

Cambridge Waste Water Treatment Plant Relocation Project  
Anglian Water Services Limited

# Appendix 19.3: Transport Assessment Part 2

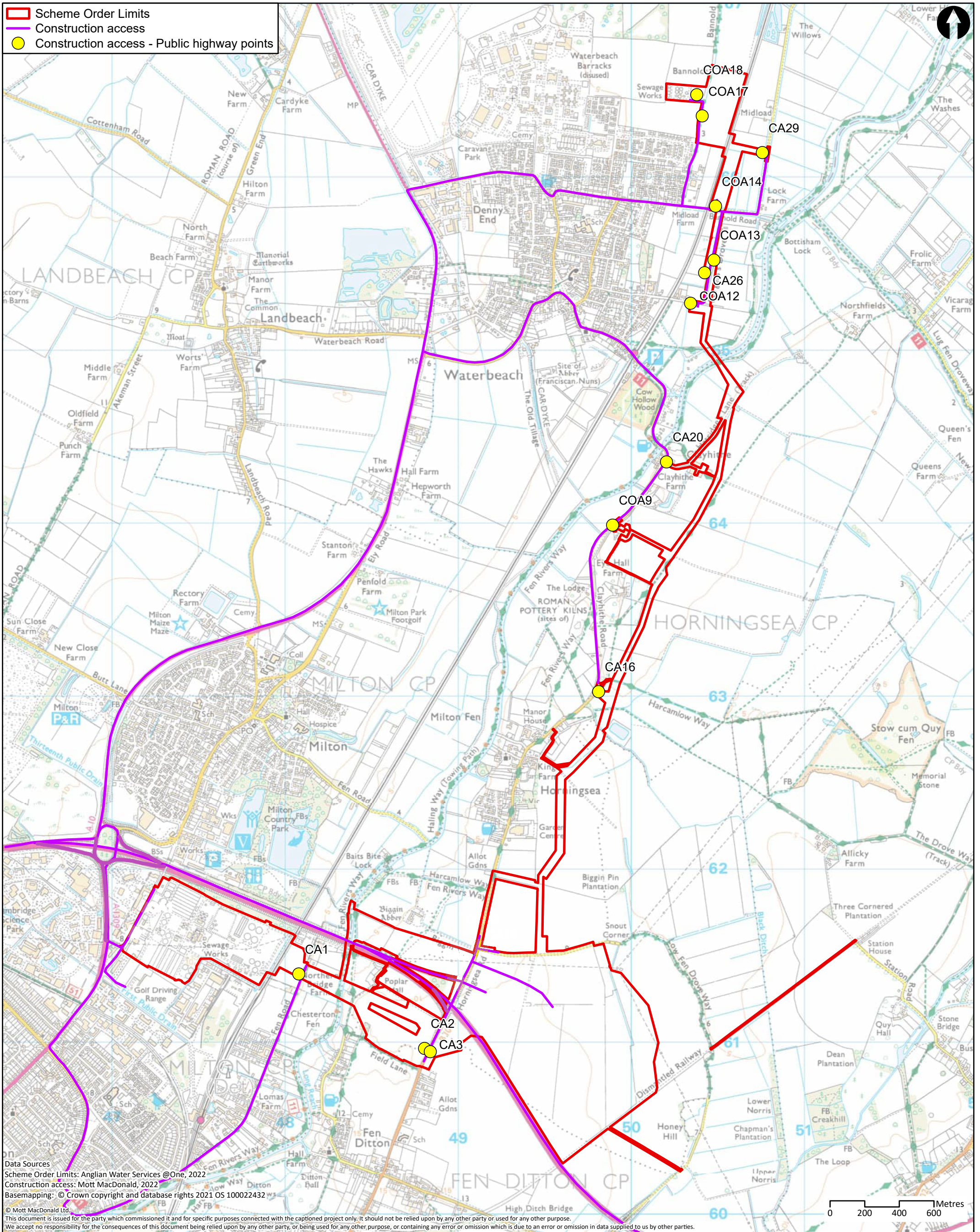
Application Document Reference: 5.4.19.3  
PINS Project Reference: WW010003  
APFP Regulation No. 5(2)a

Revision No. 07  
April 2024

Cambridge Waste Water Treatment Relocation Project  
Transport Assessment

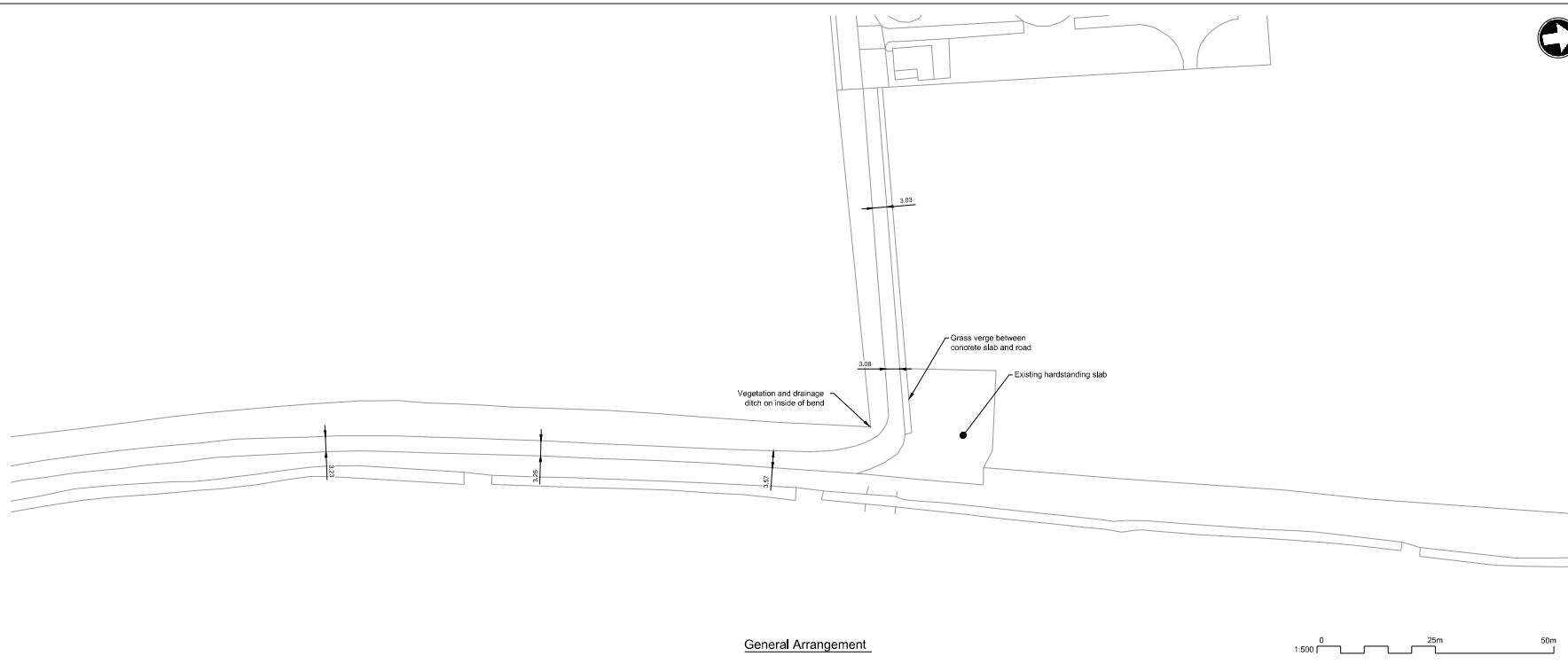


## Appendix G: Swept Path Analysis

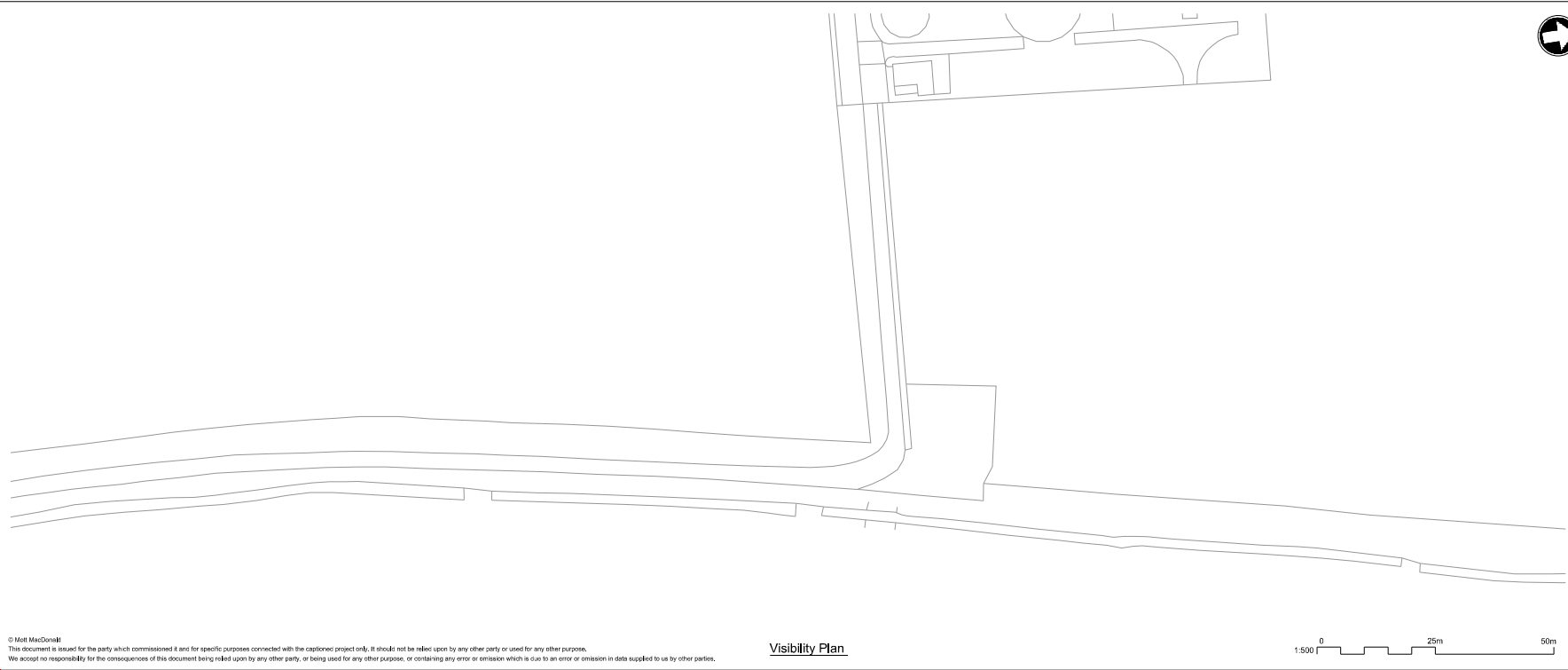


Data Sources  
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 Construction access: Mott MacDonald, 2022  
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|   |  |                         |  |                          |                         |   |  |  |                 |               |
|---|--|-------------------------|--|--------------------------|-------------------------|---|--|--|-----------------|---------------|
| <p><b>MOTT MACDONALD</b></p> <p>22 Station Road<br/>                 Cambridge CB1 2JD<br/>                 United Kingdom</p> <p>T +44 (0)20 8774 2000<br/>                 F +44 (0)20 8681 5706<br/>                 W mottmac.com</p> | Client<br>                               |                         |  |                          |                         | Title<br>Cambridge Waste Water Treatment Plant Relocation Project<br>Transport Assessment<br>Construction route and access points |  |  | Drawn<br>KL     |               |
|   |  |                         |  |                          |                         | Checked<br>WT   |  |  | Approved<br>CS  |               |
|   |  |                         |  |                          |                         | Scale at A3<br>1:20,000   |  |  | Security<br>STD | Status<br>PRE |
| Rev<br>P1<br>P2<br>P3   | Date<br>31/10/22<br>18/12/23<br>22/01/24 | Drawn<br>KL<br>CC<br>CC | Description<br>First Draft<br>Revision 01<br>Revision 02 | Ch'k'd<br>WT<br>WT<br>WT | App'd<br>CS<br>GW<br>GW | Drawing Number<br>WW01003-CAMEST-MOT-05-XX-DR-X-0697  |  |  |                 |               |



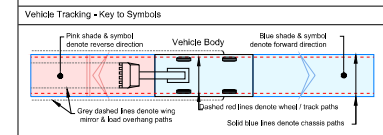
General Arrangement



Visibility Plan



- Notes
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  - The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
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  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on a preliminary design and is subject to change during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN CONJUNCTION** with the Technical Memo.



Vehicle Tracking - Vehicle Details

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

Vehicle Tracking - Risks & Compliance

**High Risks**  
**H1** Explanation of risk,

Vehicle Tracking - Notes

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

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

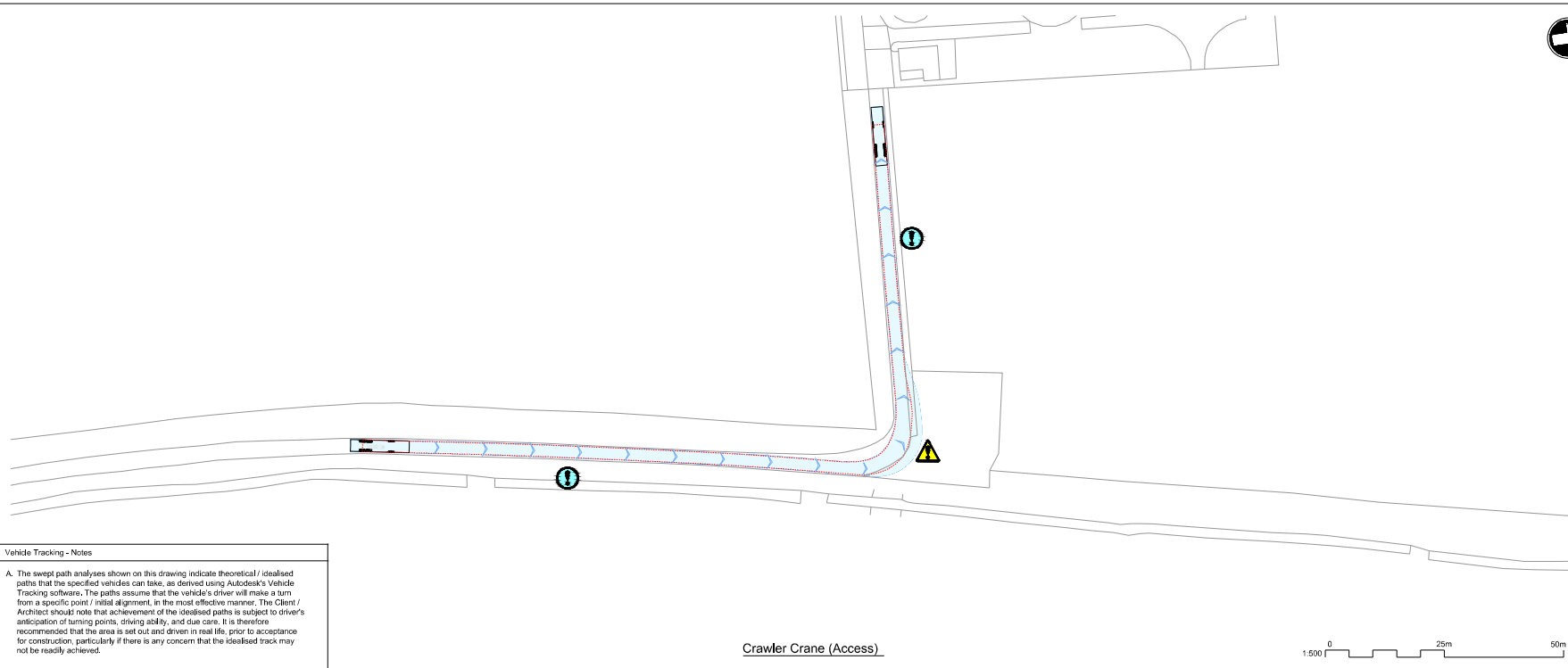


The Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 COA17 – COA18  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

