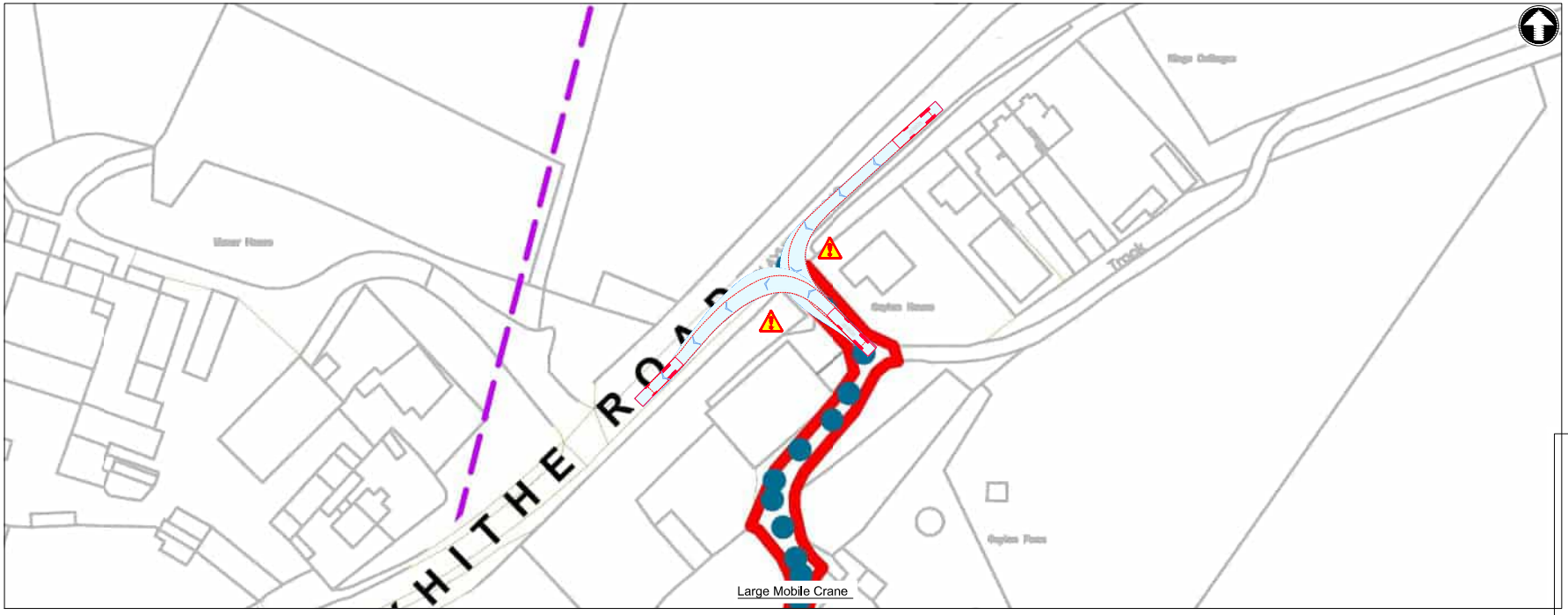
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

1:500 0 25m 50m



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.

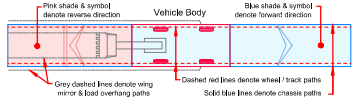


C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR\29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 4:08PM DEB100076

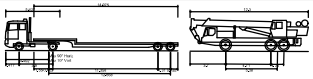
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

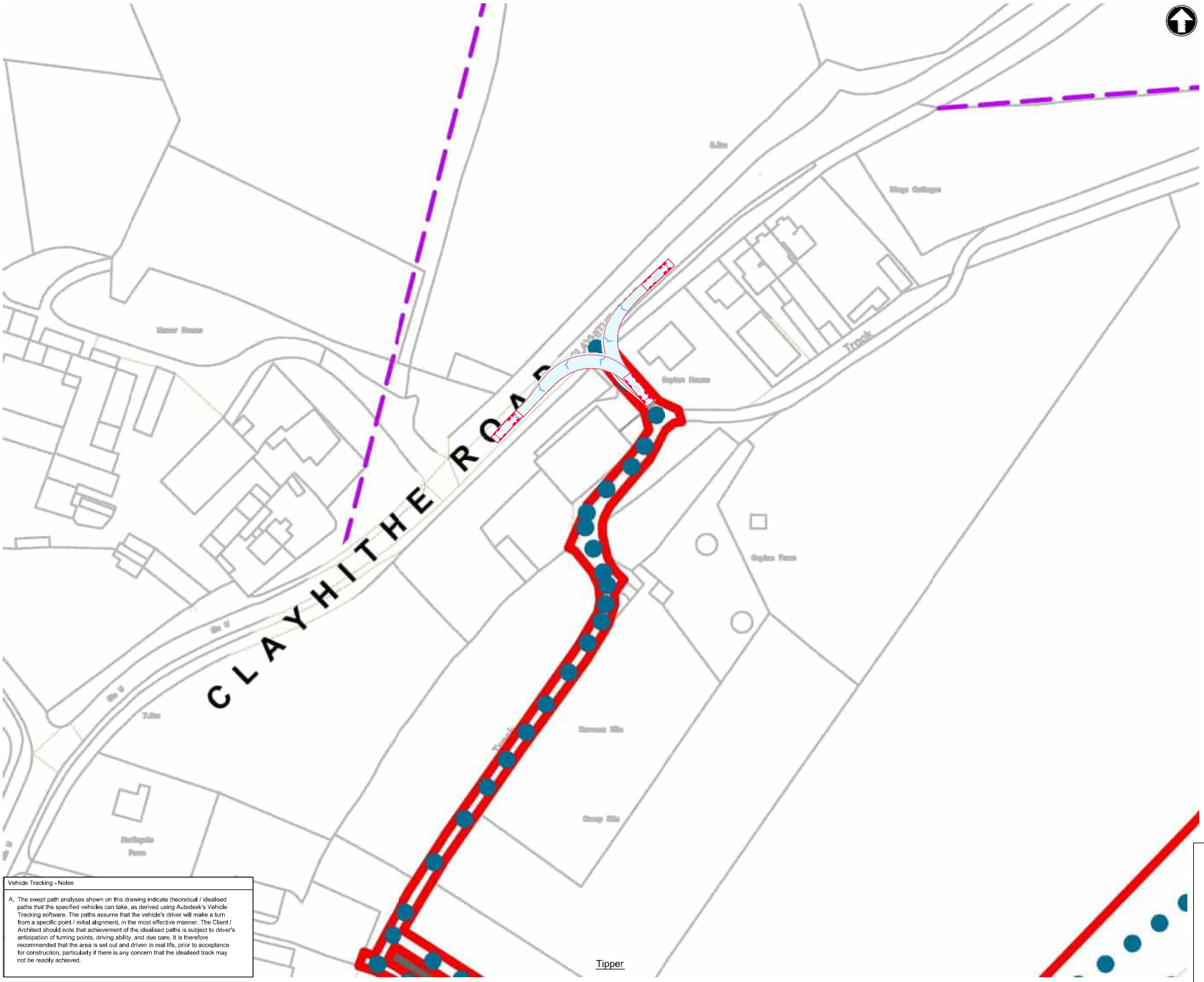
Title

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

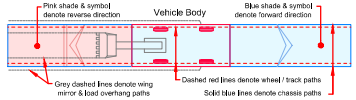
Drawing Number
102375-MMD-01-XX-DR-C-DRAFT



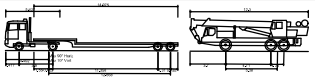
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,818m
Overall Width	2,540m
Overall Body Height	3,400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.460m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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