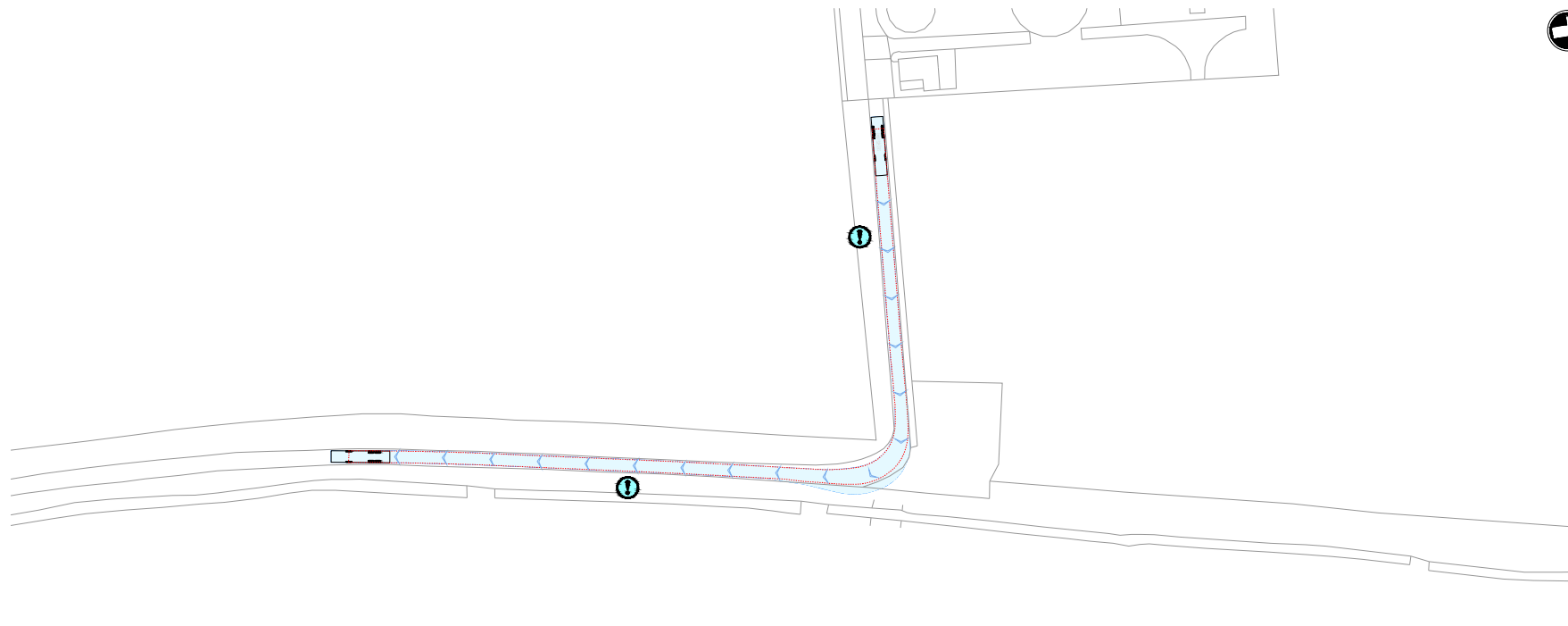
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 P:\Cambridge\Roads\EST\PROJECTS\CWWTWR - Ch4 Eng\Ch4.1.0 Line Drawings\Ch4.1\Temp Access Junction  
 AutR102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 1) dwg May 18, 2022 - 8:47AM CAS89725



**Vehicle Tracking - Notes**

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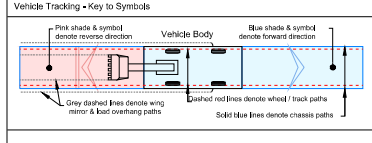
Crawler Crane (Access)



Crawler Crane (Egress)



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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on a 10% or 15% probability of exceedance lake is to be determined during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



**Vehicle Tracking - Vehicle Details**

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

|                             |         |
|-----------------------------|---------|
| <b>Large Mobile Crane</b>   |         |
| Overall Length              | 12,200m |
| Overall Width               | 2,450m  |
| Overall Body Height         | 3,400m  |
| Track Width                 | 2,450m  |
| Kerb to Kerb Turning Radius | 10,000m |

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

|     |      |                                |     |         |
|-----|------|--------------------------------|-----|---------|
| P1  | AD/C | Draft for Discussion / Review. | AWK | AWK     |
| Rev | Date | Drawn / Description            |     | CHW/epd |

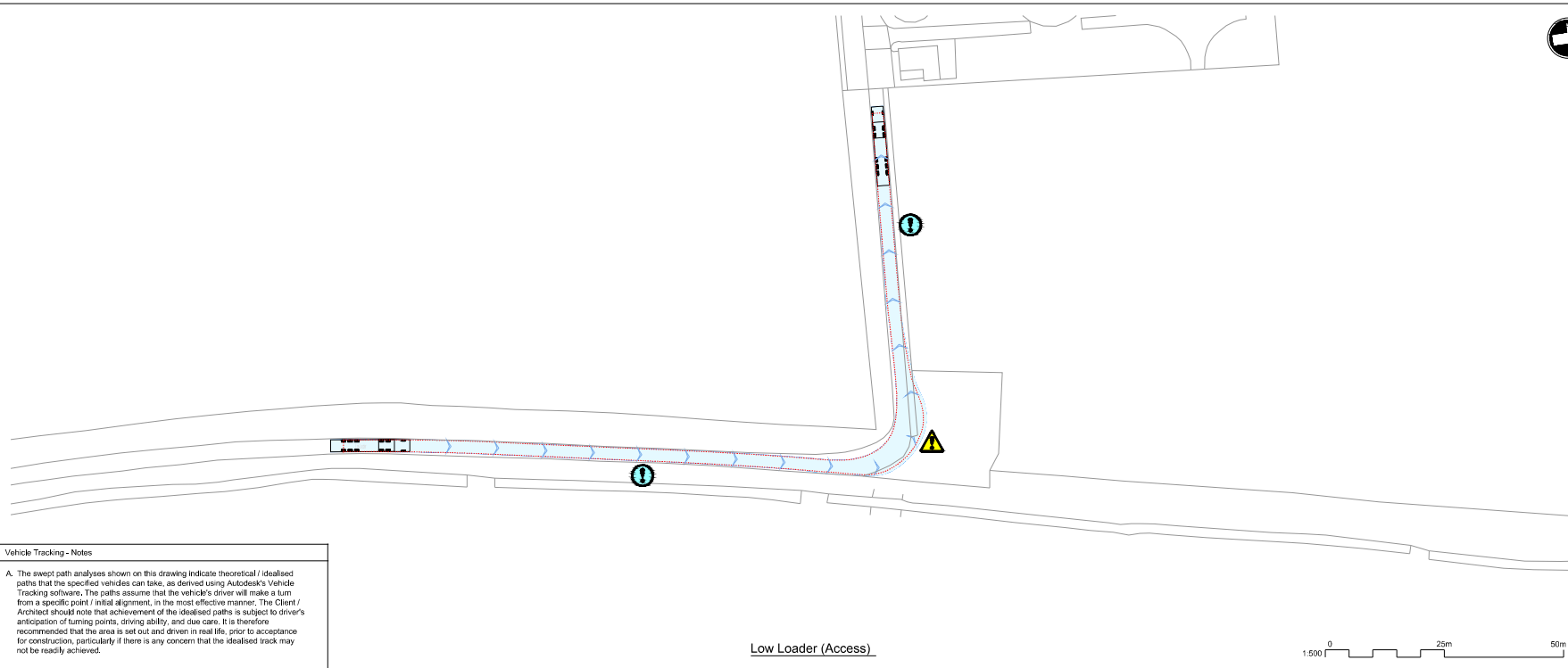


**Title**  
Cambridge Waste Water Treatment Works Relocation  
COA17 – COA18  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

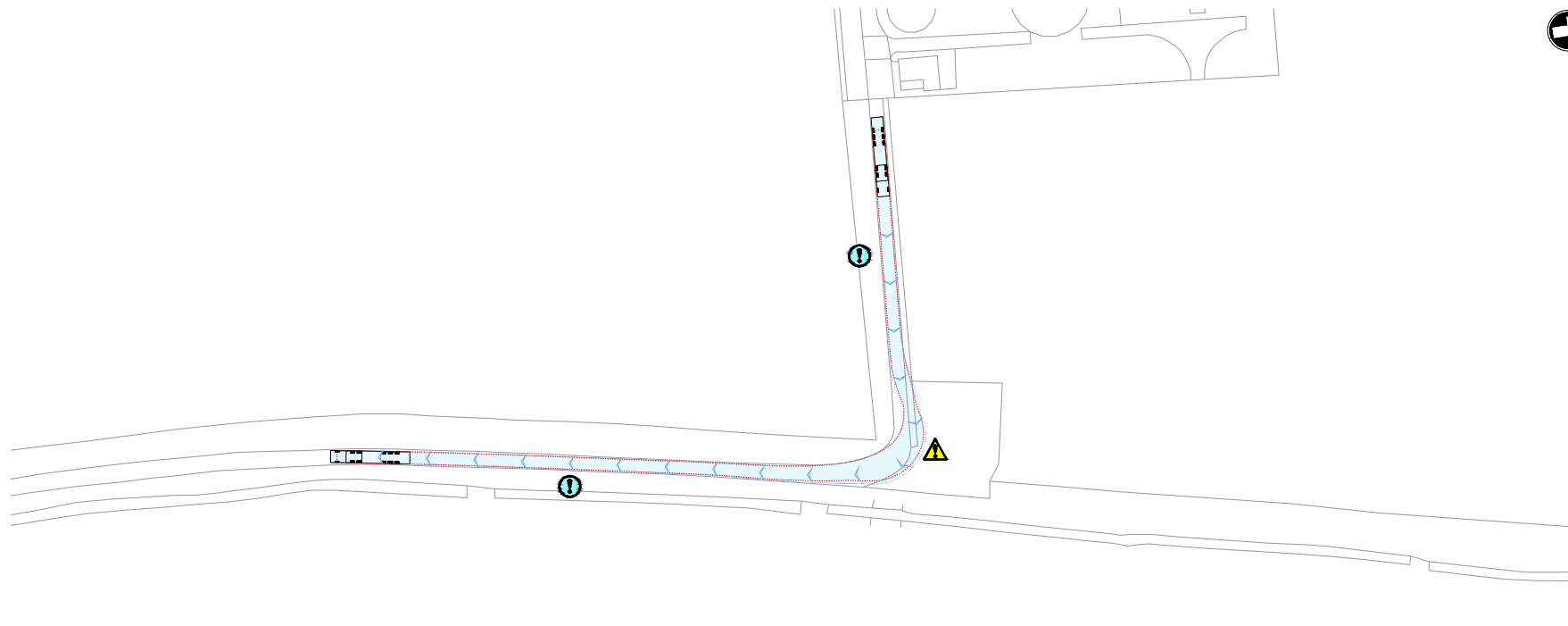
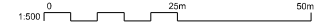
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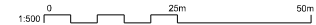
**Vehicle Tracking - Notes**

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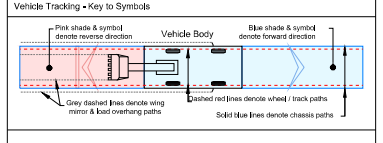
Low Loader (Access)



Low Loader (Egress)



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



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

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

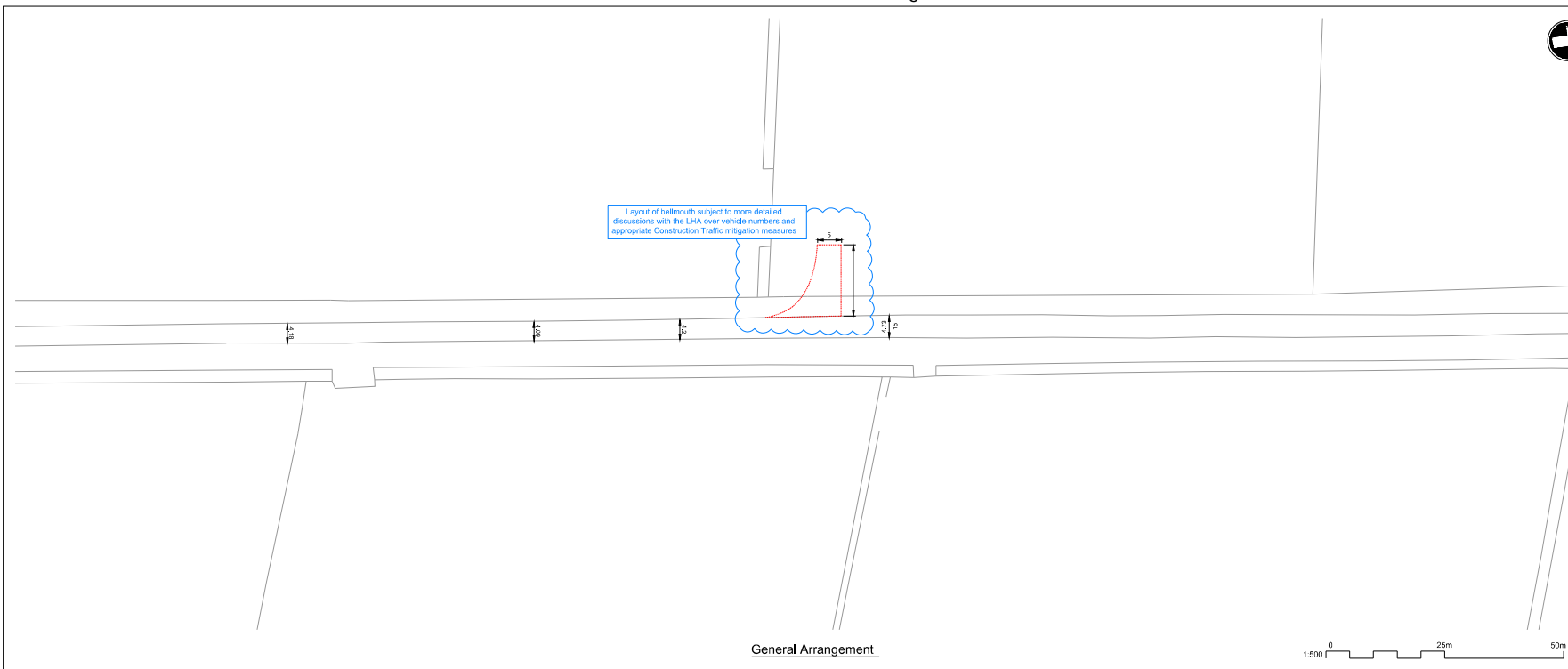


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA17 – COA18  
Highways GA, Visibility Splay and  
Vehicle Tracking

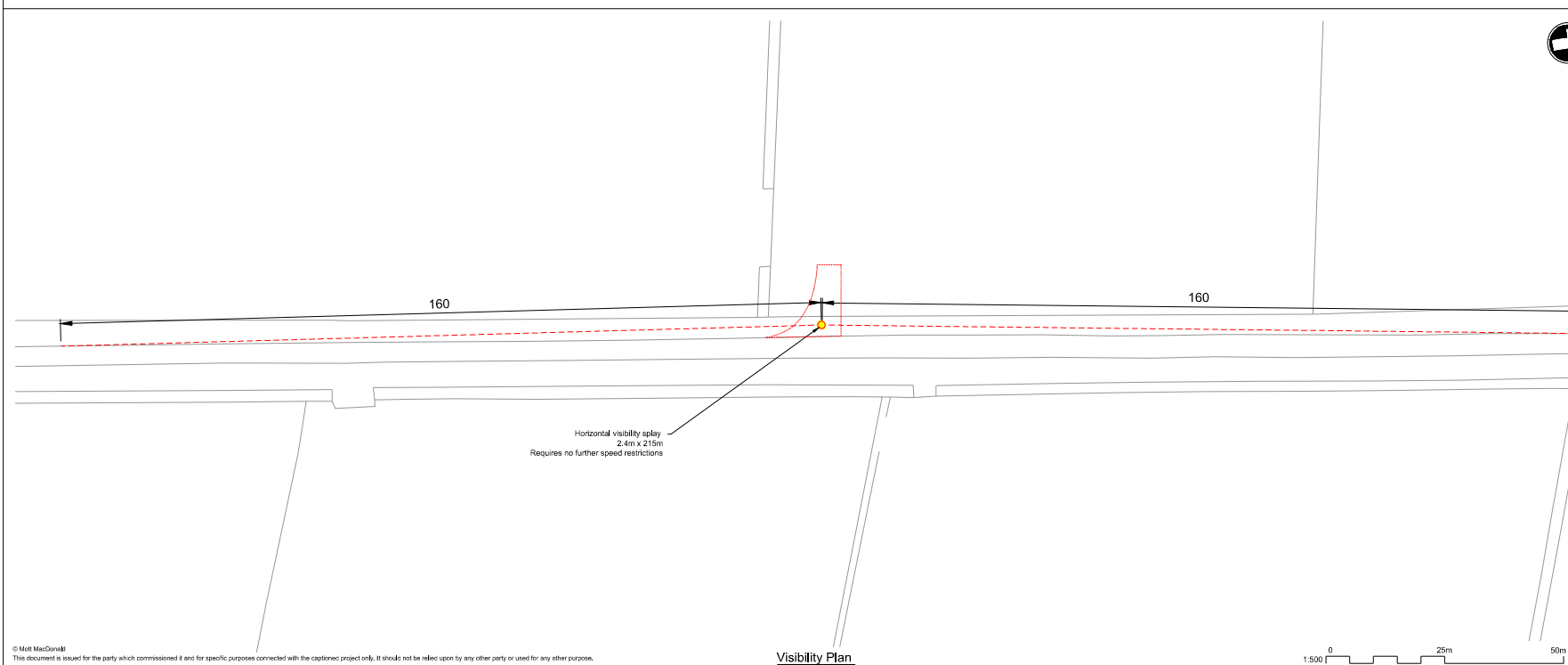
| Designed  | A.D.Castles | ADC | Eng check    | E.Case       | EC  |
|-----------|-------------|-----|--------------|--------------|-----|
| Drawn     | -           | -   | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved    |     |              |              |     |

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

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



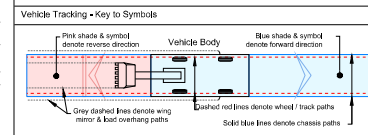
General Arrangement



Visibility Plan



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Vehicle Tracking - Vehicle Details

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

Vehicle Tracking - Risks & Compliance

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

Vehicle Tracking - Notes

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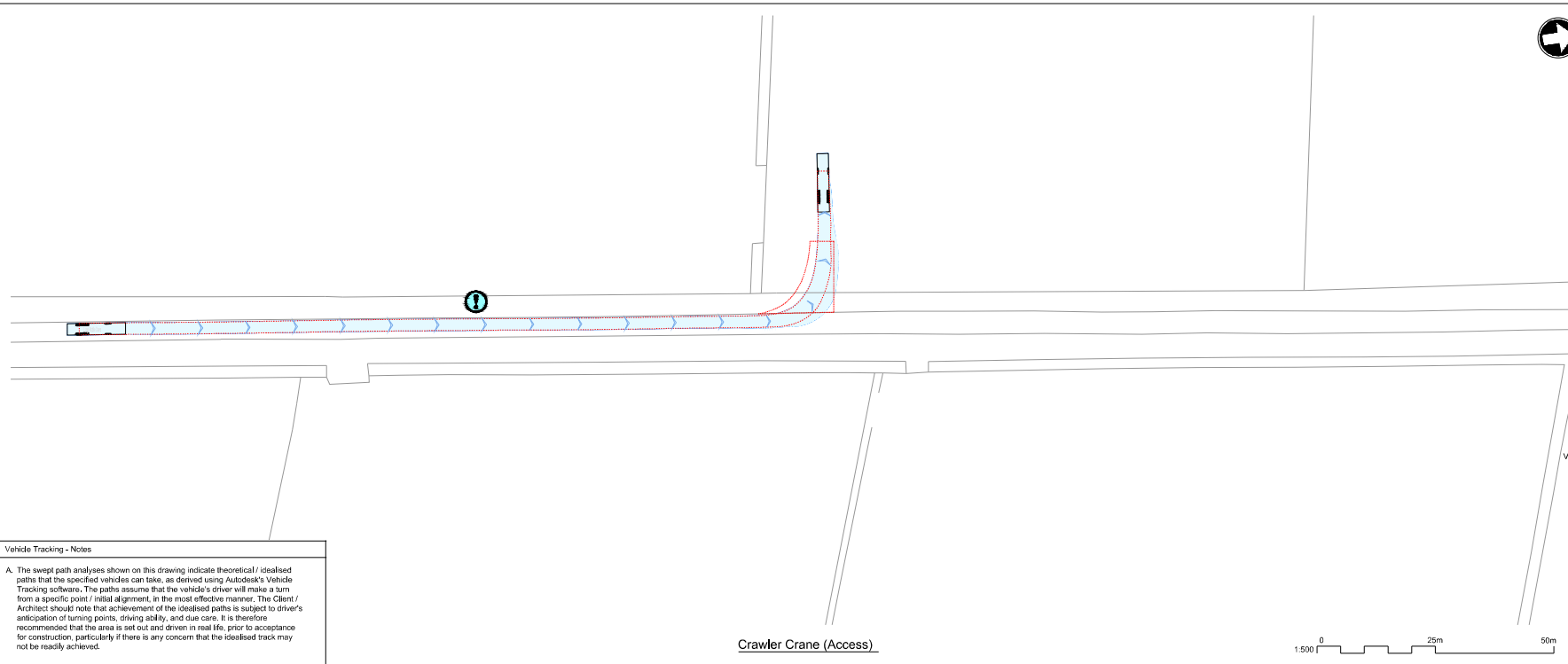
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| P1  | 10/23/25 | ADC   | Draft for Discussion / Review. | AWK     | AWK      |
| Rev | Date     | Drawn | Description                    | Checked | Approved |



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

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

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

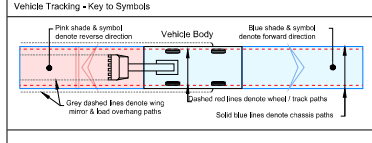


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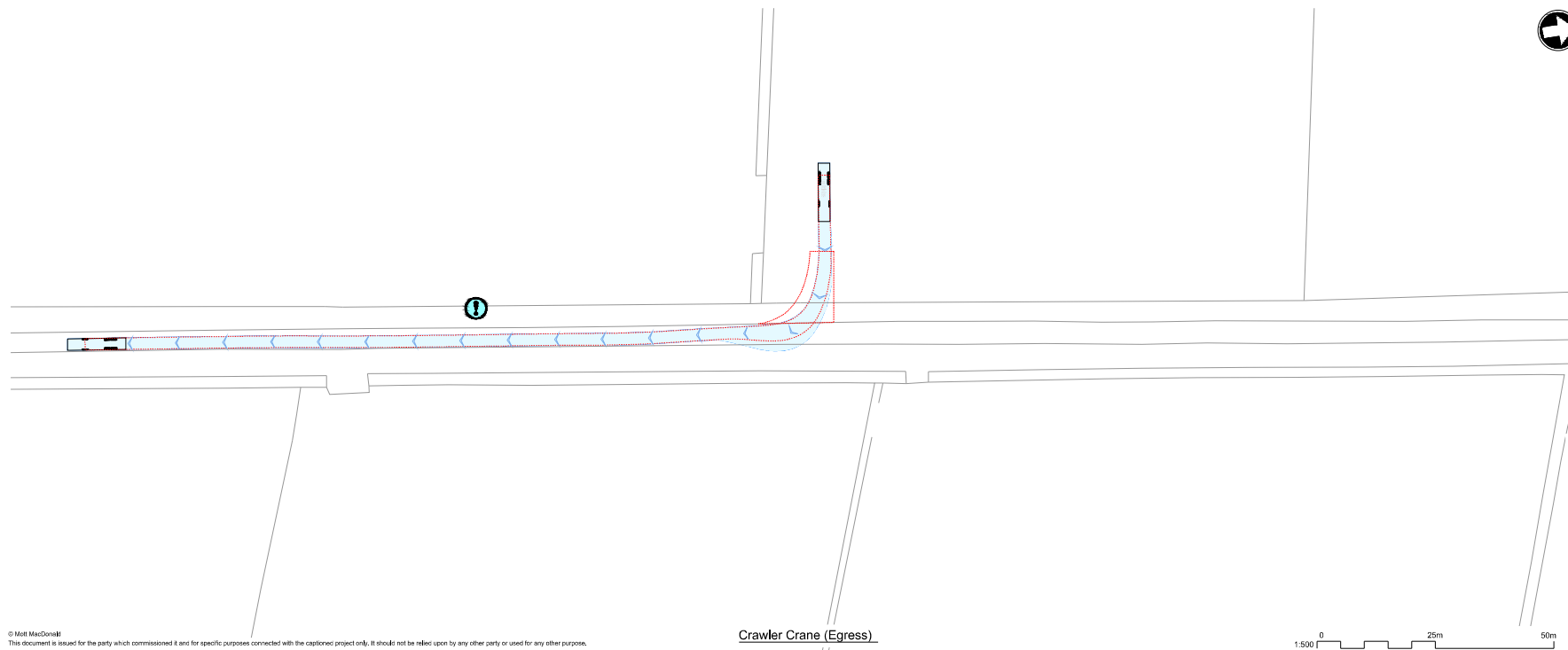
Crawler Crane (Access)

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**Vehicle Tracking - Vehicle Details**

|  |                             |         |
|--|-----------------------------|---------|
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|  | Overall Body Height         | 3,300m  |
|  | Max Track Width             | 2,500m  |
|  | Kerb to Kerb Turning Radius | 10,700m |
|  | Large Mobile Crane          |         |
|  | Overall Length              | 12,200m |
|  | Overall Width               | 2,450m  |
|  | Overall Body Height         | 3,460m  |
|  | Track Width                 | 2,450m  |
|  | Kerb to Kerb Turning Radius | 10,000m |



Crawler Crane (Egress)

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

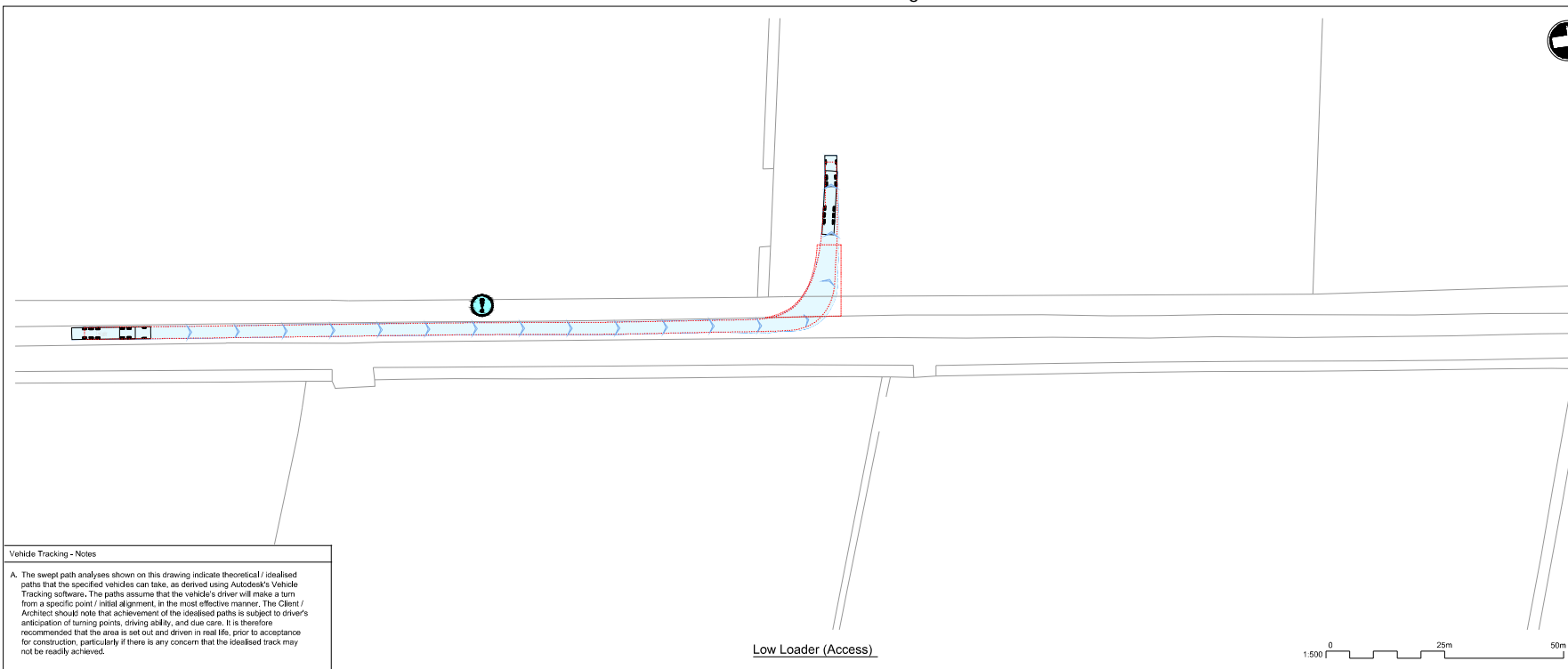
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| P1  | 10/23/25 | ADC   | Draft for Discussion / Review. | AWK     | AWK      |
| Rev | Date     | Drawn | Description                    | Checked | Approved |



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

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



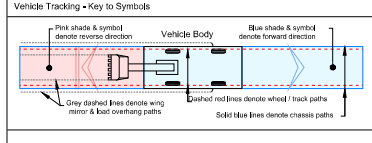


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Low Loader (Access)

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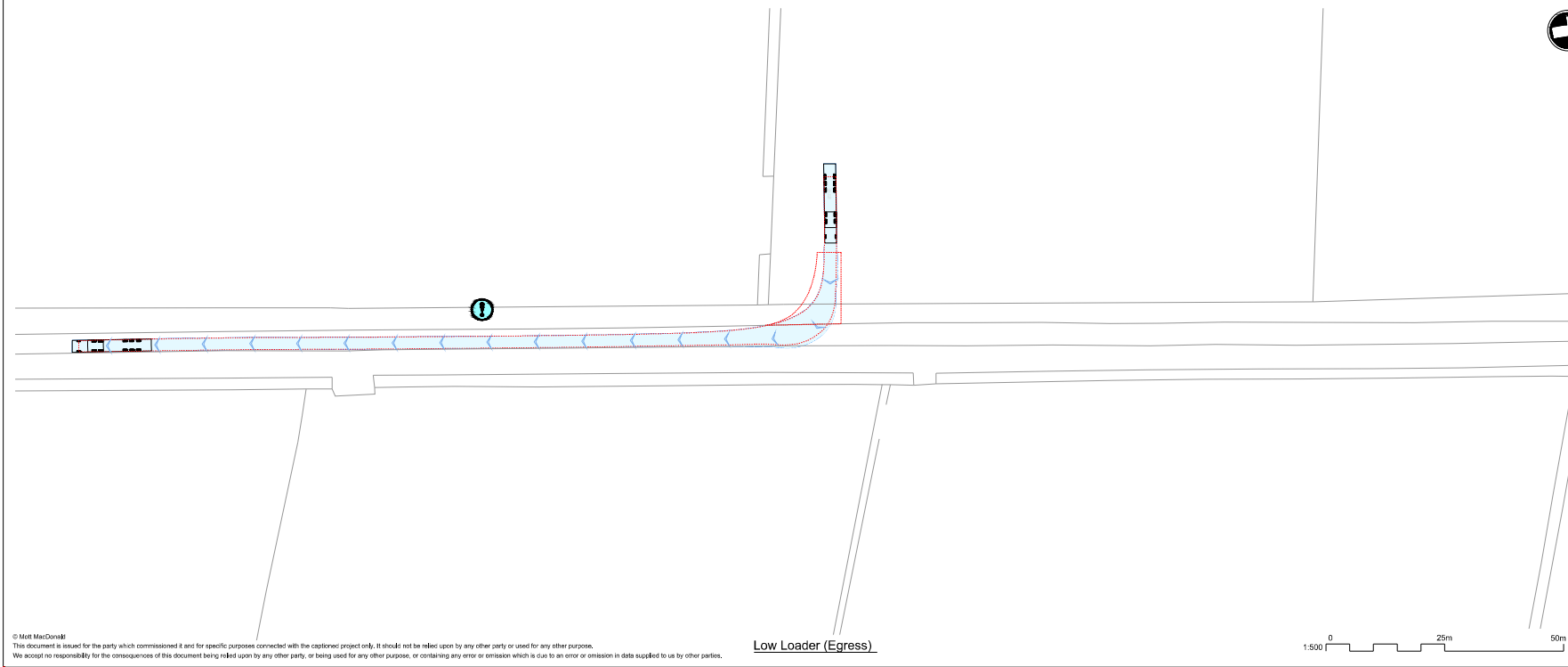


**Vehicle Data**

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

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



Low Loader (Egress)

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

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

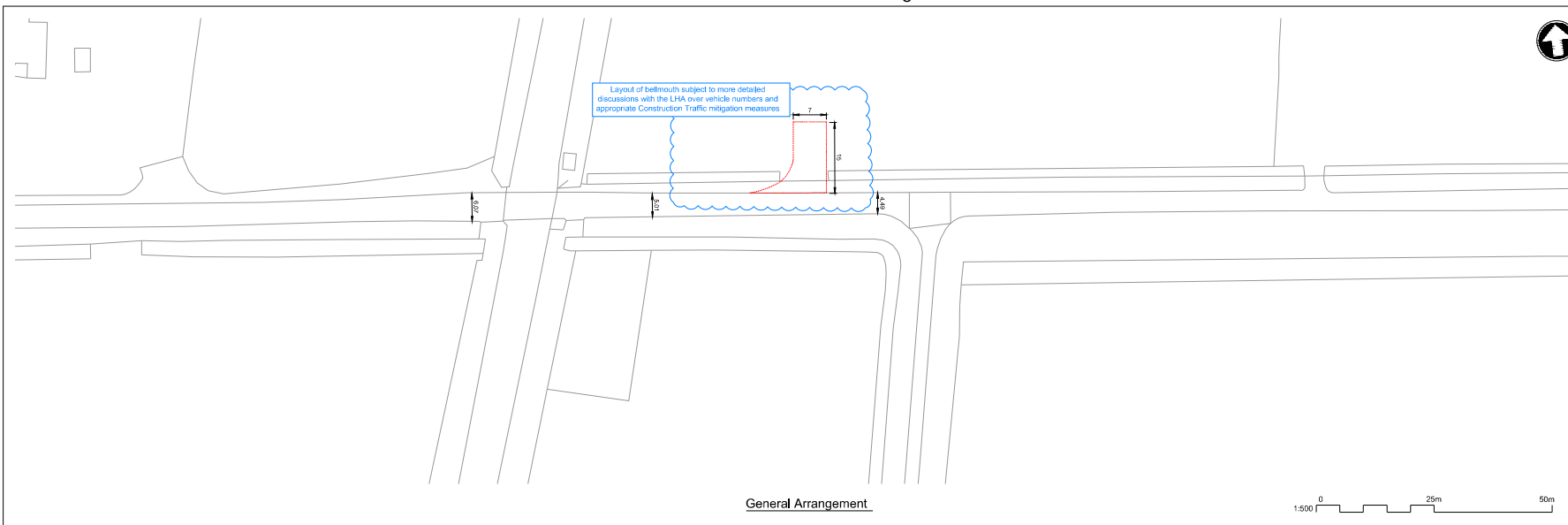


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA29  
Highways GA, Visibility Splay and  
Vehicle Tracking