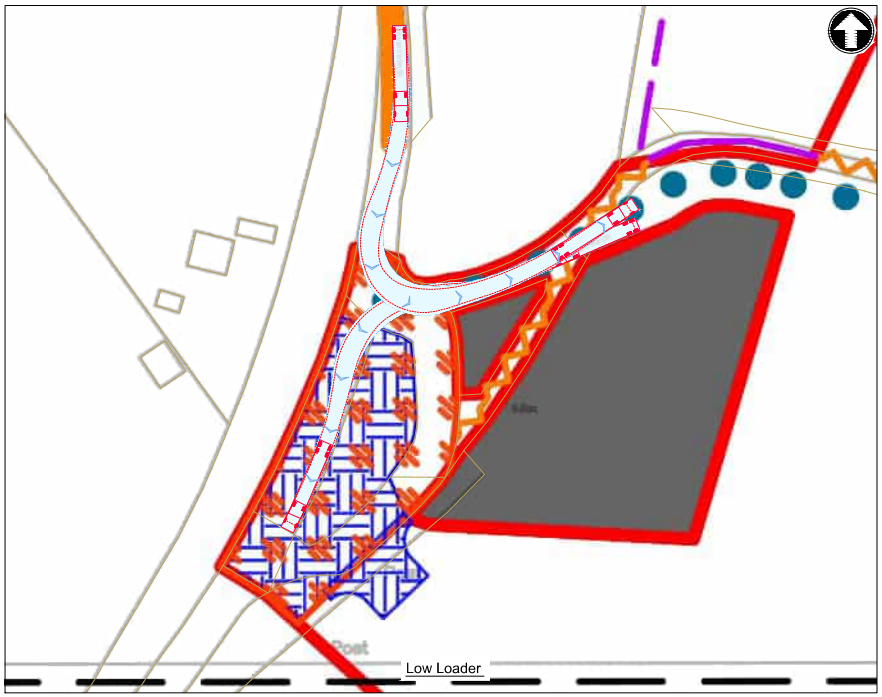
Drawing Number

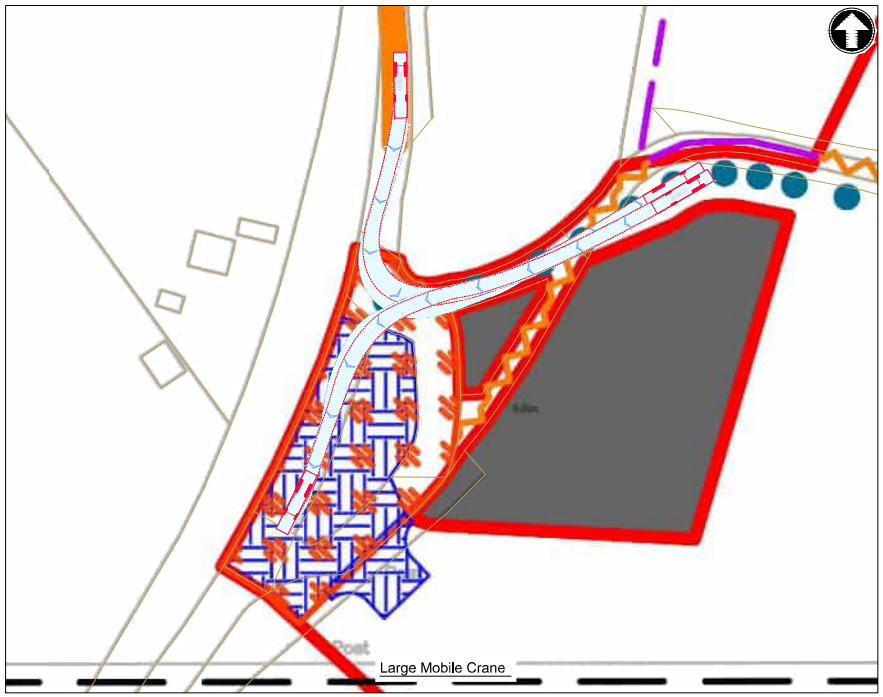
102375-MMD-01-XX-DR-C-DRAFT

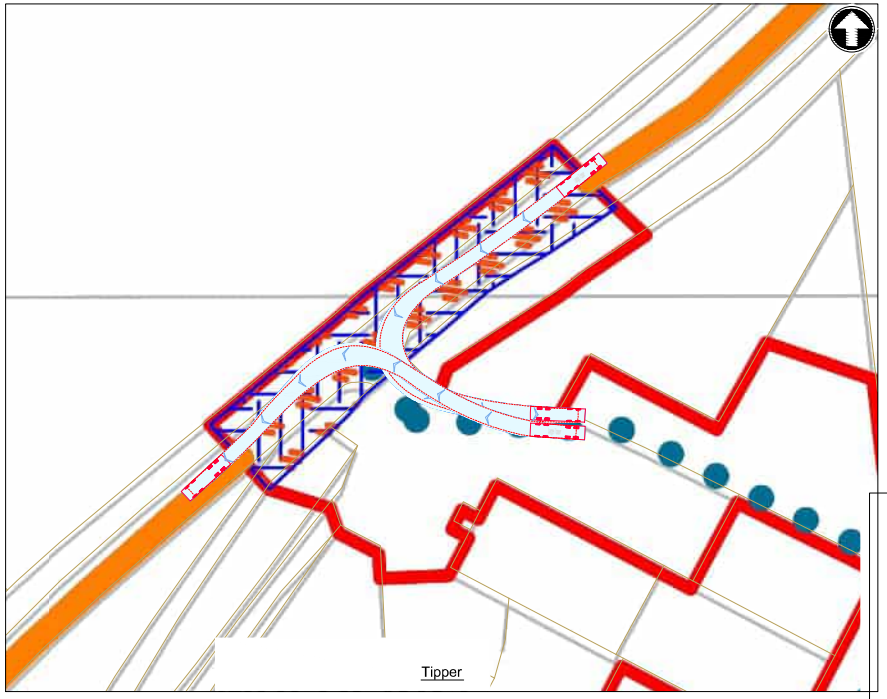
Vehicle Tracking - Notes

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.

1:500 0 25m 50m





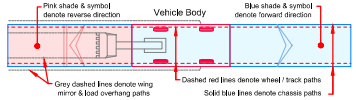


1:500 0 25m 50m

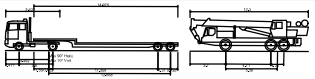
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

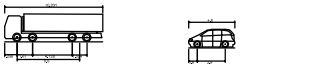


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,818m
Overall Width	2,540m
Min Body Ground Height	0.400m
Min Body Ground Clearance	0.400m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Min Body Ground Height	0.295m
Min Body Ground Clearance	0.295m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.950m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

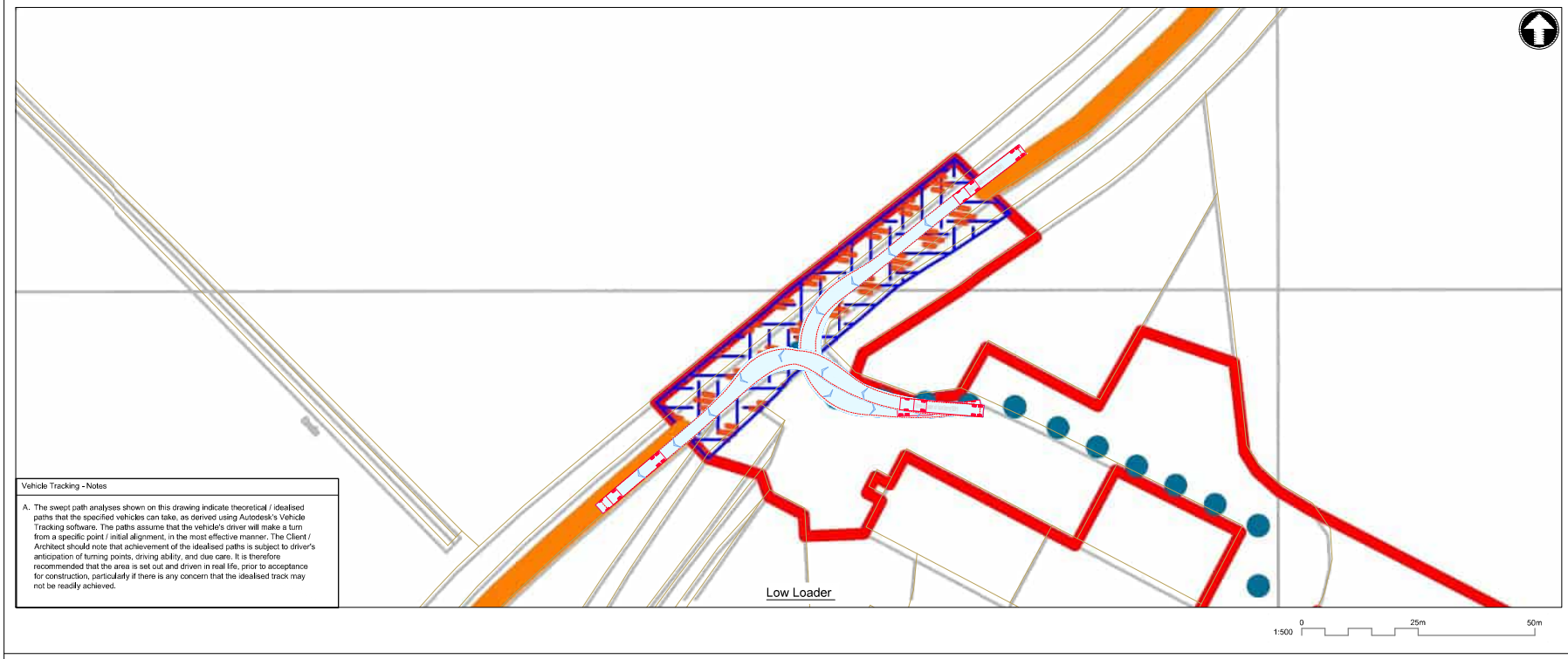
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9017
Highways GA, Visibility Splay and Vehicle Tracking

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

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

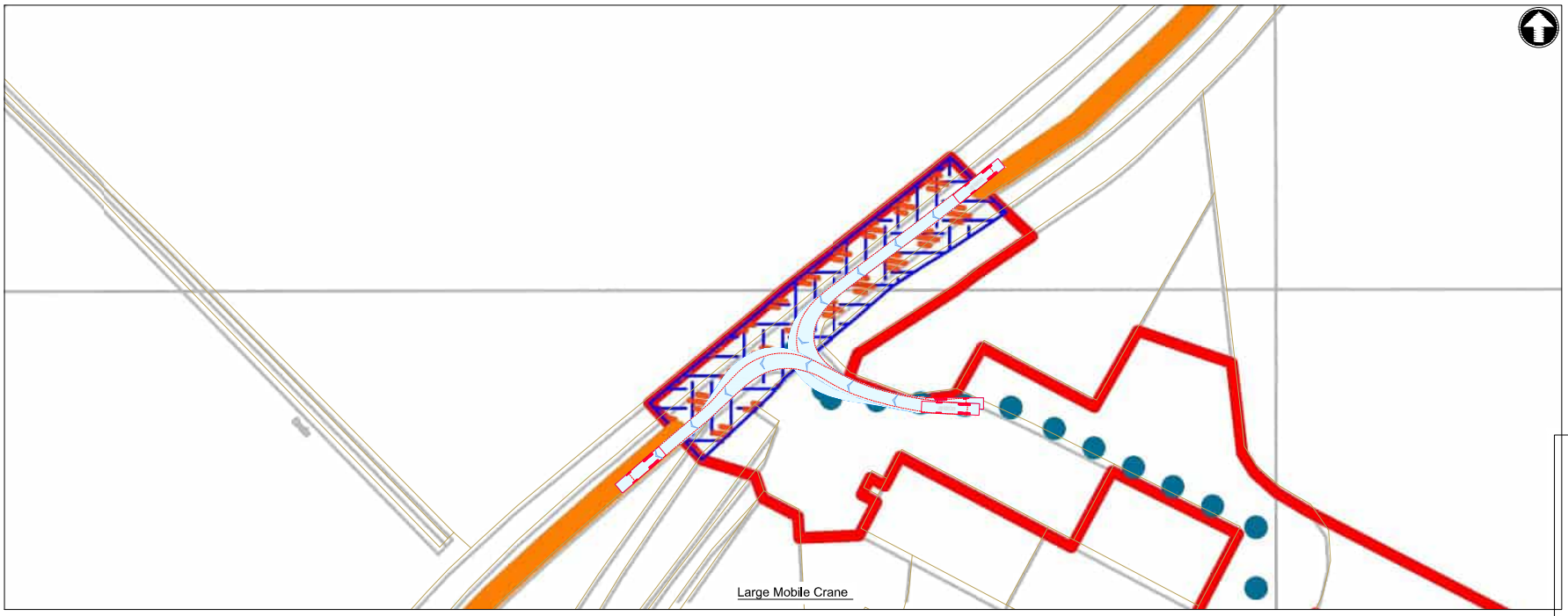
Drawing Number

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



Vehicle Tracking - Notes

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.

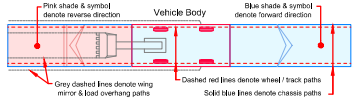


C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M3-C-DRAFT Operational 2.dwg Jul 13, 2022 - 3:08PM DEB100076

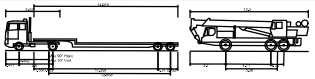
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

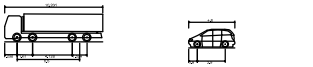


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.430m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.960m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

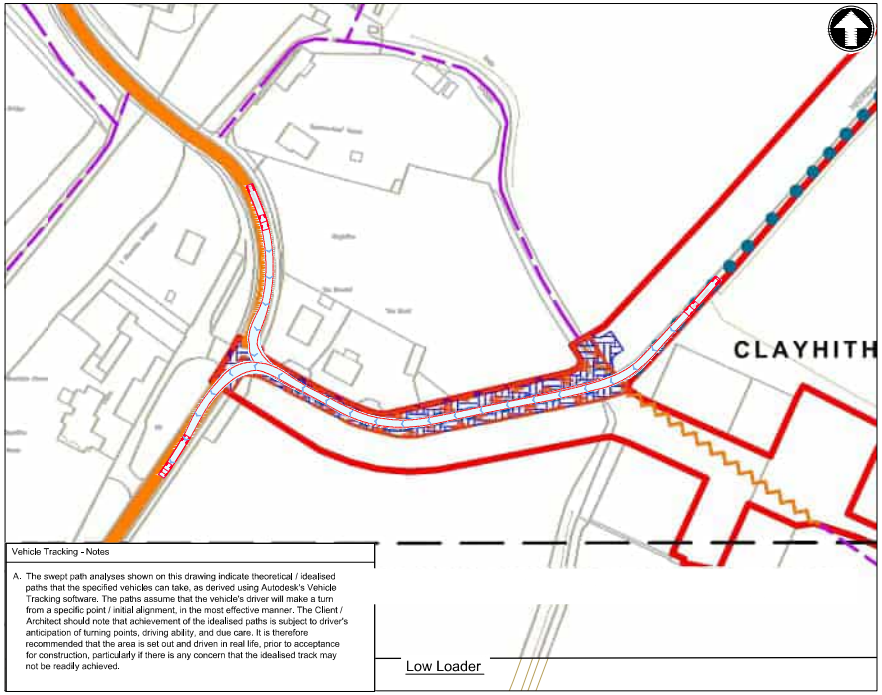
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9017
Highways GA, Visibility Splay and Vehicle Tracking

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

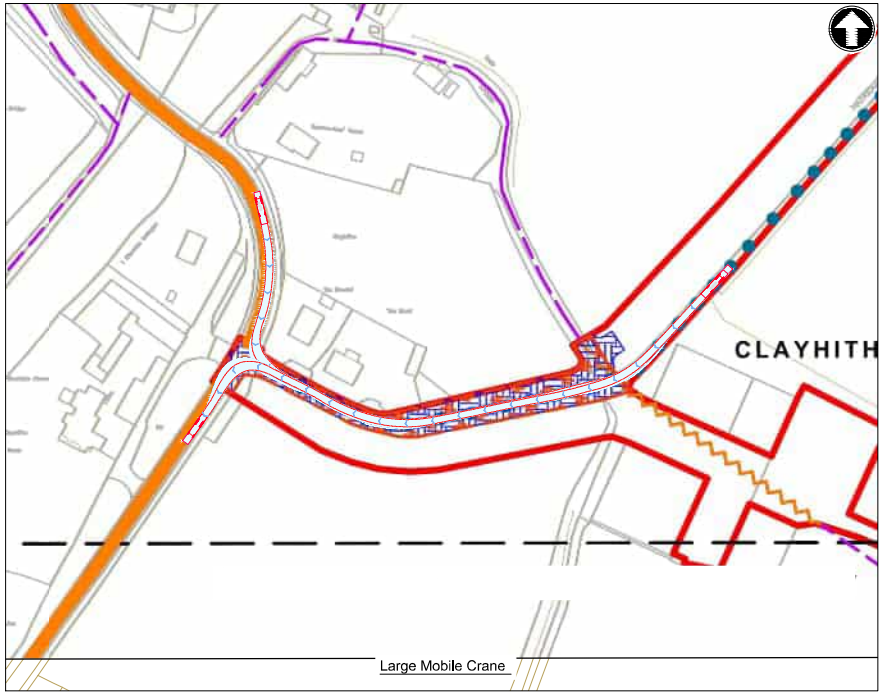
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

Drawing Number

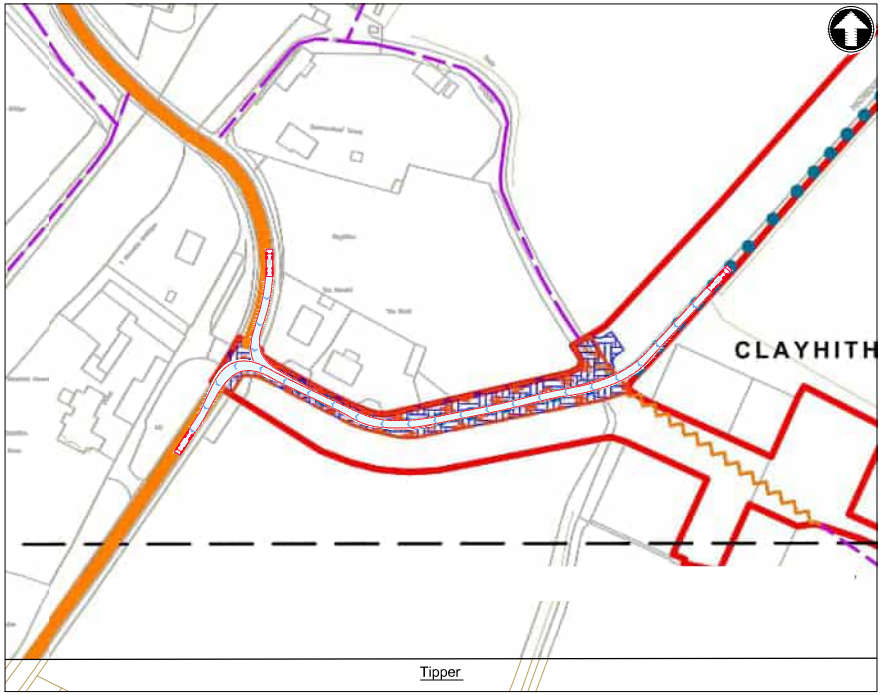
102375-MMD-01-XX-DR-C-DRAFT



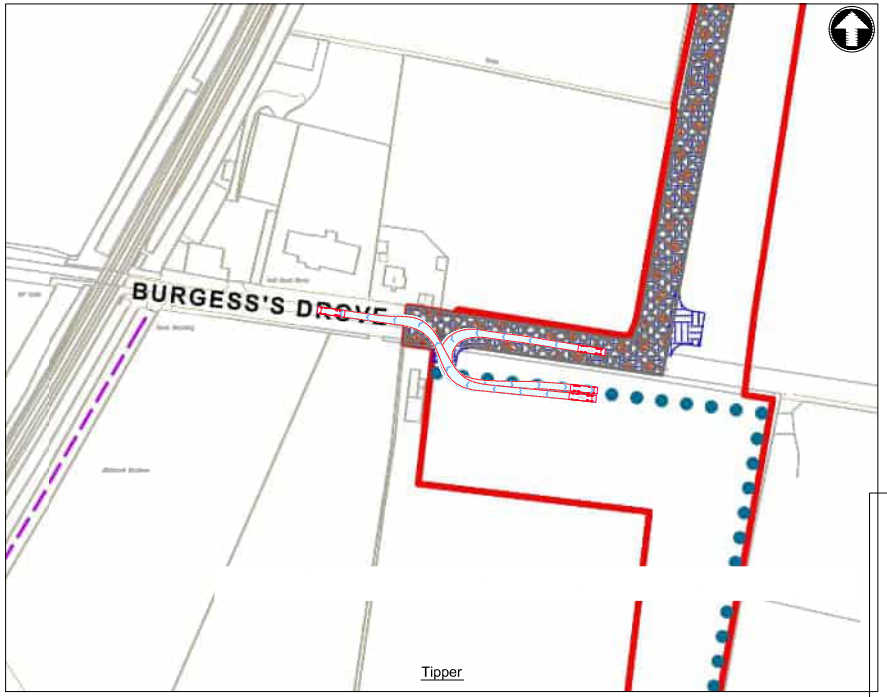
Low Loader



Large Mobile Crane



Tipper



Tipper

1:500 0 25m 50m

1:500 0 25m 50m

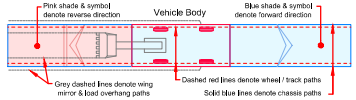
Vehicle Tracking - Notes

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

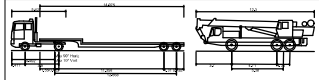
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Max Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Max Body Height	3.200m
Min Body Ground Clearance	0.280m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Max Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