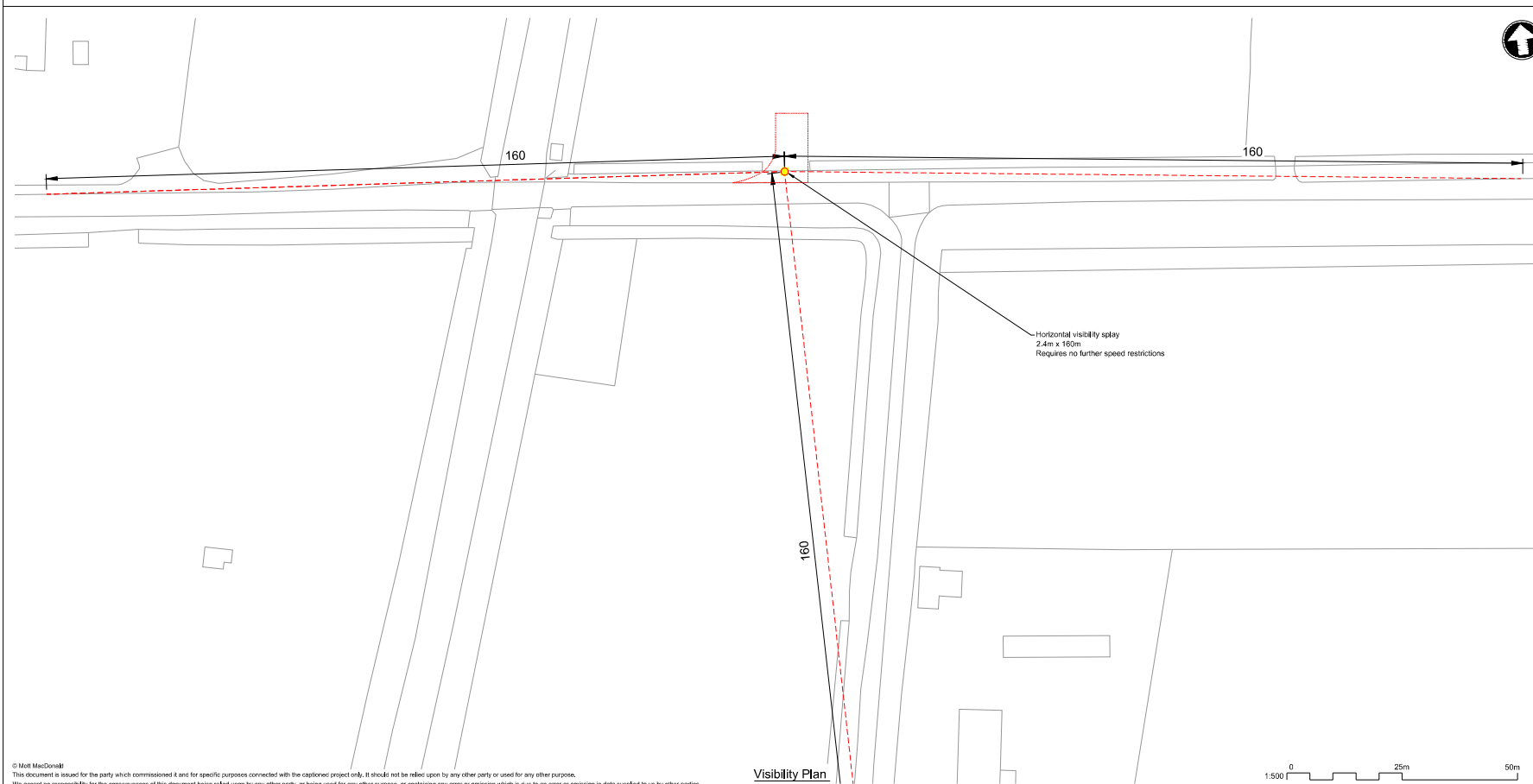
|           |             |     |              |              |     |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed  | A.D.Castles | ADC | Eng check    | E.Castles    | EC  |
| Drawn     | -           | -   | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved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

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

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



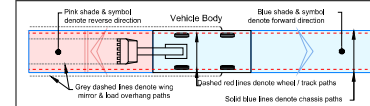
General Arrangement



Visibility Plan

- 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.
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  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 is based on a design or proposed design take is agreed by the client during future stages of the design development of this option.
  13. DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

|  |  |  |
|--|--|--|
|  | Overall Length<br>Overall Width<br>Overall Body Height<br>Max Track Width<br>Kerb to Kerb Turning Radius | 16.633m<br>2.500m<br>3.300m<br>2.500m<br>10.700m |
|  | Overall Length<br>Overall Width<br>Overall Body Height<br>Track Width<br>Kerb to Kerb Turning Radius     | 12.200m<br>2.450m<br>2.460m<br>2.450m<br>10.000m |

Vehicle Tracking - Risks & Compliance

**High Risks**  
**H1** Explanation of risk,

Vehicle Tracking - Notes

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

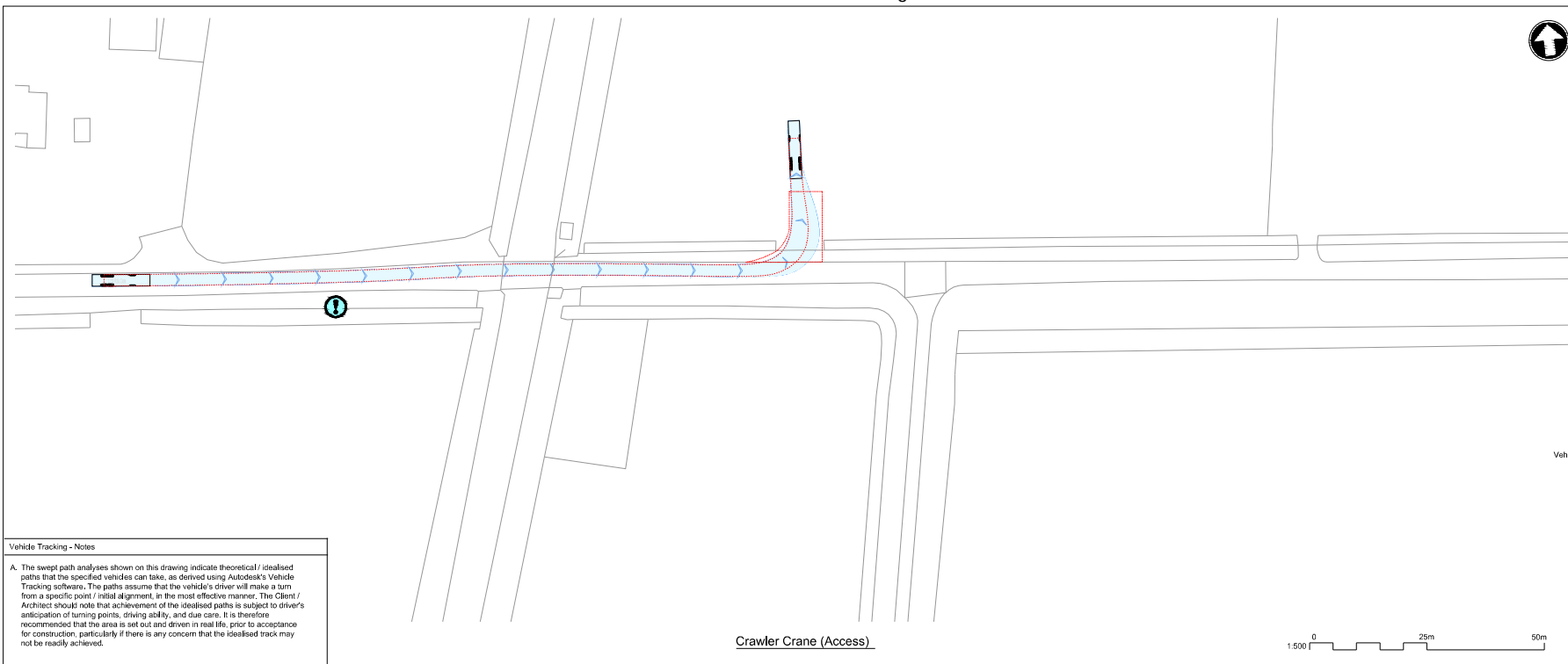
|     |          |       |                                |         |          |
|-----|----------|-------|--------------------------------|---------|----------|
| P1  | 10/23/25 | ADC   | Draft for Discussion / Review. | AWK     | AWK      |
| Rev | Date     | Drawn | Description                   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



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

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

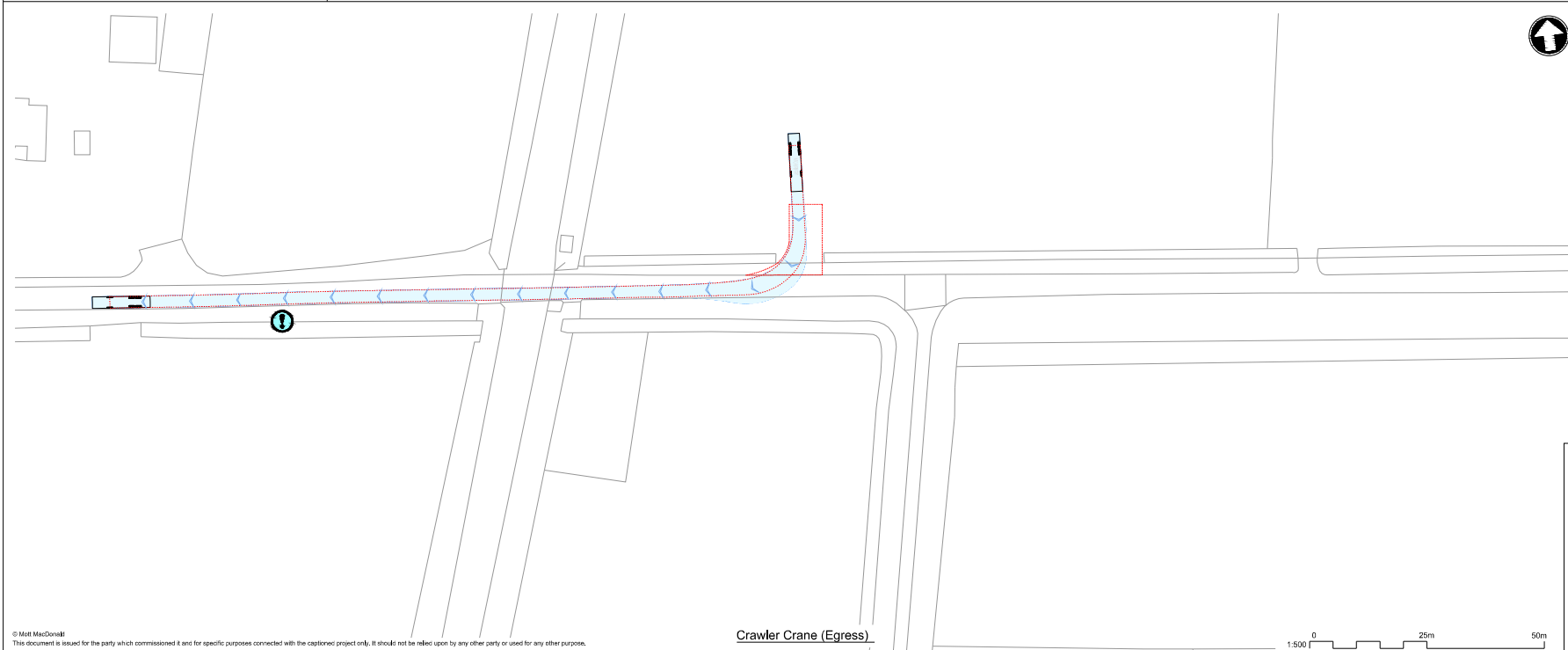
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD  
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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

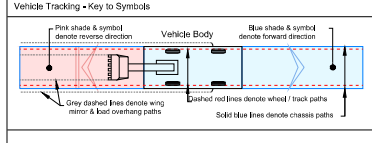
Crawler Crane (Access)



Crawler Crane (Egress)



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



**Vehicle Tracking - Vehicle Details**

**Low Loader**

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

**Large Mobile Crane**

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

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

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

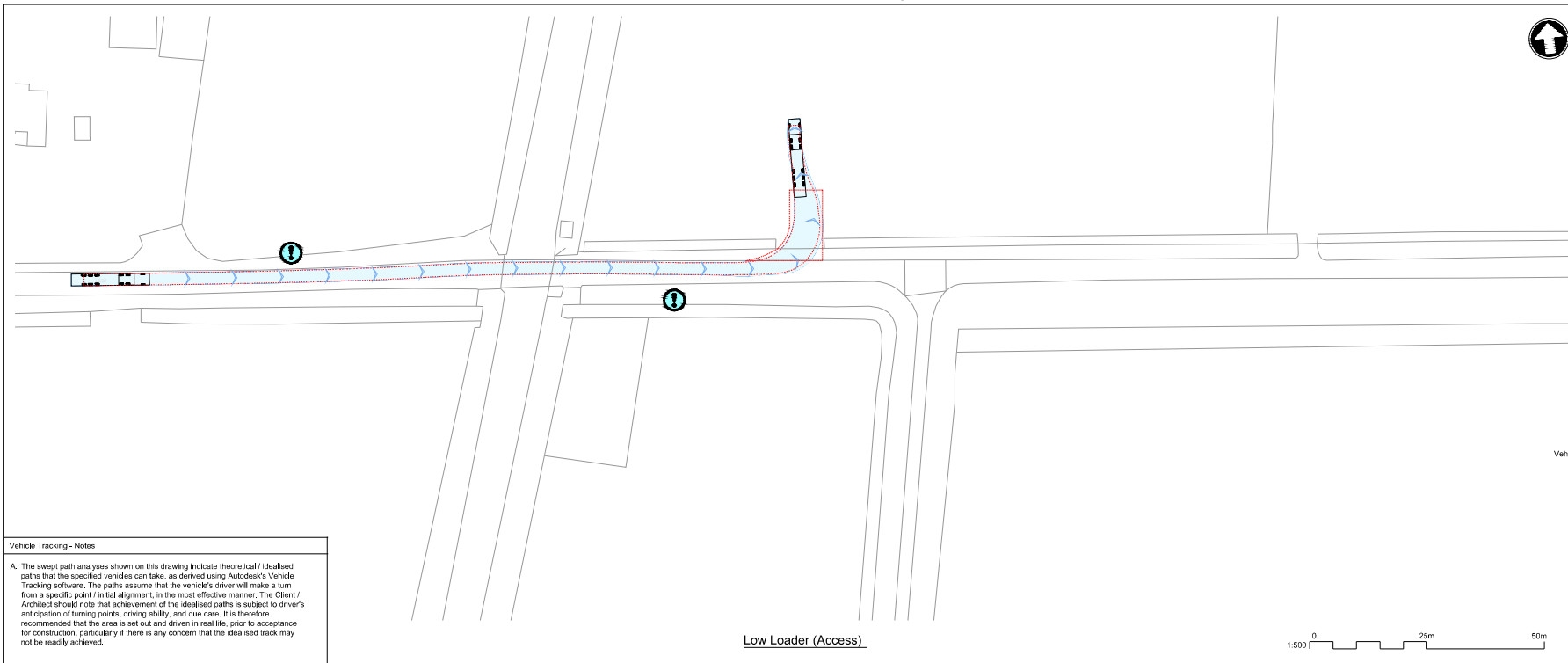


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA14  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

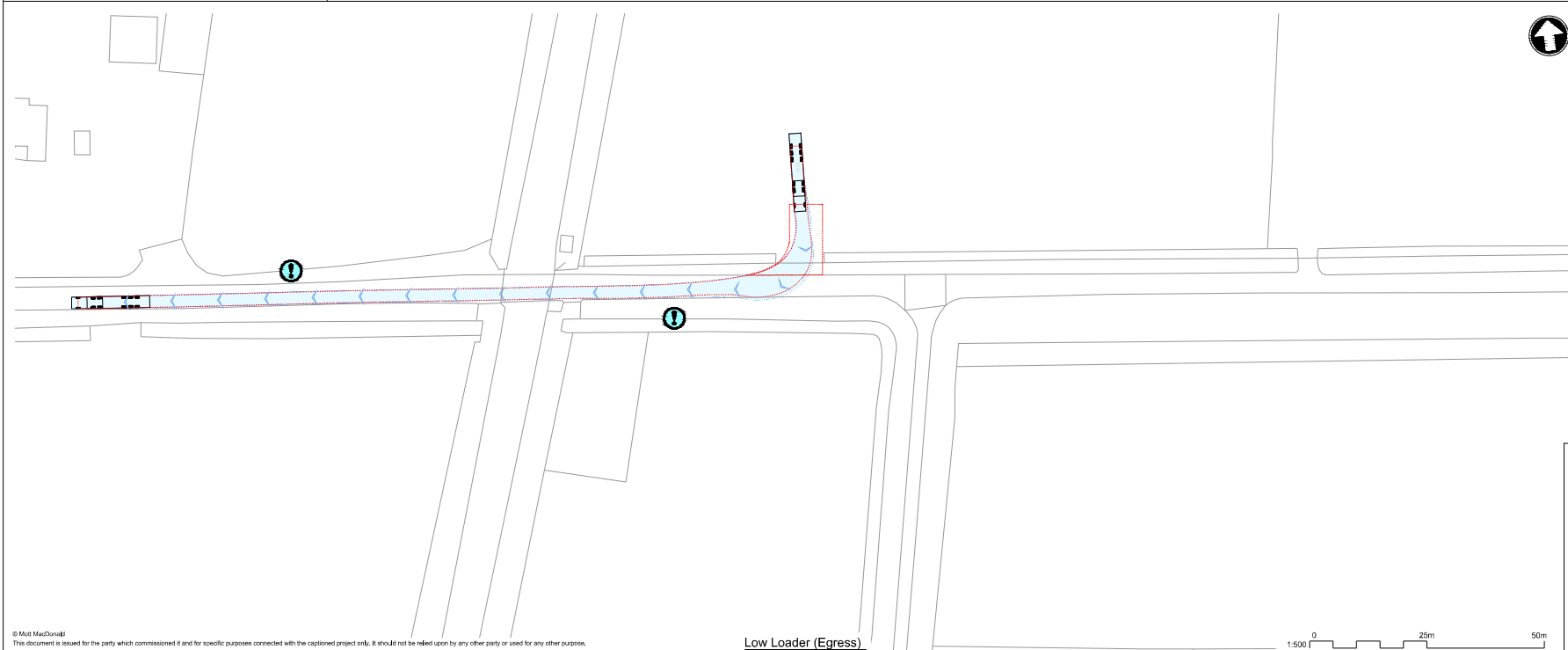
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

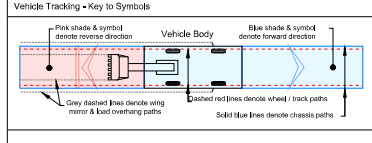
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

Low Loader (Access)



Low Loader (Egress)

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  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a sensitive area, the proposed layout take is subject to determination during future stages of the design development of this option.
  - DRAWINGS PREPARED IN COORDINATION with the Technical Memo.**



**Vehicle**

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

|  |                             |         |
|--|-----------------------------|---------|
|  | Large Mobile Crane          | 12,100m |
|  | Overall Length              | 12,100m |
|  | Overall Width               | 2,430m  |
|  | Overall Body Height         | 2,430m  |
|  | Track Width                 | 2,430m  |
|  | Kerb to Kerb Turning Radius | 10,000m |

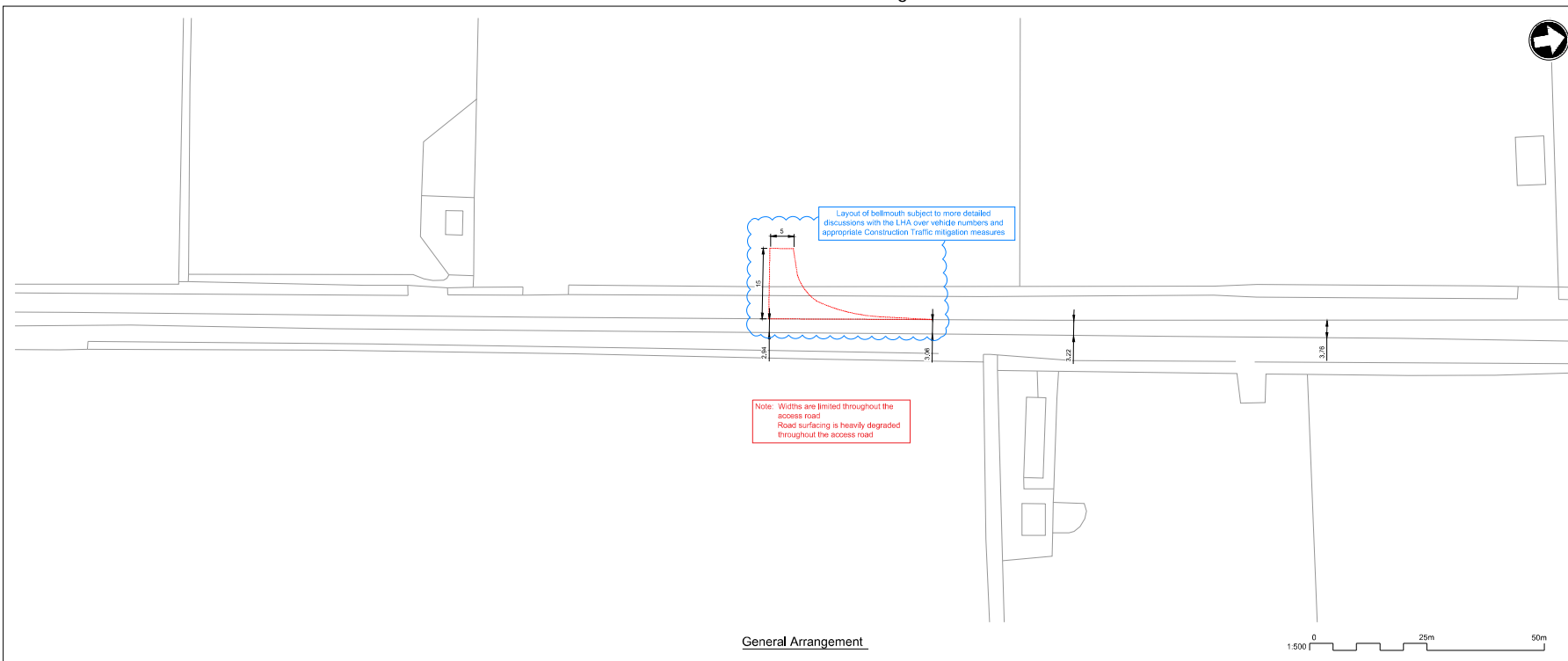
- Vehicle Tracking - Risks & Compliance**
- Risks**
- Kerb overrun
  - Restrictive road width

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

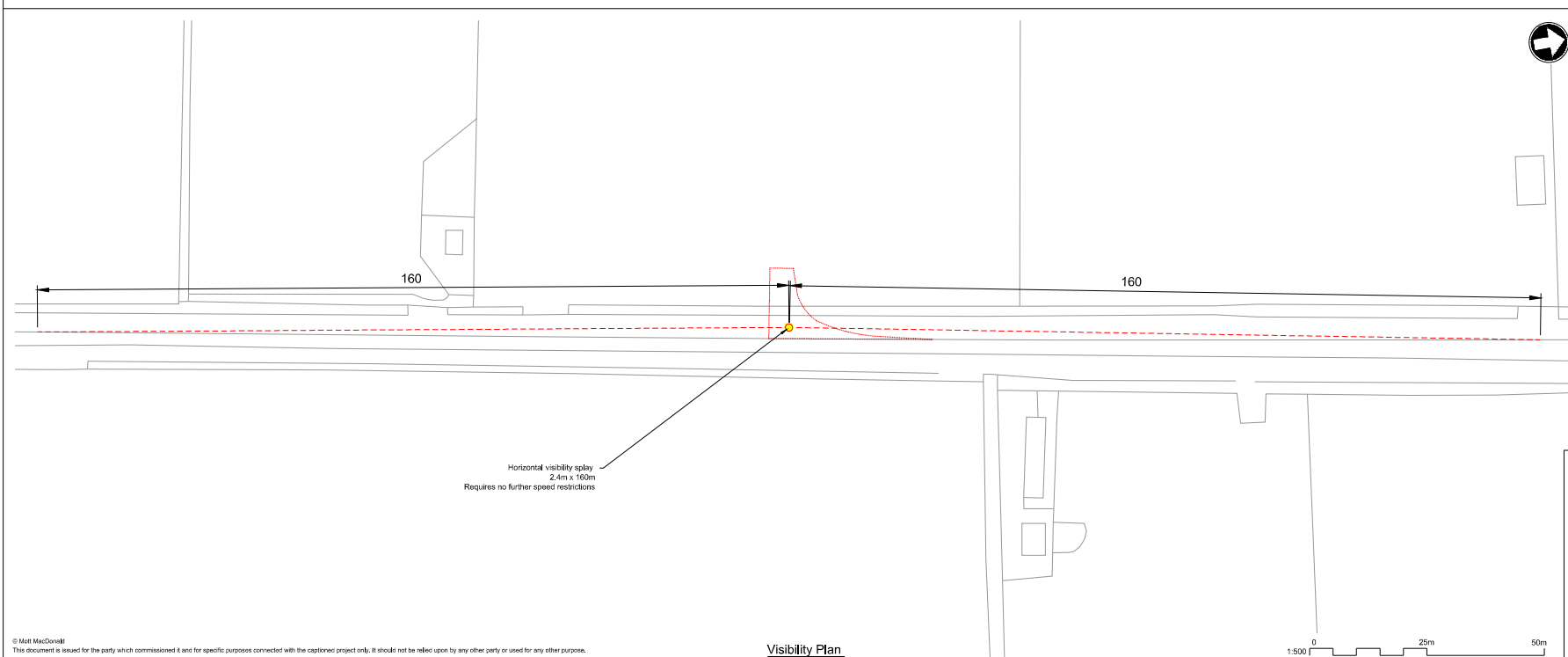


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA14  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

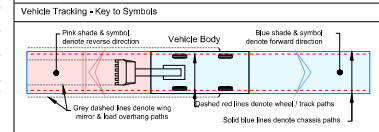


General Arrangement



Visibility Plan

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



Vehicle Tracking - Vehicle Details

| Vehicle Type       | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader         | 16,633m        | 2,500m        | 3,300m              | 2,500m          | 6,700m                      |
| Large Mobile Crane | 12,200m        | 2,450m        | 2,450m              | 2,450m          | 10,000m                     |

Vehicle Tracking - Risks & Compliance

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

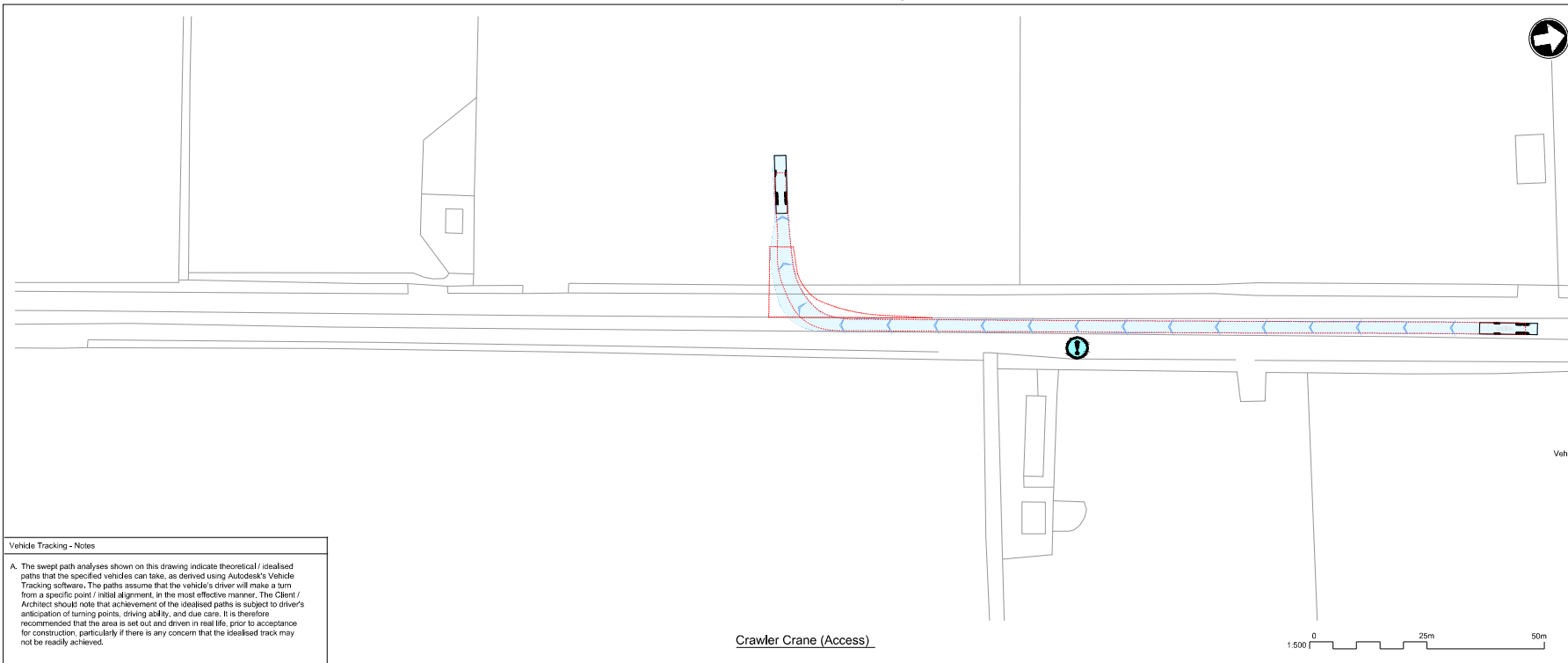
| Rev | Date | Drawn | Description                   | Checked   |
|-----|------|-------|-------------------------------|-----------|
| P1  |      | ADC   | Draft for Discussion / Review | AWK / ARK |



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

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

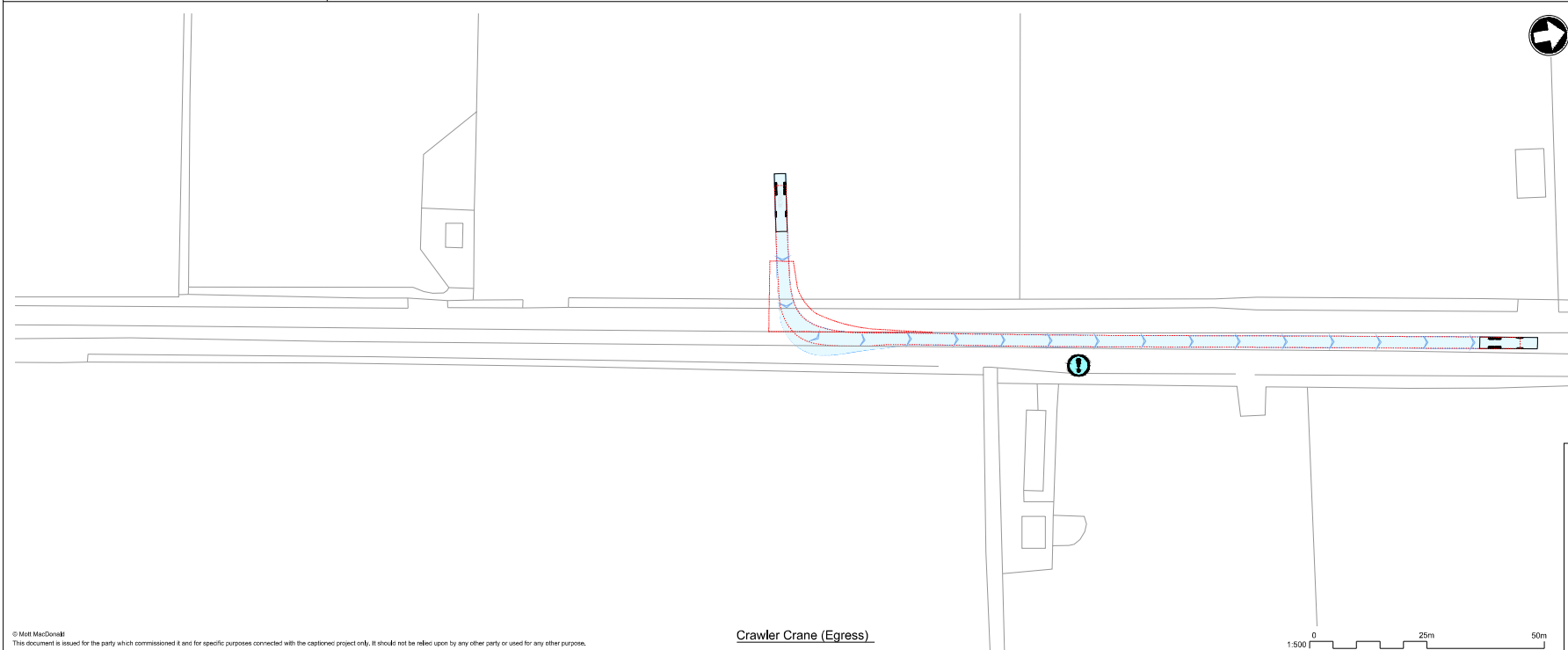
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 Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

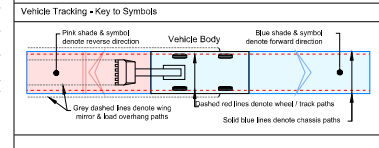
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

Crawler Crane (Access)



Crawler Crane (Egress)

- Notes**
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  - 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.
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  - The information is preliminary and subject to further detailed design.
  - The design has not been submitted to the Highway Authority or Highways England for their technical review.
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**Vehicle Tracking - Vehicle Details**

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

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

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

| P1  | Date | Drawn | Description | AWK | AWR |
|-----|------|-------|-------------|-----|-----|
| Rev |      |       |             |     |     |