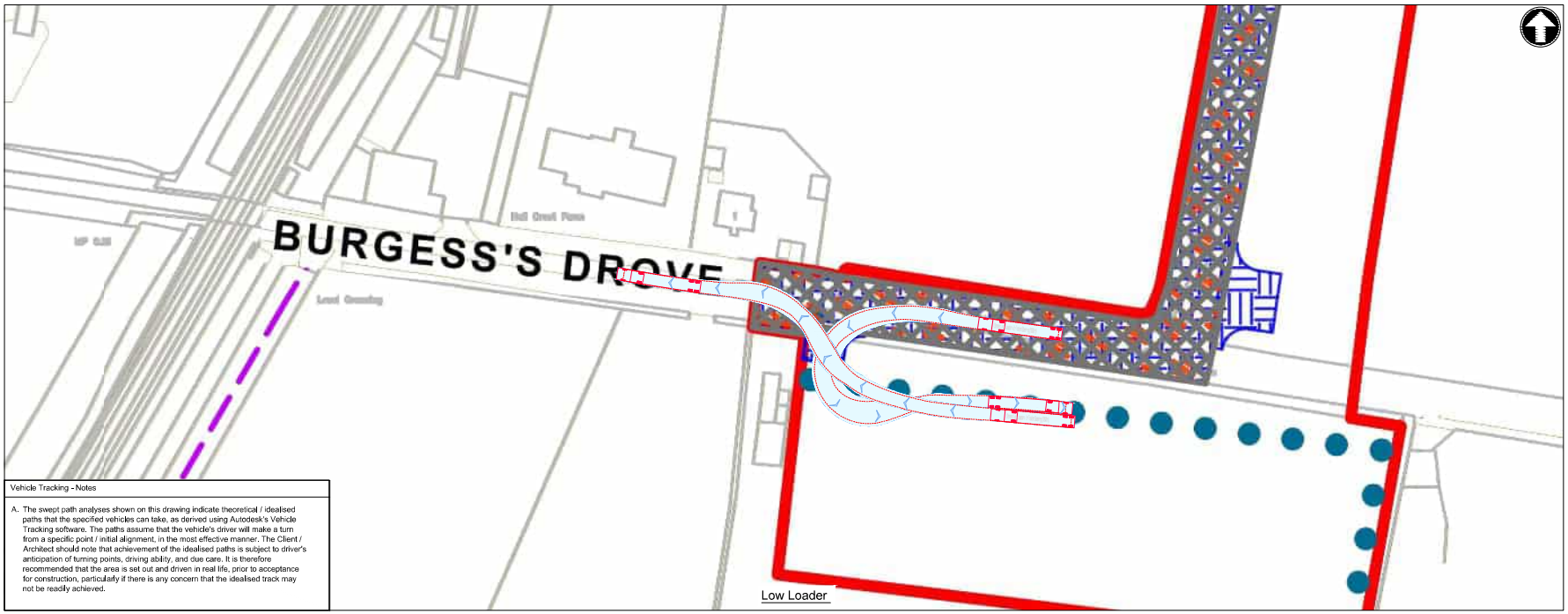
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and Vehicle Tracking

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

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

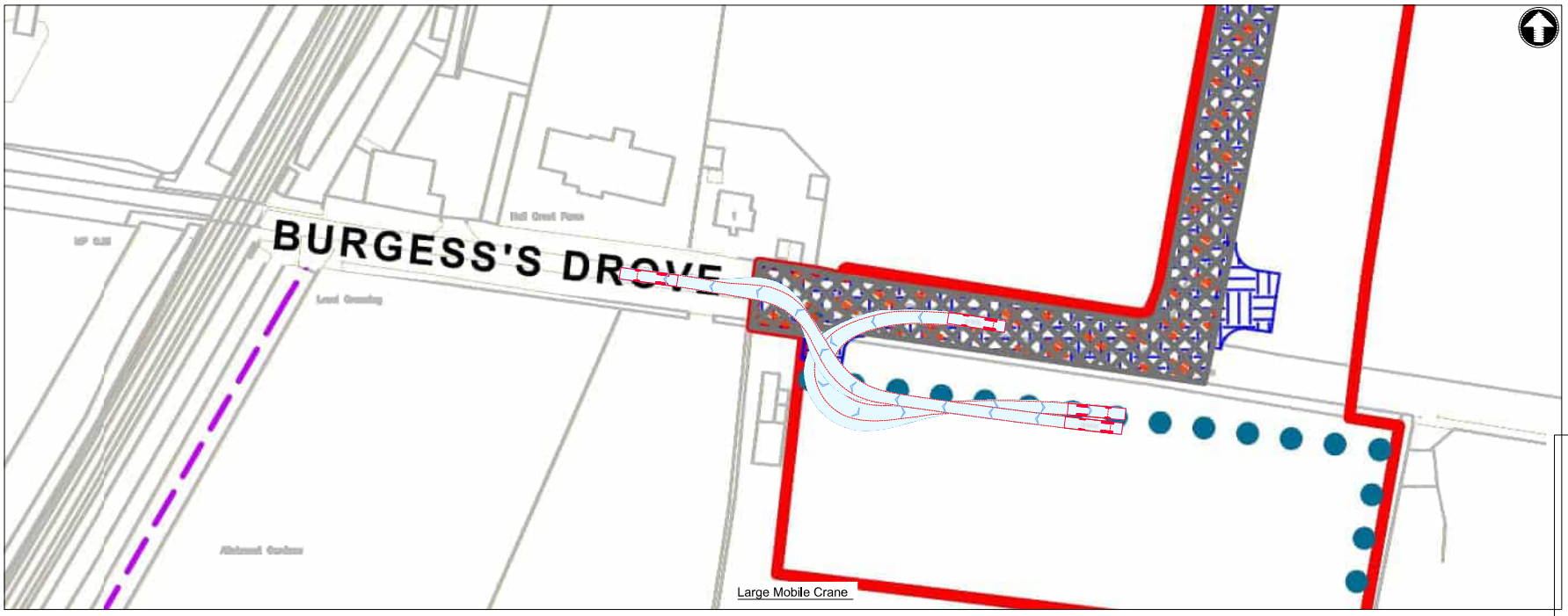
Drawing Number

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



Vehicle Tracking - Notes

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

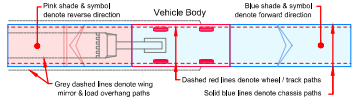


C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 2:59PM DEB100076

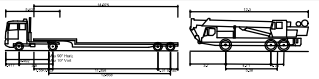
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Max Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Max Body Height	3.200m
Min Body Ground Clearance	0.350m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Max Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

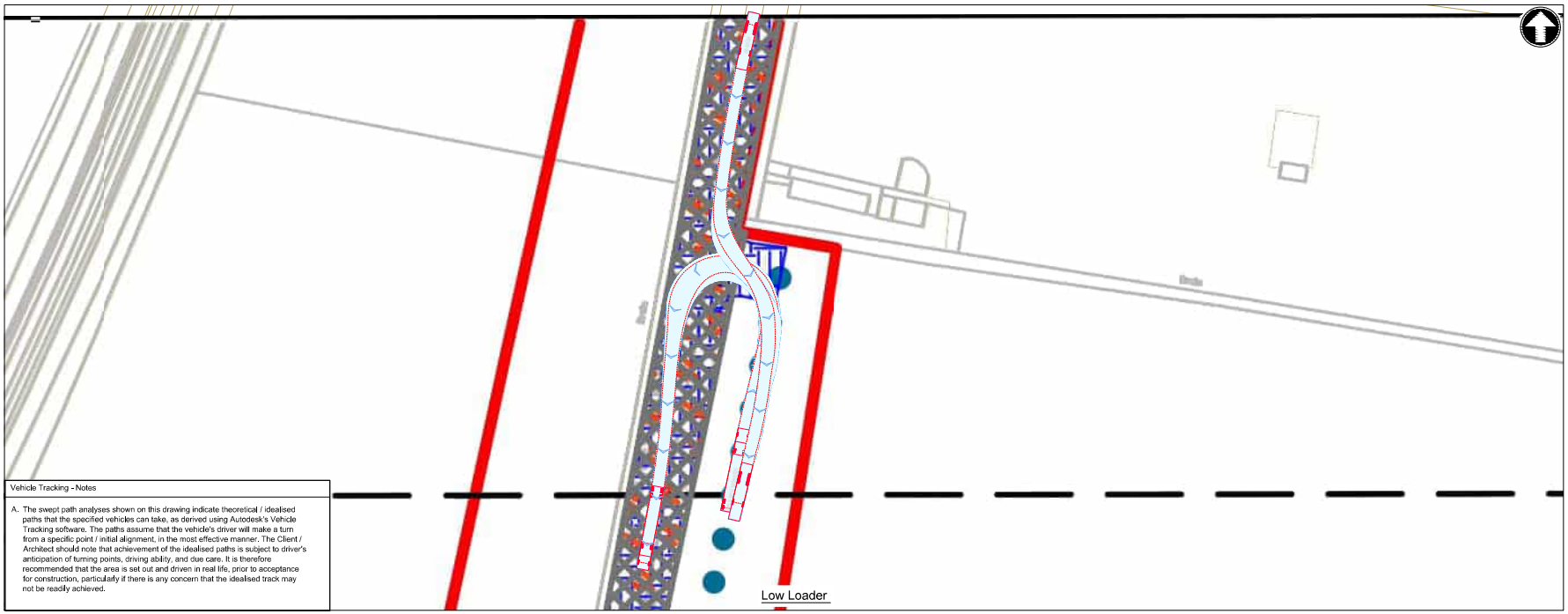
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and Vehicle Tracking

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

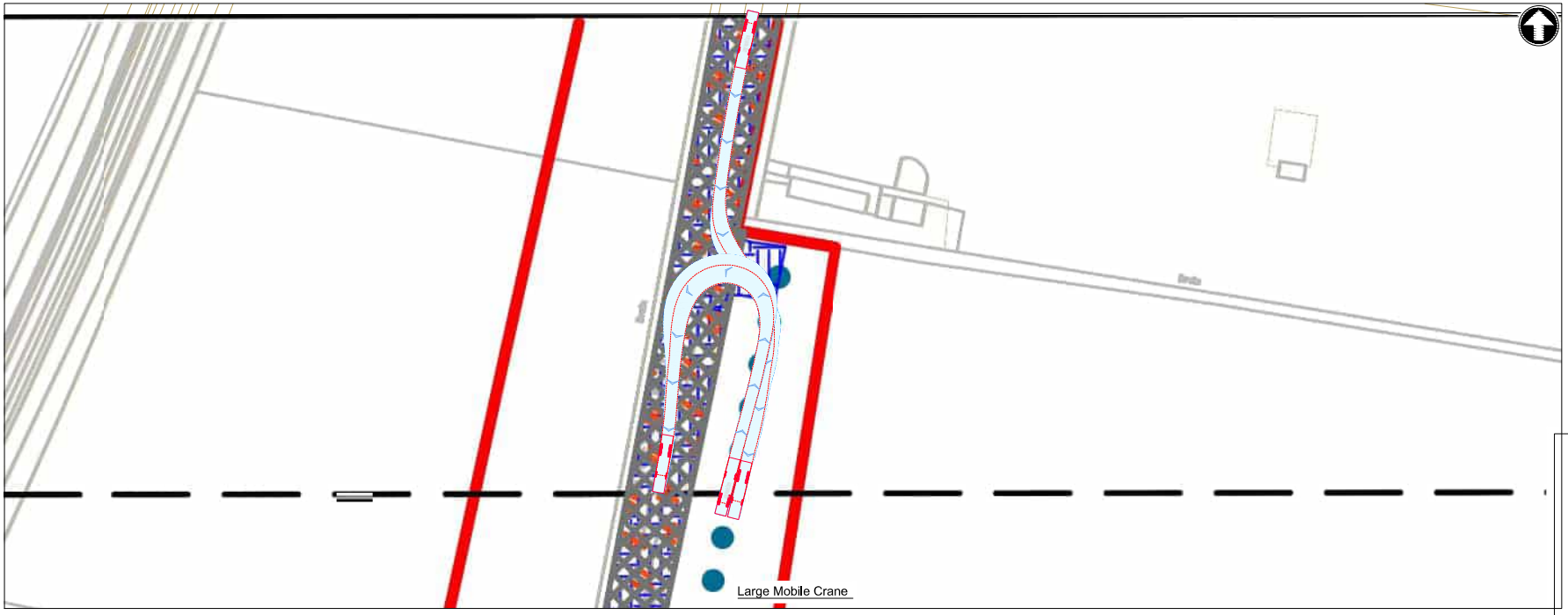
Drawing Number

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



Vehicle Tracking - Notes

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.

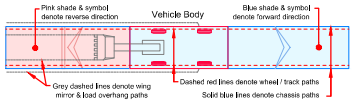


C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 2:43PM DEB100076

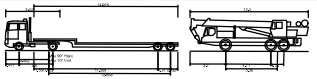
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

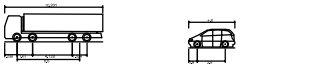


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.260m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

Title

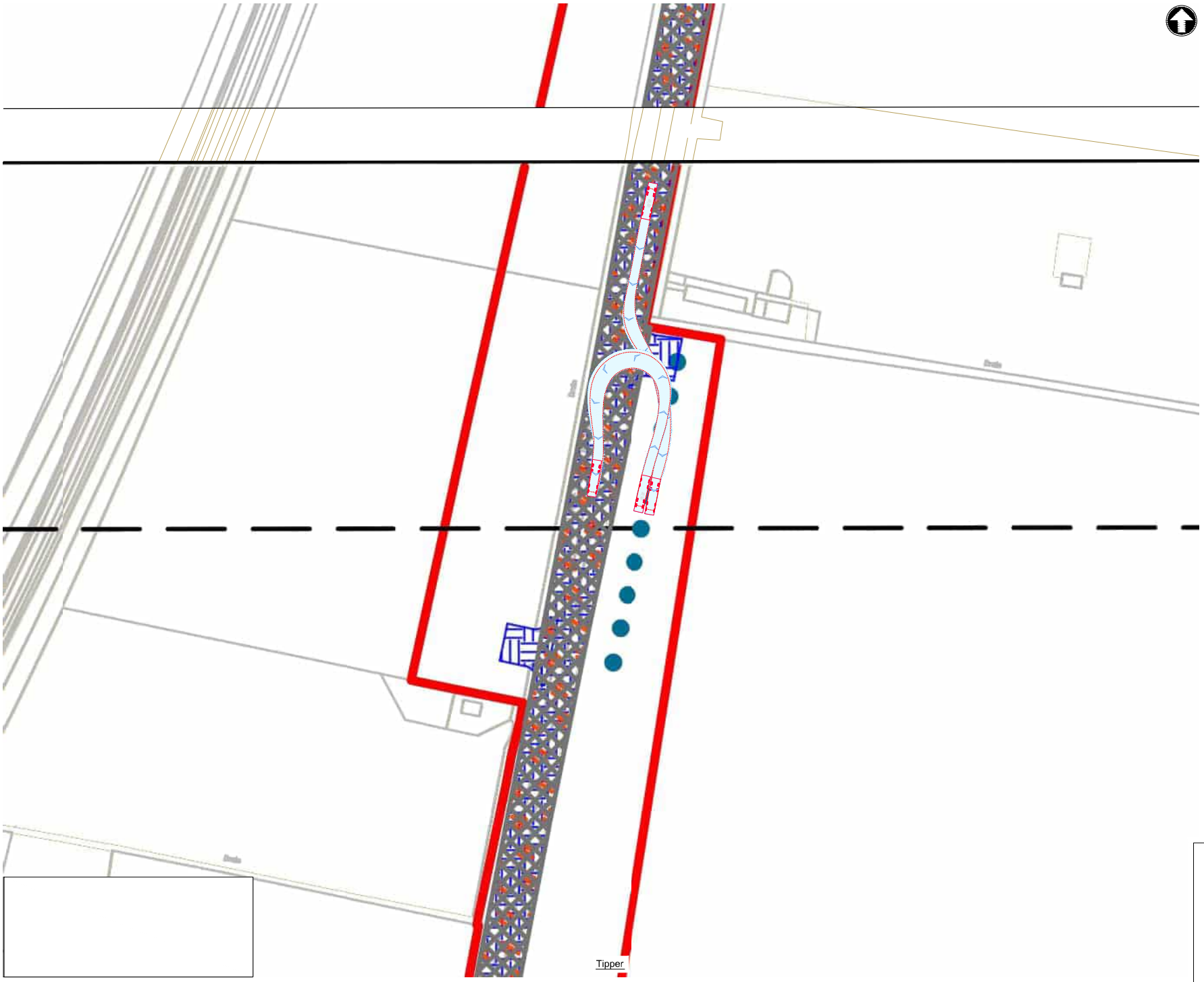
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9018
Highways GA, Visibility Splay and Vehicle Tracking

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

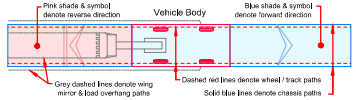
102375-MMD-01-XX-DR-C-DRAFT



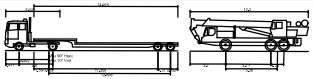
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)		Large Mobile Crane	
Overall Length	17.918m	Overall Length	12.300m
Overall Width	2.540m	Overall Width	2.430m
Max Body Height	3.400m	Overall Body Height	3.299m
Min Body Ground Clearance	0.410m	Min Body Ground Clearance	0.280m
Max Track Width	2.320m	Track Width	2.430m
Lock to lock time	6.00s	Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.350m	Kerb to Kerb Turning Radius	10.200m