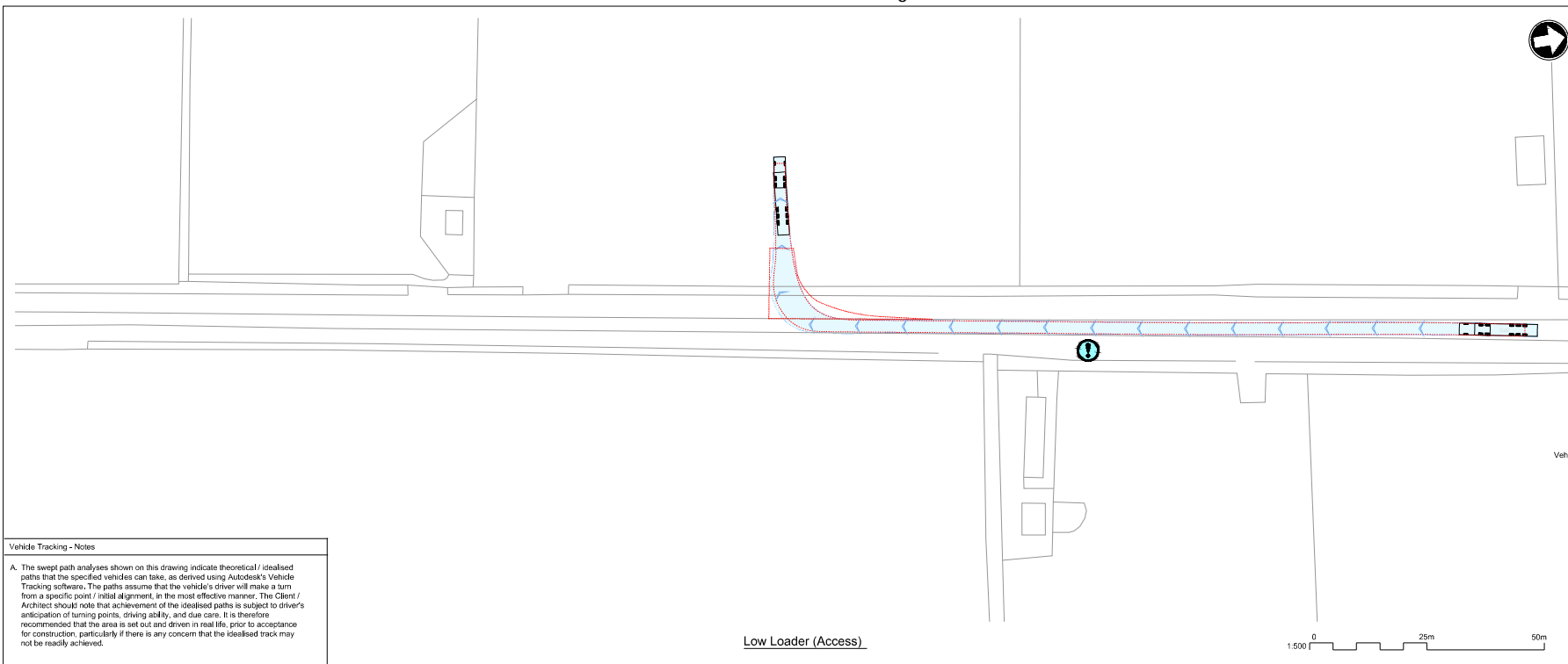


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA26  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

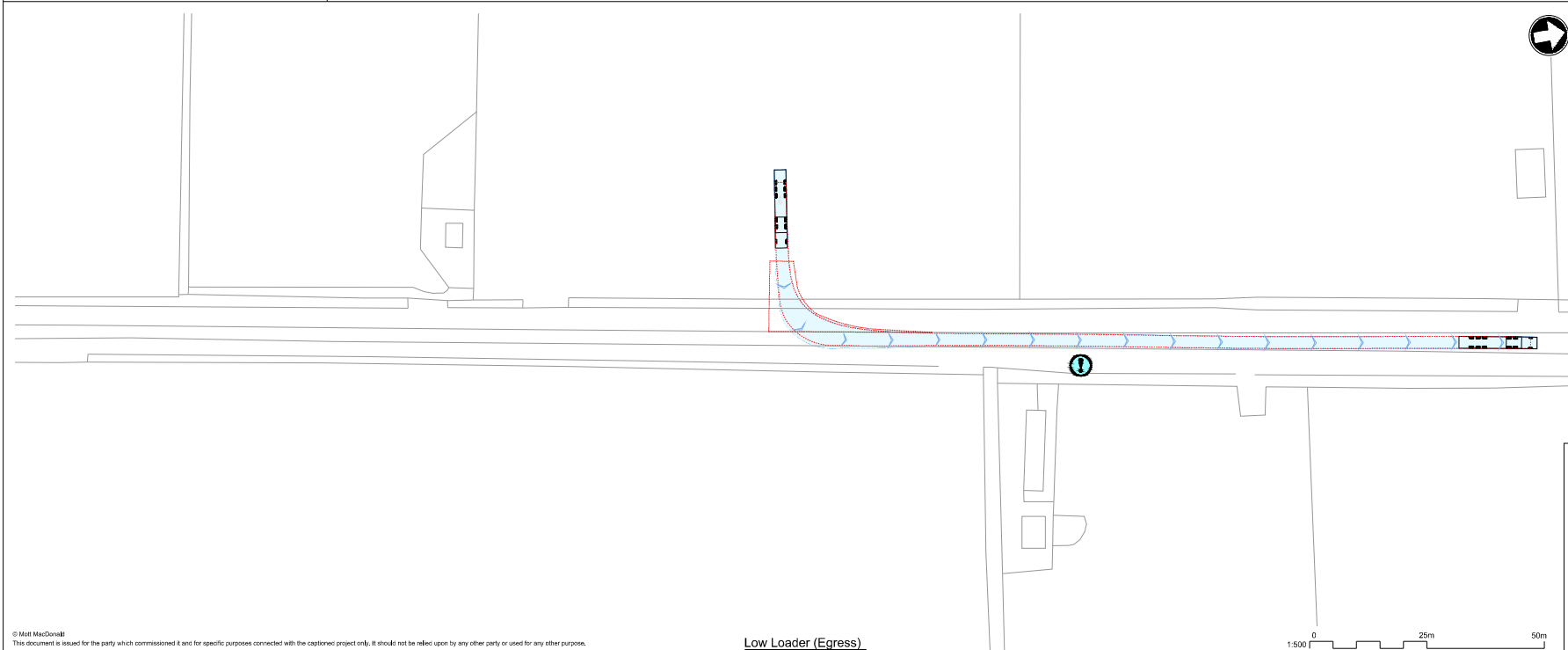
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

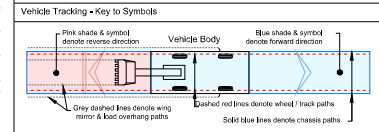
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Low Loader (Access)



Low Loader (Egress)

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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site and any additional land take is acceptable during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**



**Vehicle Data**

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

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

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

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

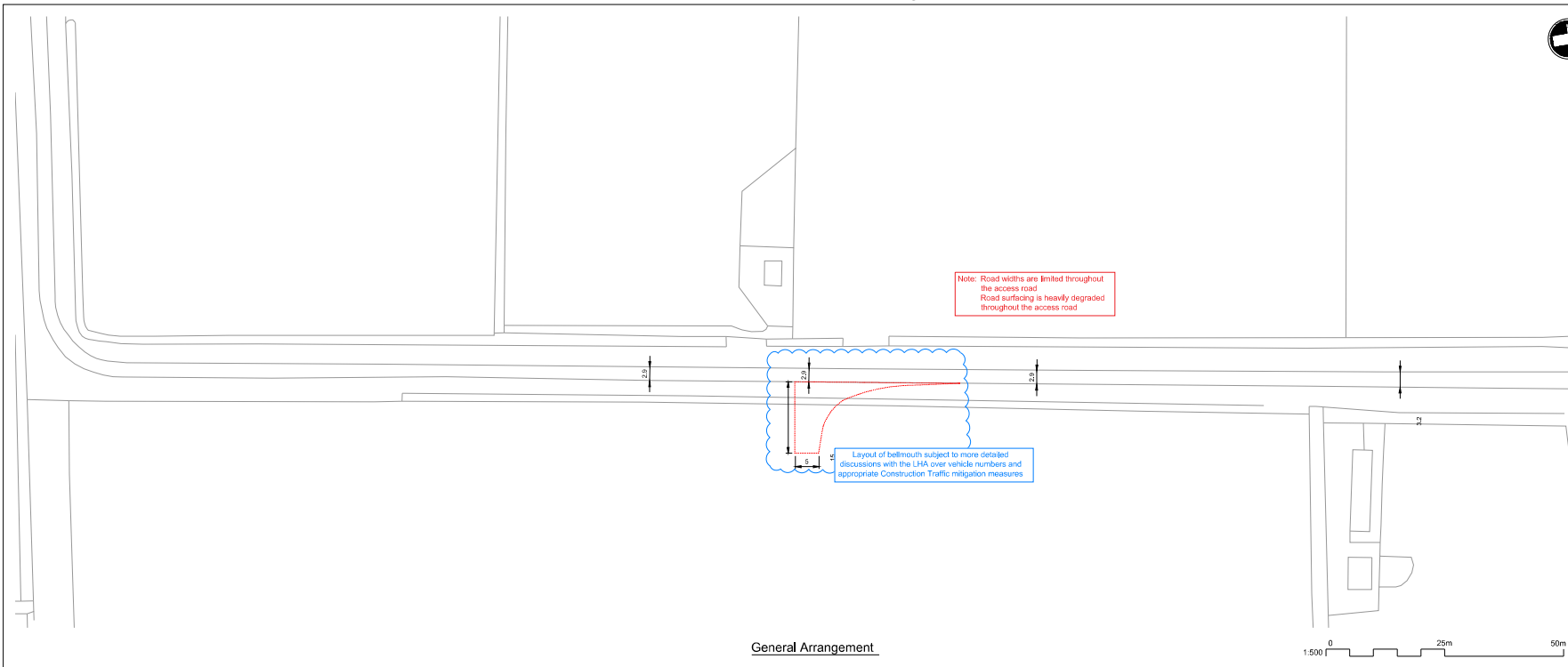


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA26  
Highways GA, Visibility Splay and  
Vehicle Tracking

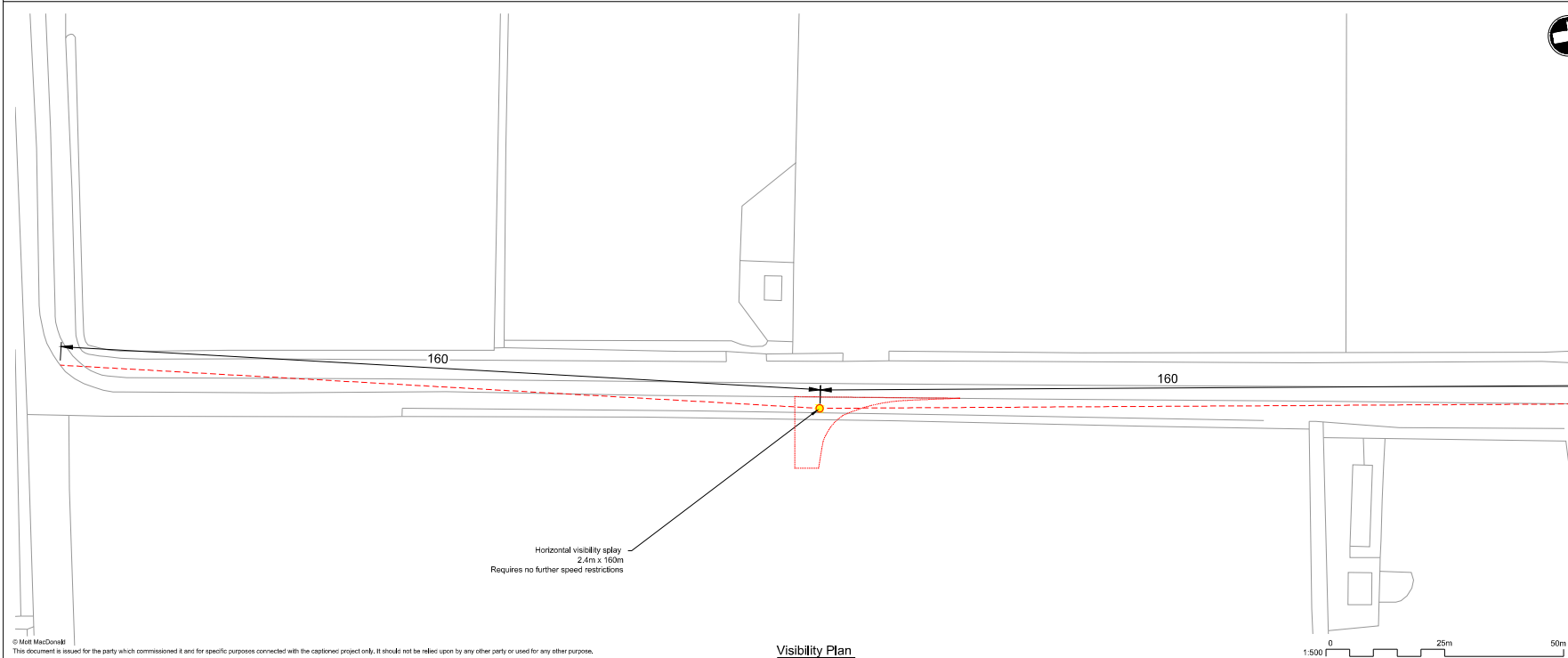
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| Designed  | A.D.Casillas | ADG | Eng check    | E.Case       | EC  |
| Drawn     | A.D.Casillas | ADG | Coordination | A.M.Rawlings | AMR |
| Dwg check |              |     | Approved     |              |     |

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

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



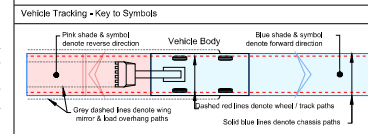
General Arrangement



Visibility Plan



- Notes
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  - Cambridge Waste Water Treatment Works Relocation is a brownfield site, any or proposed land take is acceptable during future stages of the design development of this option.
  15. DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.



Vehicle Tracking - Vehicle Details

**Low Loader**

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

**Large Mobile Crane**

- Overall Length: 12,200m
- Overall Width: 2,450m
- Overall Body Height: 2,460m
- Track Width: 2,450m
- Kerb to Kerb Turning Radius: 10,000m

Vehicle Tracking - Risks & Compliance

**High Risks**  
**H1** Explanation of risk,

Vehicle Tracking - Notes

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

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



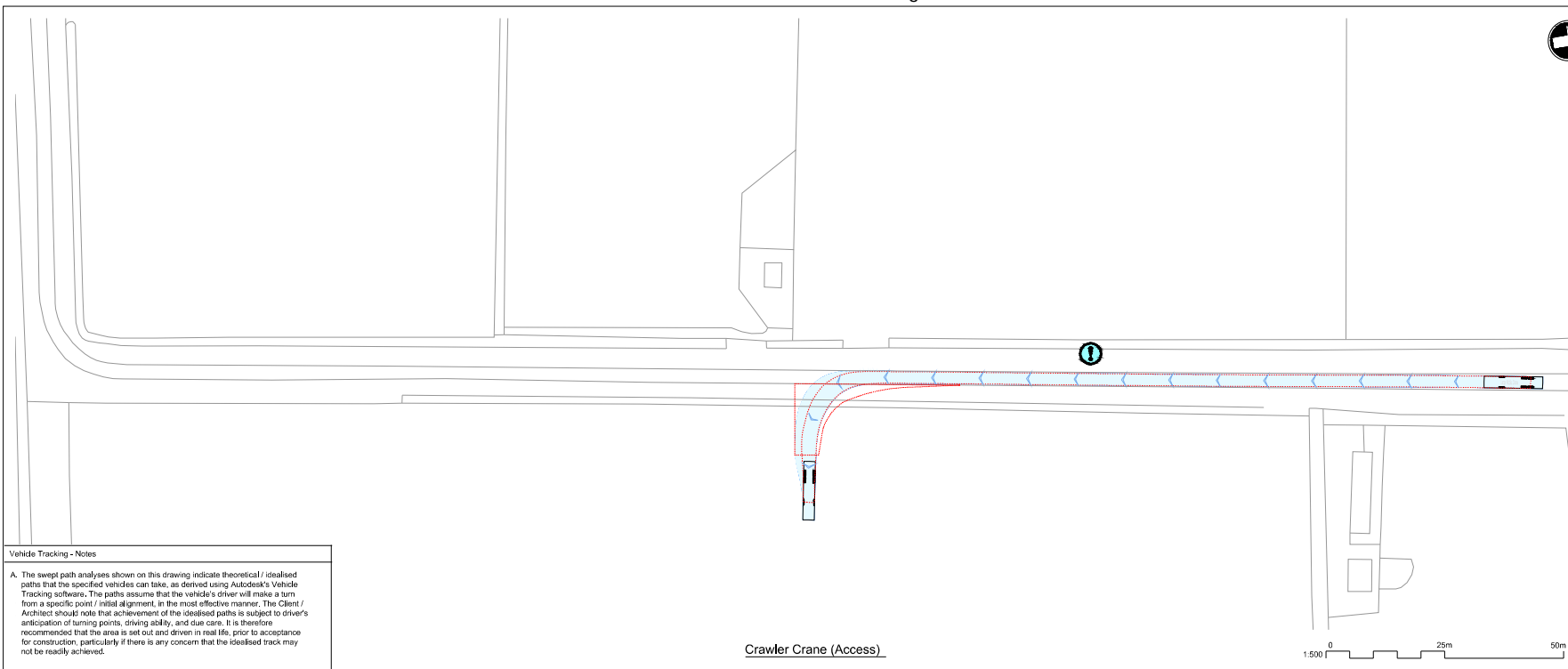
Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 COA13  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