Large Tipper		Standard Dosign Vehicle (SDV)	
Overall Length	10.201m	Overall Length	4.500m
Overall Width	2.495m	Overall Width	2.000m
Overall Body Height	3.540m	Overall Body Height	1.950m
Min Body Ground Clearance	0.341m	Min Body Ground Clearance	0.100m
Track Width	2.471m	Track Width	2.000m
Lock to lock time	6.00s	Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m	Wall to Wall Turning Radius	8.000m

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

Client

love every drop anglianwater

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	-	

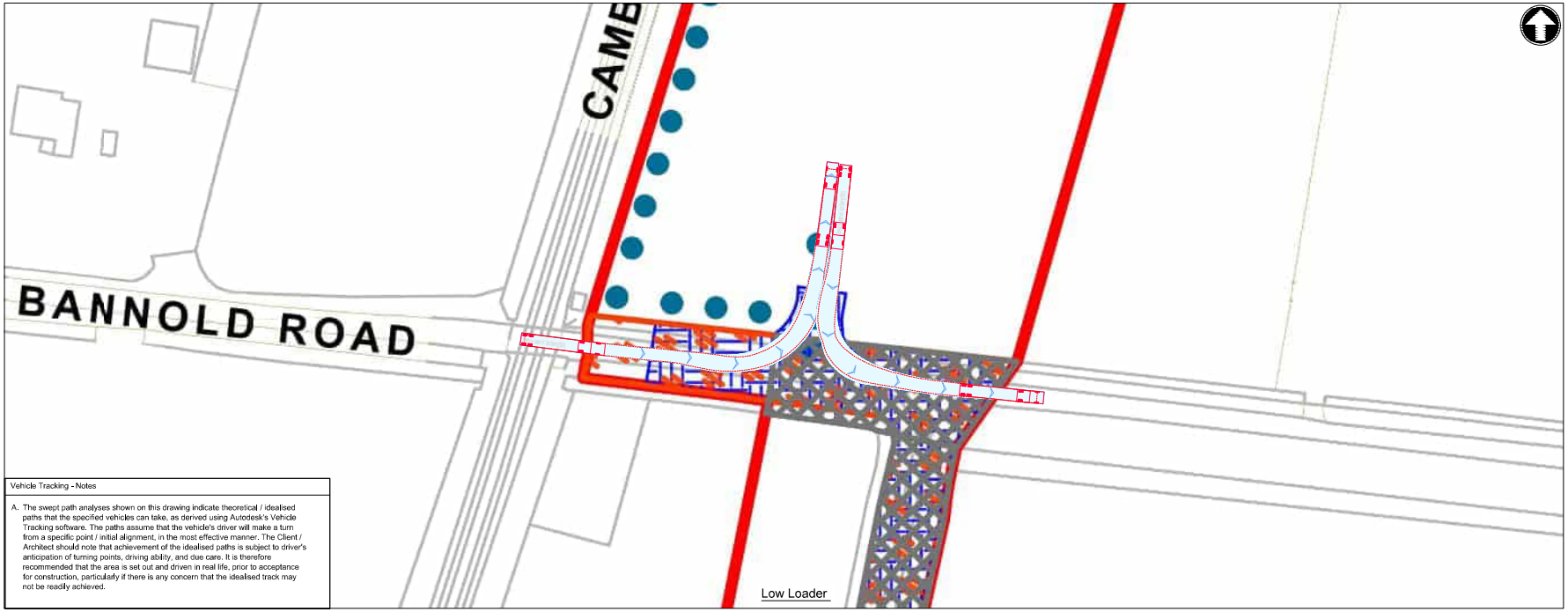
Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

Drawing Number

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

1:500 0 25m 50m

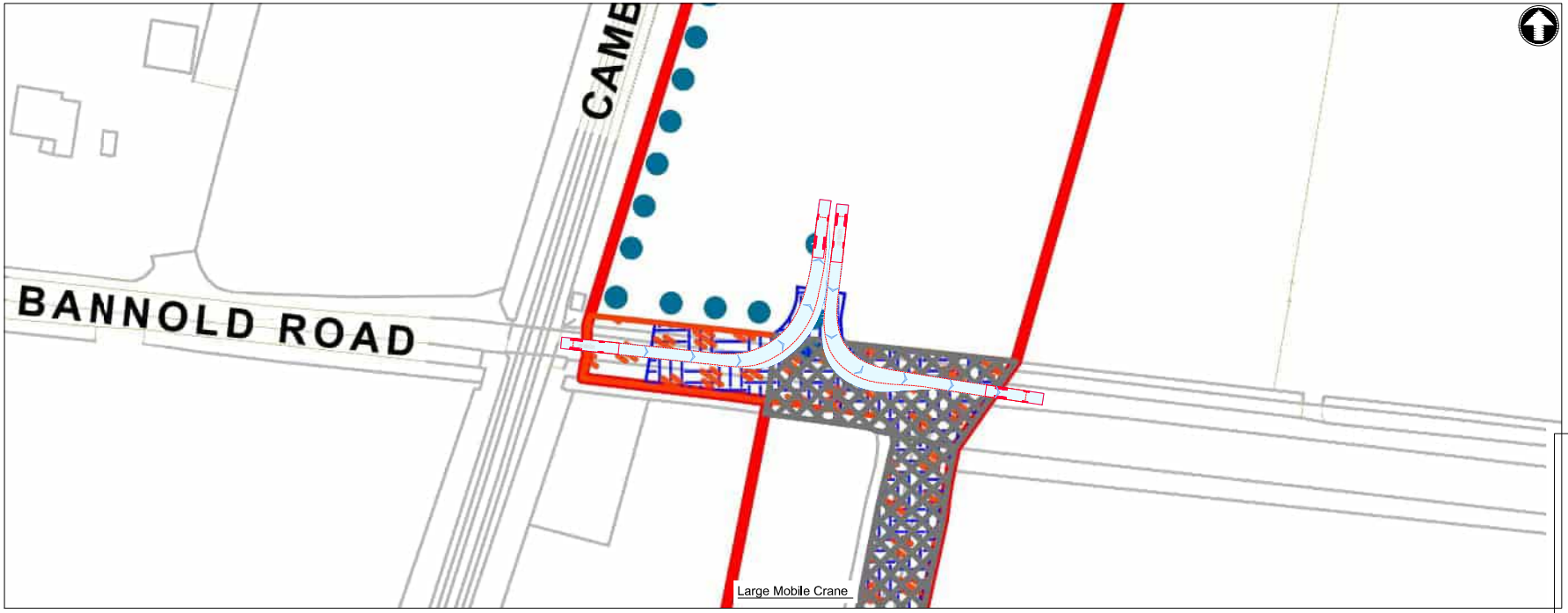
C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 2:49PM DEB100076



0 25m 50m
1:500

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.



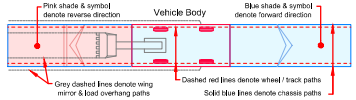
0 25m 50m
1:500

C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\V- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 2:34PM DEB100076

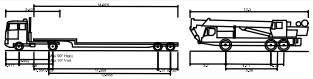
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.440m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop
anglianwater

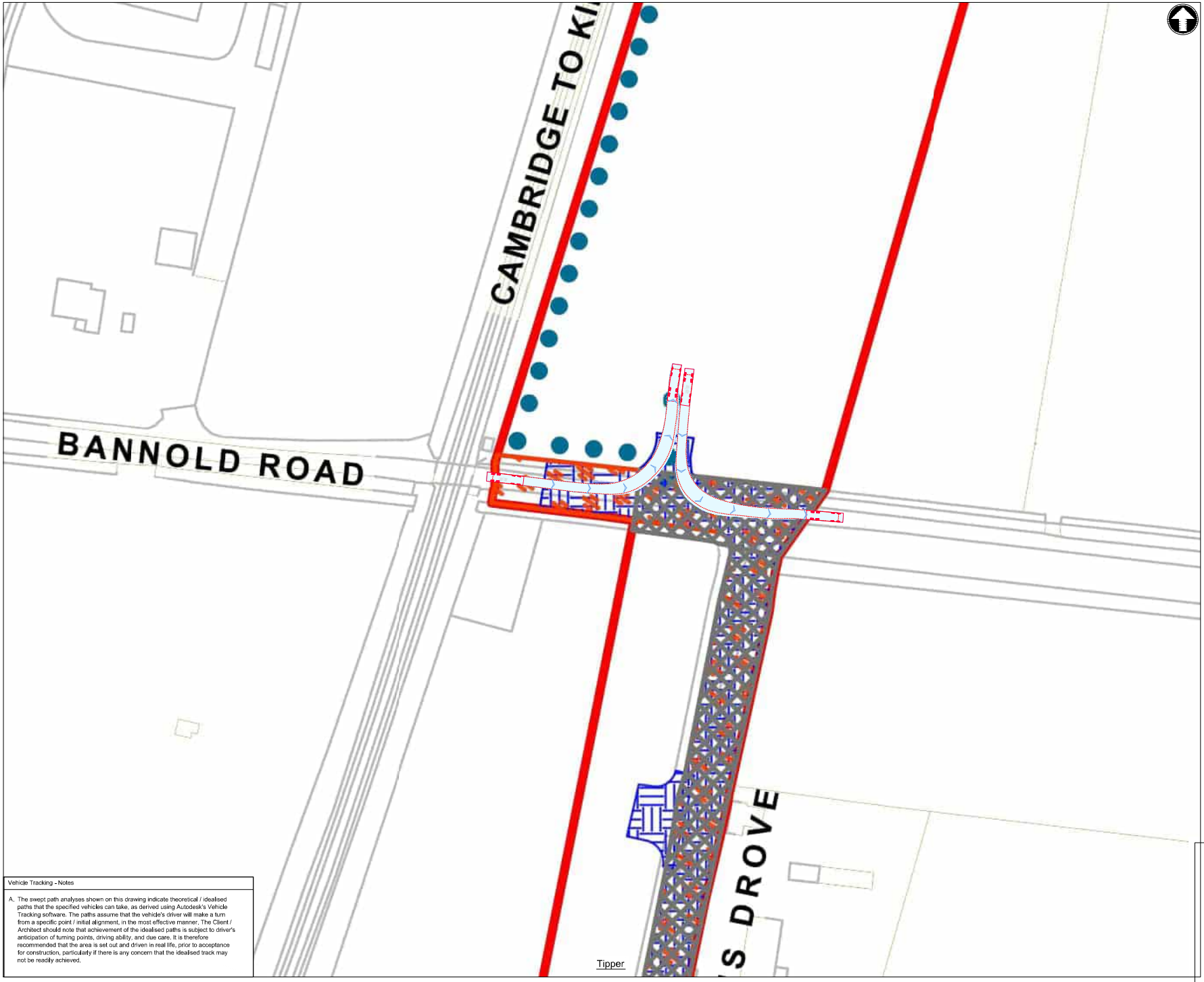
Title

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

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.

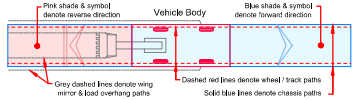
1:500 0 25m 50m

C:\Users\DEB100076\OneDrive - Mott MacDonald\Documents\P- Projects\N- Vehicle Tracking\C- CWWTPR29_06_22\M-Models\102375-MMD-01-XX-M2-C-DRAFT Operational 2.dwg Jul 13, 2022 - 2:18PM DEB100076

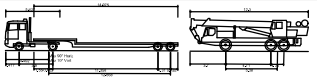
Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

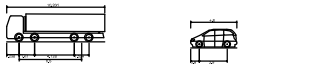


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.410m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.400m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Dosign Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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

Client

love every drop anglianwater

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

The ExA:

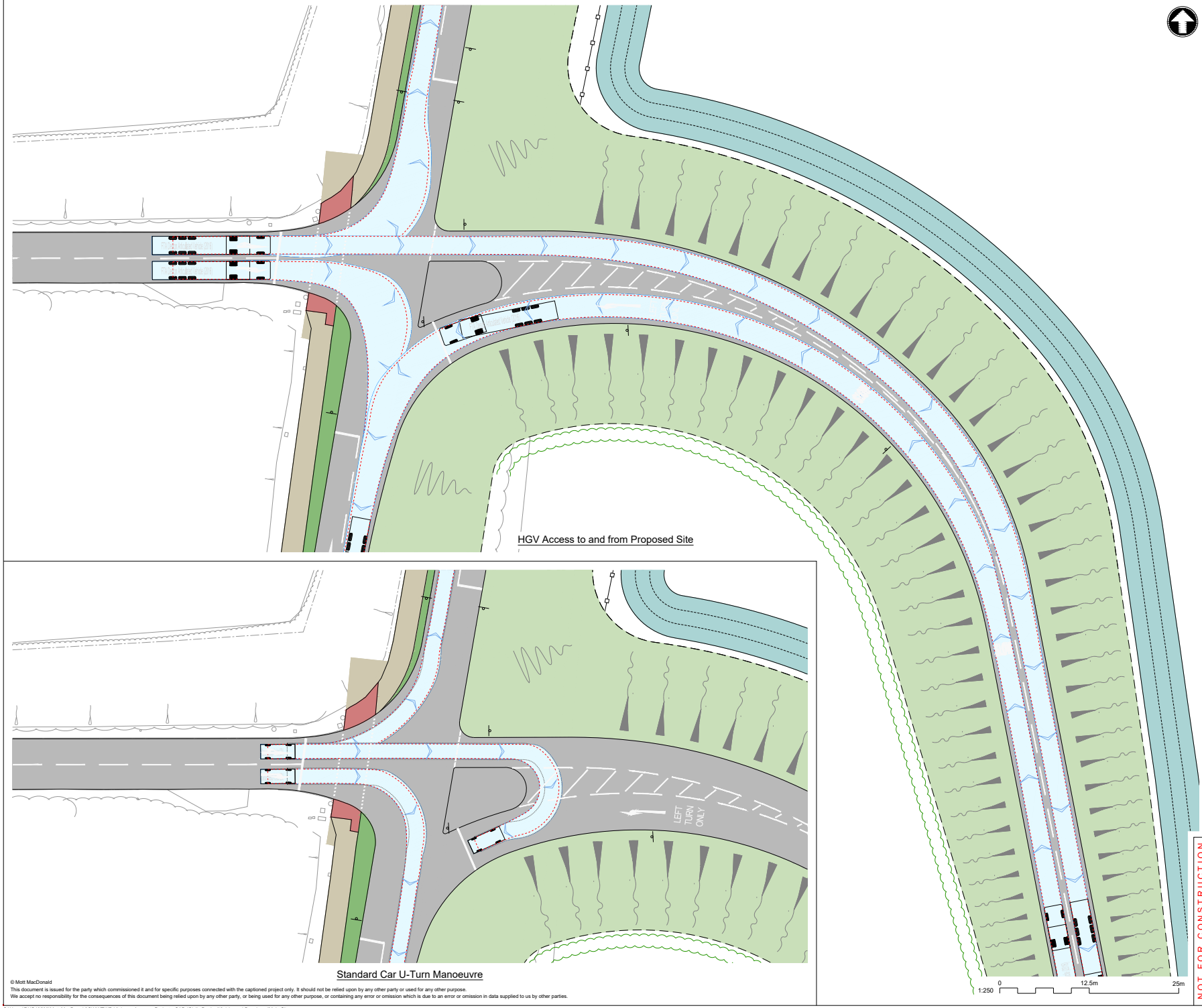
Construction traffic routes – safety

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

C:\Users\RUS46566\Mott MacDonald\CWWTWR Highway Access - Project - CAD (Civils Design)\2.1 Issued Drawings (Main Site Works)\102375-MMD-01-XX-DR-C-1121_P2.dwg Dec 14, 2023 - 2:20AM RUS46566

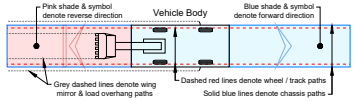
Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared 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.
8. The proposal requires third party land to be constructed. The extent of the land take is to be determined during detailed design development.
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 Horningsea 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 Horningsea 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 - Key to Symbols



Vehicle Tracking - Vehicle Details

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Chassis Width	2.550m
Overall Width inc. Wing Mirrors	3.150m
Overall Body Height	3.870m
Max Track Width	2.470m
Kerb to Kerb Turning Radius	6.550m

Standard Design Vehicle
(From ICE Car Park Designers' Handbook)

Overall Length	4.800m
Overall Width	2.000m
Overall Width inc. Wing Mirrors	2.300m
Overall Body Height	1.950m
Track Width	2.000m
Wall to Wall Turning Radius	6.000m

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	14.12.23	LWR	HGV viewport adjusted to include Northern stop line.	WT	GW
P1	05.07.22	LWR	Preliminary Issue.	JR	AMR