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 P:\Cambridge\Wardch\EST\PROJECTS\CWWTWR - Civil Eng\04-1.0 Live Drawings\07\Temp Access Junction  
 Auth:102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 5) dwg May 13, 2022 - 11:38AM CAS9725

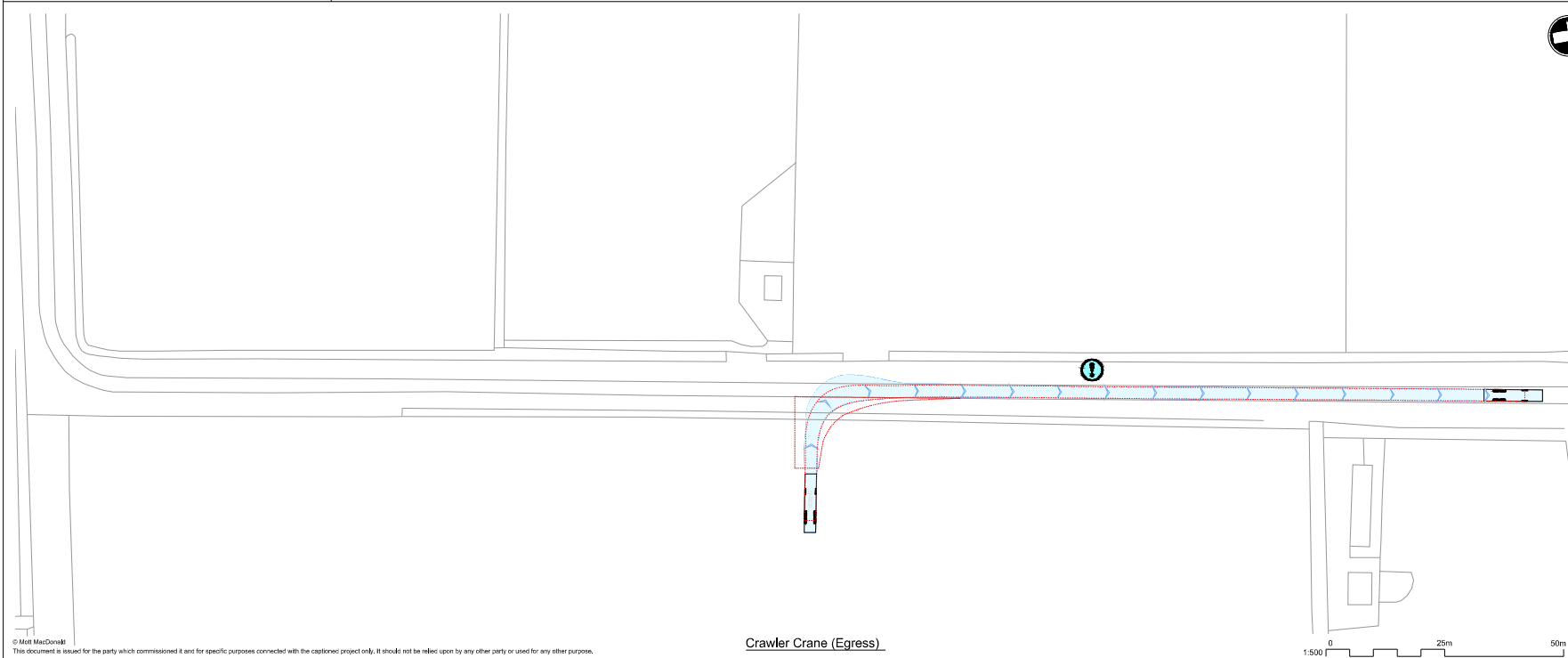




**Vehicle Tracking - Notes**

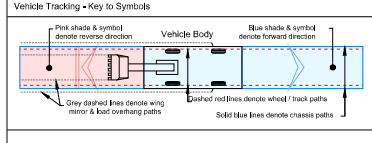
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Crawler Crane (Access)



Crawler Crane (Egress)

- Notes**
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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site, any proposed changes to the site are to be determined during future stages of the design development of this option.
  - Drawings to be read in conjunction with the Technical Memo.**



**Low Loader**

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



**Large Mobile Crane**

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

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

|     |          |       |                                |         |          |
|-----|----------|-------|--------------------------------|---------|----------|
| P1  | 13/05/22 | ADC   | Draft for Discussion / Review. | AWK     | AWK      |
| Rev | Date     | Drawn | Description                    | Checked | Approved |

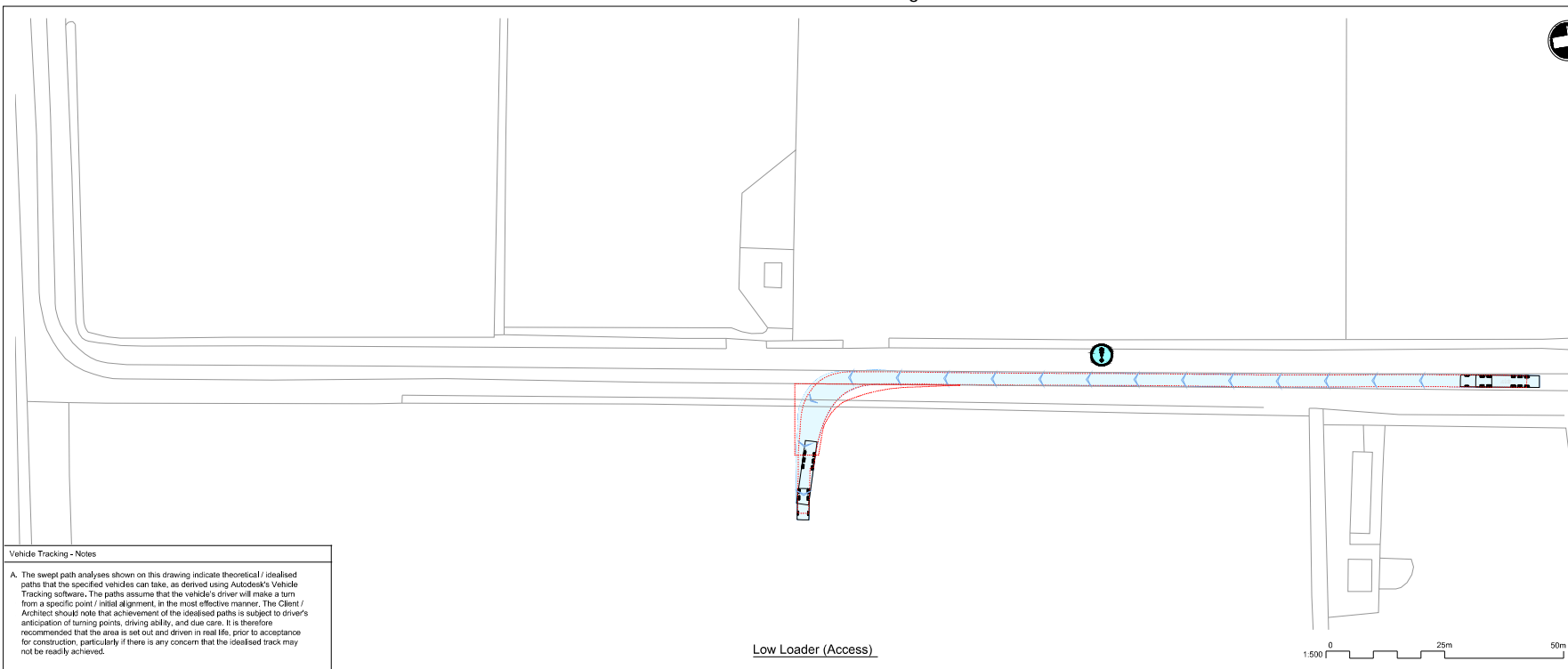


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA13  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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

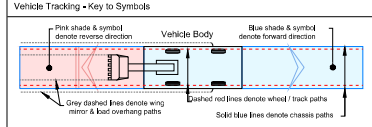


**Vehicle Tracking - Notes**

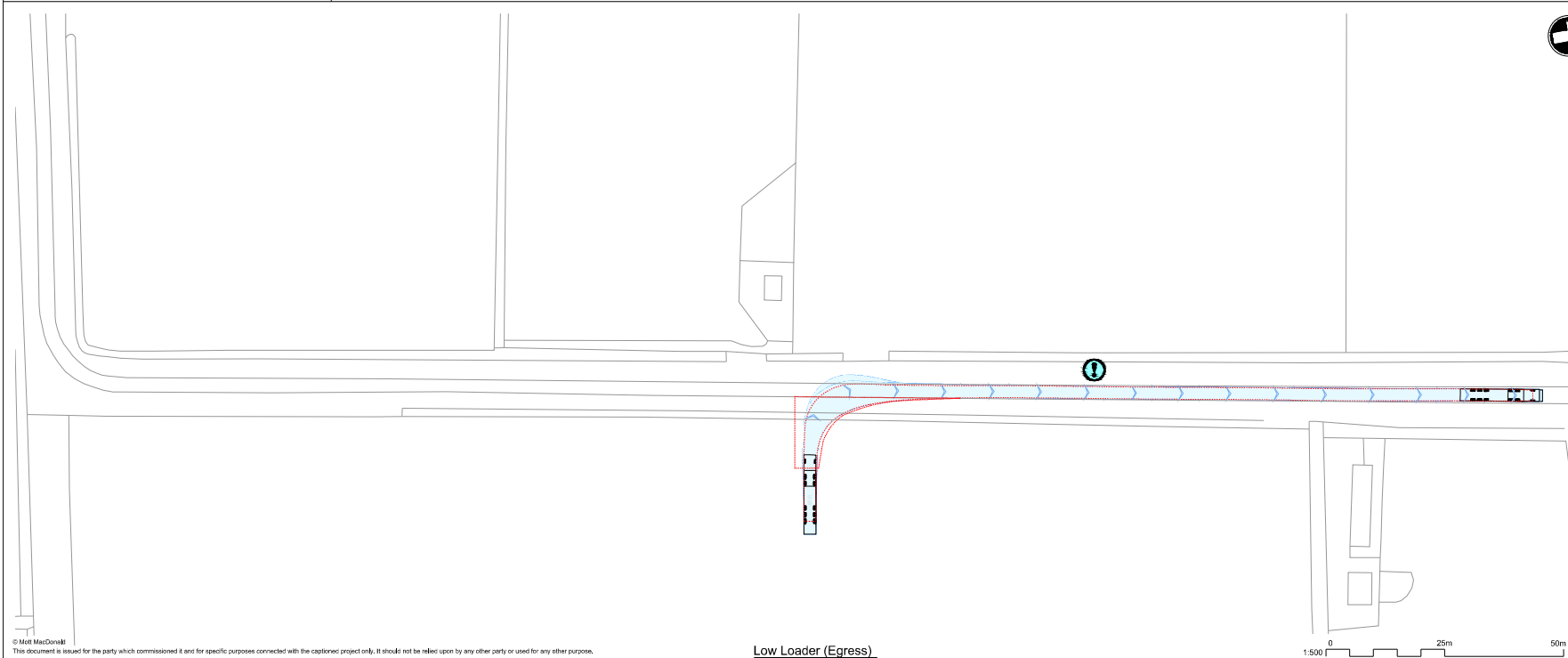
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

Low Loader (Access)

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



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



Low Loader (Egress)

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

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

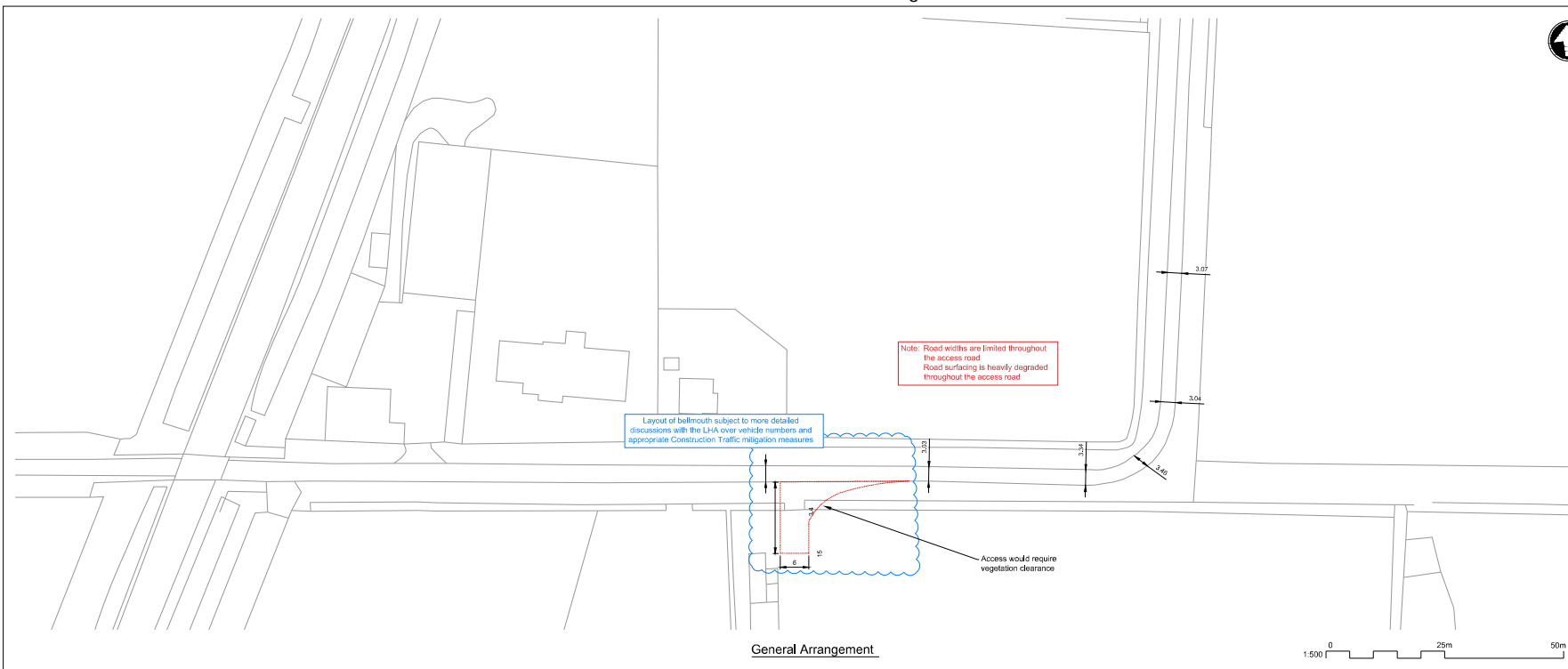


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA13  
Highways GA, Visibility Splay and  
Vehicle Tracking

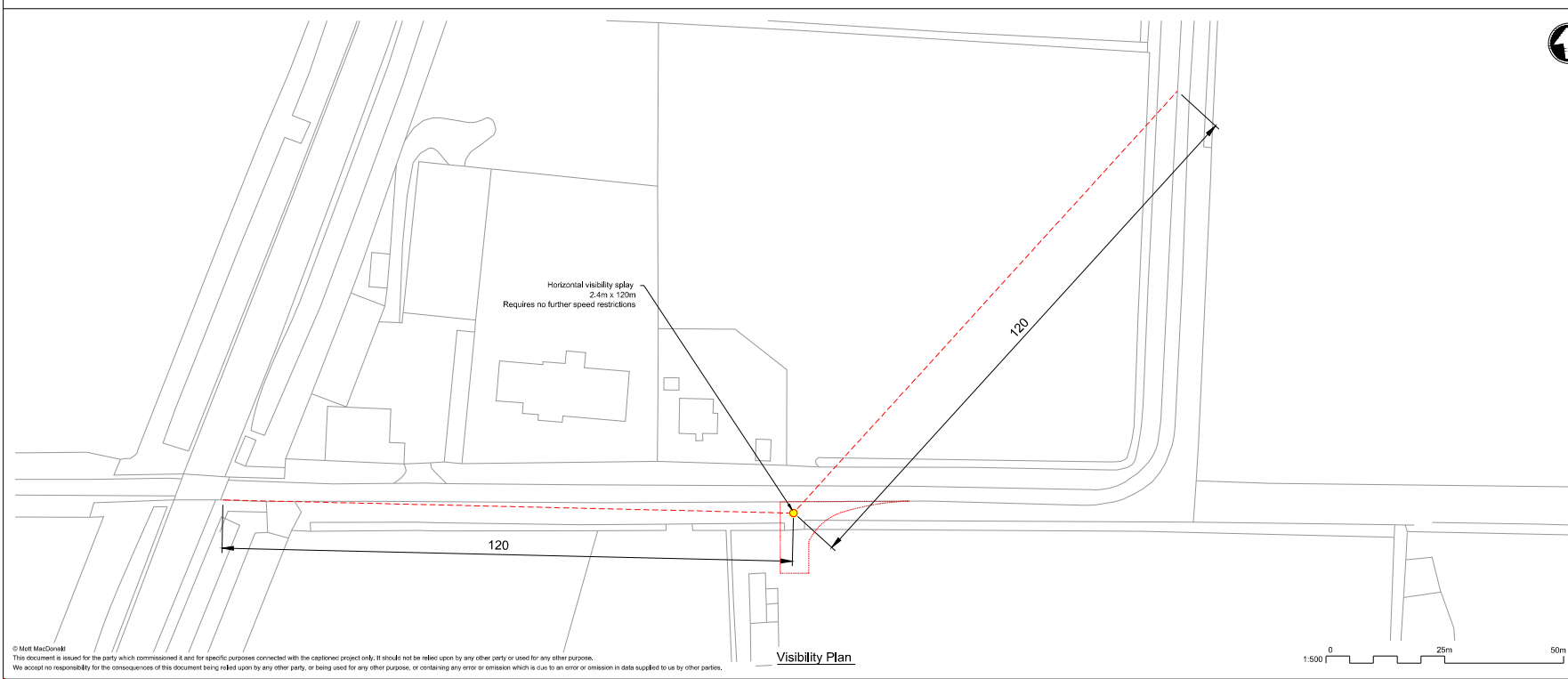
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| Designed  | A.D.Castles | ADG | Eng check    | E.Case       | EC  |
| Drawn     | -           | -   | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved    |     |              |              |     |