Mott MacDonald
22 Station Road
Cambridge, CB1 2JD
United Kingdom

T +44 (0)1223 463 500
F +44 (0)1223 461 007
W mottmac.com

Client

love every drop anglianwater

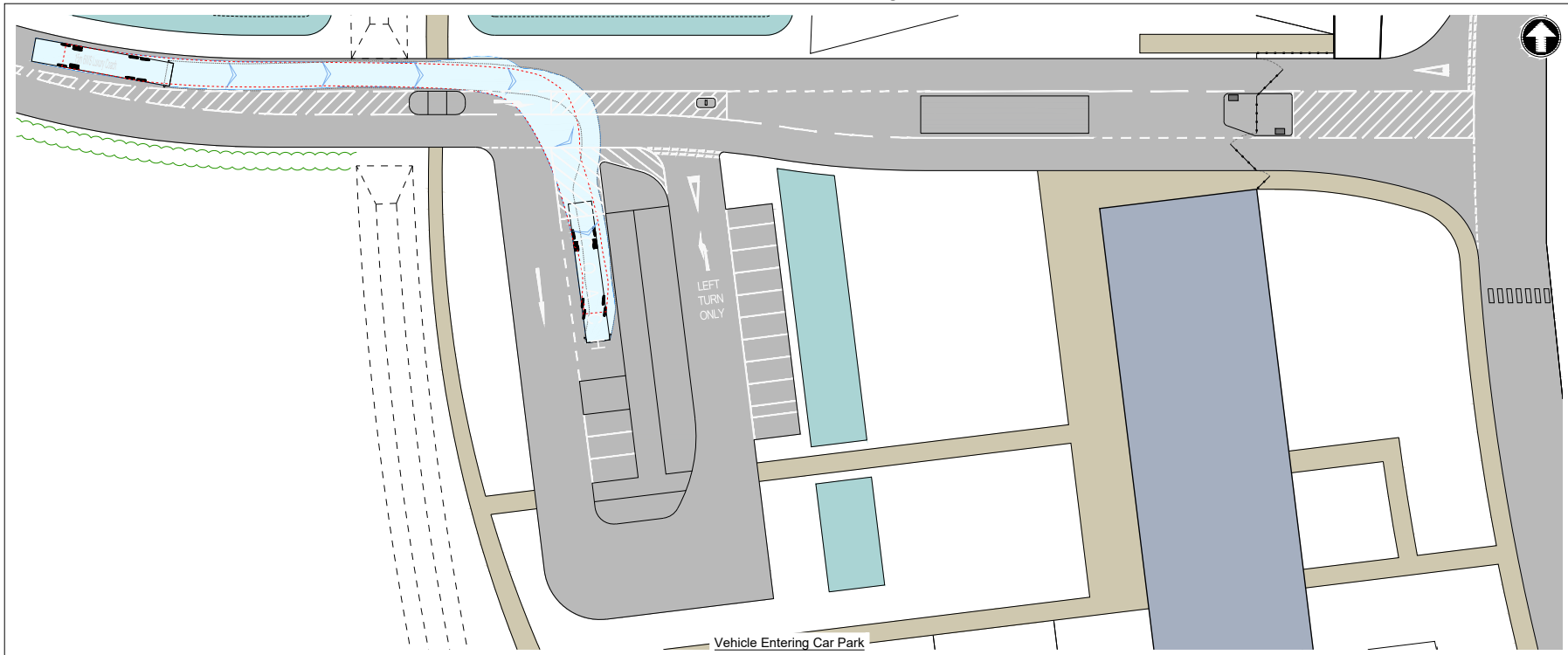
NOT FOR CONSTRUCTION

Title
Cambridge Waste Water Treatment Works Relocation
Vehicle Tracking
Horningsea Road Junction

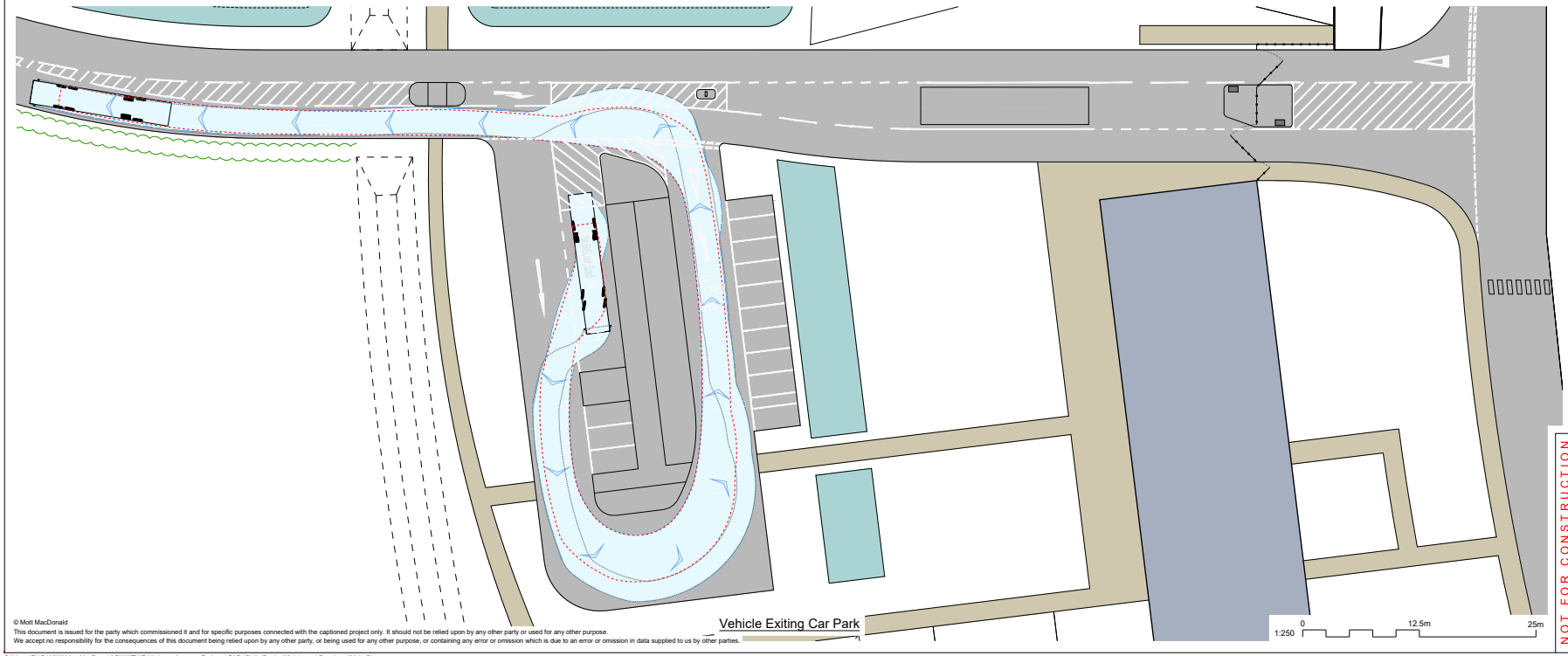
Designed	J.Reeve	JR	Eng check	W.Tong	WT
Drawn	L.W.Russell	LWR	Coordination	A.M.Rawlings	AMR
Dwg check	J.D.Seaston	JDS	Approved	G.Wicks	GW

Scale at A1	Status	Rev	Security
1:250	PRE	P2	STD

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



Vehicle Entering Car Park



Vehicle Exiting Car Park

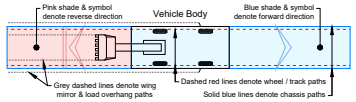
1:250 0 12.5m 25m

C:\Users\RUS46566\Mott MacDonald\CW\WTWR Highway Access - Project - CAD (Civils Design)\2.1 Issued Drawings (Main Site Works)\102375-MMD-01-XX-DR-C-1142_P1.dwg Dec 14, 2023 - 2:23AM RUS46566

Notes

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Luxury Coach (Neoplan Megaliner)

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

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	Ch'k'd	App'd
P1	14.12.23	LWR	Preliminary Issue.	WT	GW

Mott MacDonald
22 Station Road
Cambridge, CB1 2JD
United Kingdom

T +44 (0)1223 463 500
F +44 (0)1223 461 007
W mottmac.com

Client

love every drop anglianwater

NOT FOR CONSTRUCTION

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	LWR	Coordination	A.M.Rawlings	AMR
Dwg check	J.D.Seaston	JDS	Approved	G.Wicks	GW

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

Drawing Number

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

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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Parameter summary

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

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Mott MacDonald Fleet Place London Licence No: 704113

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Trip rate for	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

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

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

Taxis

Calculation factor: 100sqm

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

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

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

Cars

Calculation factor: 100sqm

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

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

Pedestrians

Calculation factor: 100sqm

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	**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

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

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

PSVs

Calculation factor: 100sqm

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	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

Tables

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	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.
7000-1000	1472	1359	8.3%	
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 preferrable 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	FDPC considers extra mitigation is required and should include: • Commitment to model overall traffic performance with historic data as a baseline and not rely on AWS surveys since these were at a time when traffic into Cambridge was below historic levels.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference.- 5.4.19.3) is supported by additional surveys completed to verify the data used.
24 August 2021	Horningsea Parish Council	HPC is not aware of any evaluation assessment material being published by AWS and would like to request this information to allow HPC a full understanding of the relevant facts. We also request a copy of the determination by Highways that found it was not possible to access the site from the A14, Option 3.	Chapter 3: Site Selection and Alternatives (Application Document Reference 5.2.3) provides details of the access options considered for the project. Option 3 has not been selected on account of technical issues around creating a new junction off the A14 based on feedback from National Highways.
24 August 2021	Horningsea Parish Council	We fear that the traffic volume has been underestimated. We would like to see this analysis including all of the access routes into the site; including A14 westbound and A14 eastbound.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure that survey results provided by AWS are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Application Document Reference. 5.4.19.3) is supported by additional surveys completed to verify the data used.
24 August 2021	Horningsea Parish Council	HPC also supports reduced speed limits on Horningsea Road. Suggest reduce to 30mph and 20mph in the village and enforce with speed cameras and traffic calming measures. We also want confirmation that this mitigation is within the control of AWS.	A set of mitigation measures for Horningsea Road have been included in the design and are outlined in mitigation measures adopted as part of the Proposed Development.
24 August 2021	Horningsea Parish Council	It is a significant concern that we believe AWS has failed to factor in the cumulative traffic impact of previous recorded congestion at junction 34, reduction in traffic flows (due to Covid) during the 2021 AWS surveys, CWWTP Construction traffic, CWWTP operational traffic, the proposed additional J34 arm, Waterbeach New Town, Marleigh, development at Fulbourn, dualling of the A10, general traffic growth and the pending development of the airport site.	The modelling approach and use of survey information has been discussed and agreed with CCC. This includes checks to ensure survey results provided by the Applicant are not abnormal due to the Covid-19 pandemic. The Transport Assessment (Document Reference.- 5.4.19.3) is supported by additional surveys completed to verify the data used. Impacts associated with committed developments in the area are accounted for within the TEMPro growth factors used, which has been agreed with CCC.
24 August 2021	Horningsea Parish Council	We request forecast operational HGV movements. Most of the movements are liquid sludge imports and septic tank	The Transport Assessment (Application Document Reference. 5.4.19.3) provides information on operational HGV movements. The routing of

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 scoped 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 coped 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

Get in touch

You can contact us by:

Emailing at **info@cwwtpr.com**

Calling our Freephone information line on **0808 196 1661**

Writing to us at **Freepost: CWWTPR**

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/