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

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



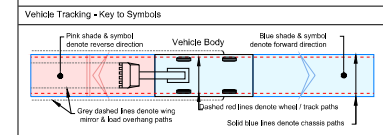
General Arrangement



Visibility Plan



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



Vehicle Tracking - Vehicle Details

|                             |         |
|-----------------------------|---------|
|                             |         |
| Low Loader                  |         |
| Overall Length              | 16,633m |
| Overall Width               | 2,500m  |
| Overall Body Height         | 3,300m  |
| Max Track Width             | 2,500m  |
| Kerb to Kerb Turning Radius | 6,700m  |
|                             |         |
| Large Mobile Crane          |         |
| Overall Length              | 12,200m |
| Overall Width               | 2,450m  |
| Overall Body Height         | 2,450m  |
| Track Width                 | 2,450m  |
| Kerb to Kerb Turning Radius | 10,000m |

Vehicle Tracking - Risks & Compliance

**High Risks**  
**H1** Explanation of risk,

Vehicle Tracking - Notes

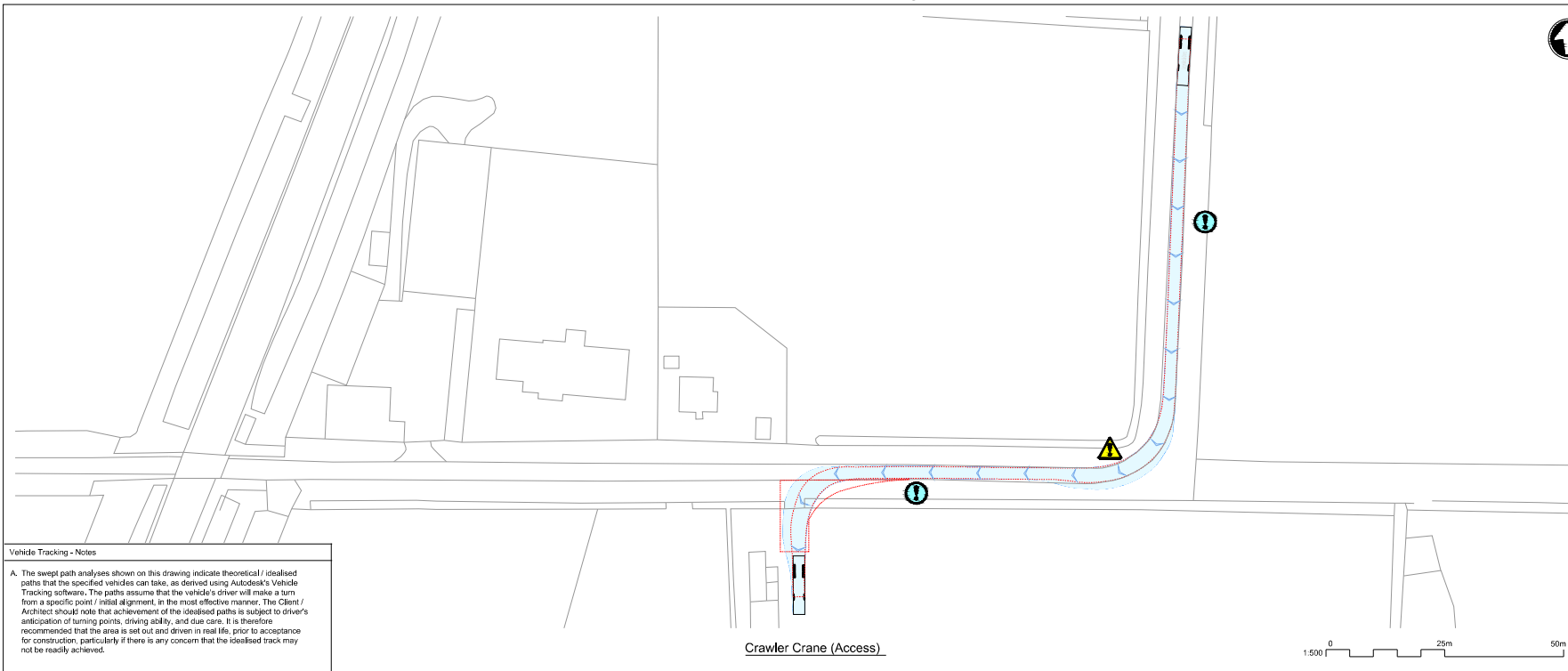
A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective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

|     |            |       |                                |       |         |
|-----|------------|-------|--------------------------------|-------|---------|
| P1  | 13/05/2022 | ADC   | Draft for Discussion / Review. | AWK   | AWK     |
| Rev | Date       | Drawn | Description                    | Drawn | Checked |



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

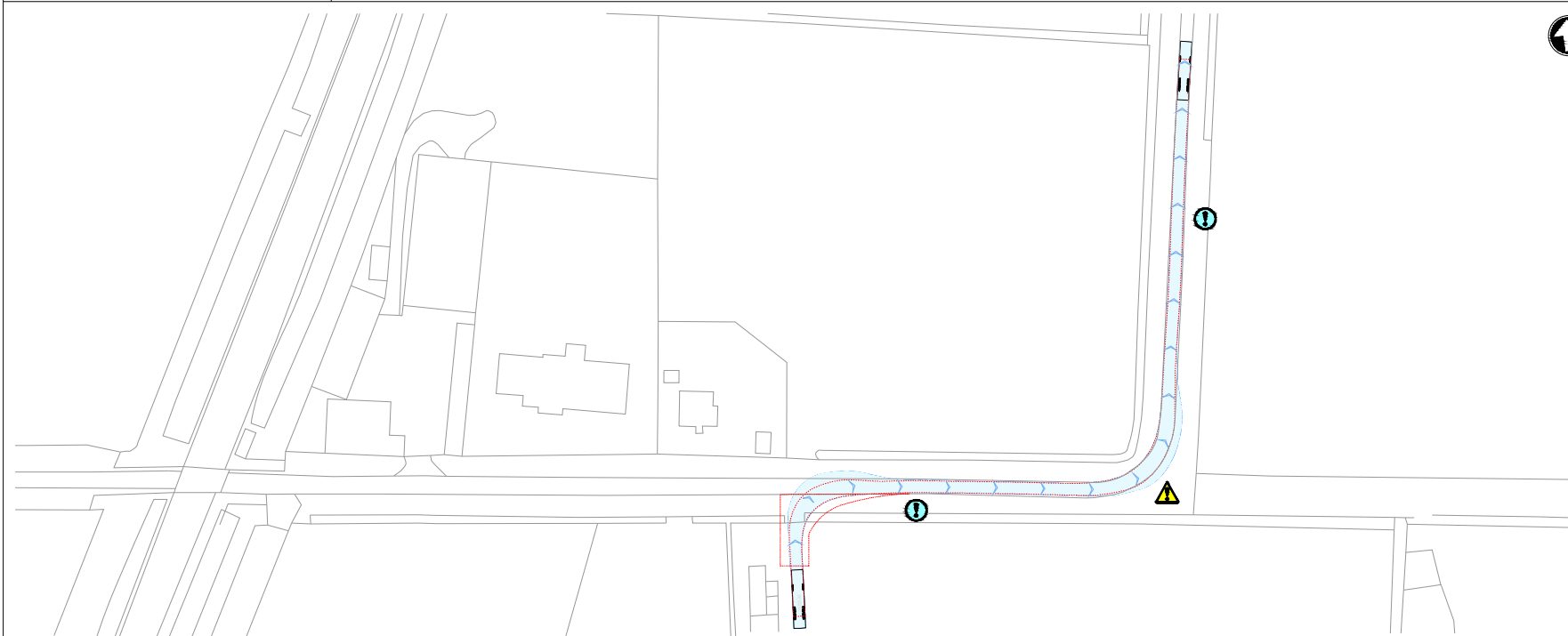
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| Designed                            | A.D.Castles | ADC    | Eng check    | E.Case       | EC  |
| Drawn                               | -           | -      | Coordination | A.M.Rawlings | AMR |
| Dwg check                           | -        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



**Vehicle Tracking - Notes**

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Crawler Crane (Access)



Crawler Crane (Egress)



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

**Vehicle Tracking - Key to Symbols**

**Vehicle Tracking - Vehicle Details**

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

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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

Client:

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

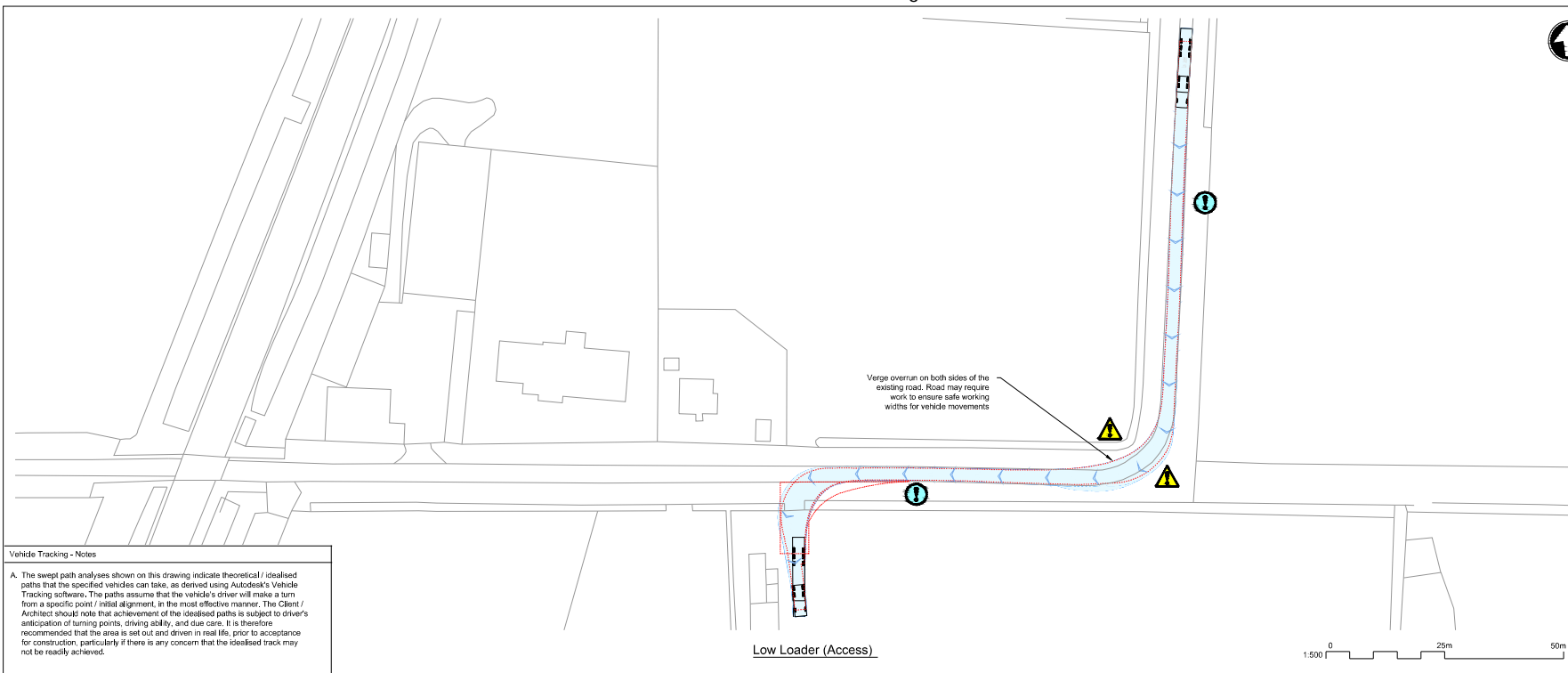
| Designed  | A.D. Casillas | ADC | Eng check    | E. Case       | EC  |
|-----------|---------------|-----|--------------|---------------|-----|
| Drawn     | -             | -   | Coordination | A.M. Rawlings | AMR |
| Dwg check | Approved      |     |              |               |     |

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

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

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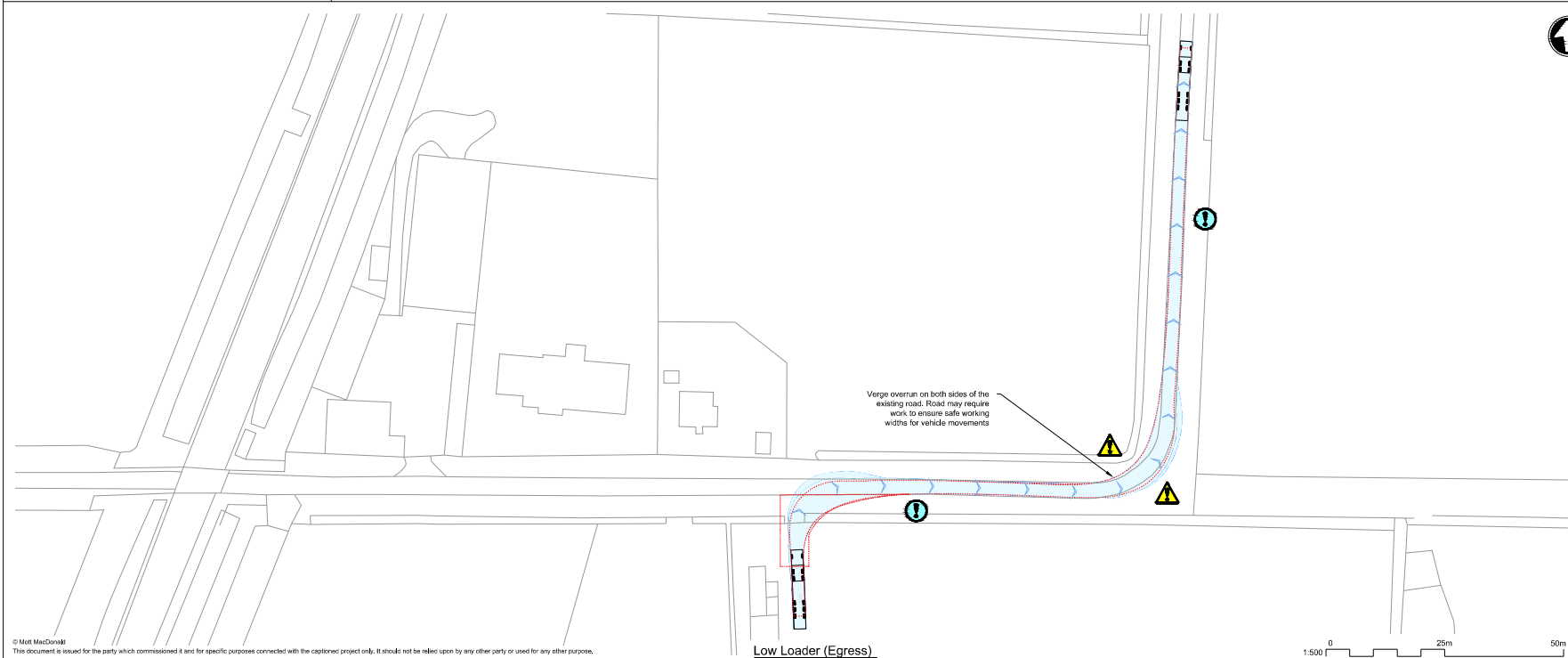
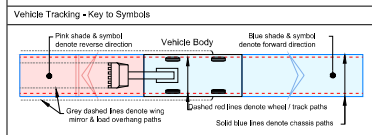
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AutR102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 6) dwg May 13, 2022 - 8:59AM CAS89725



**Vehicle Tracking - Notes**

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



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

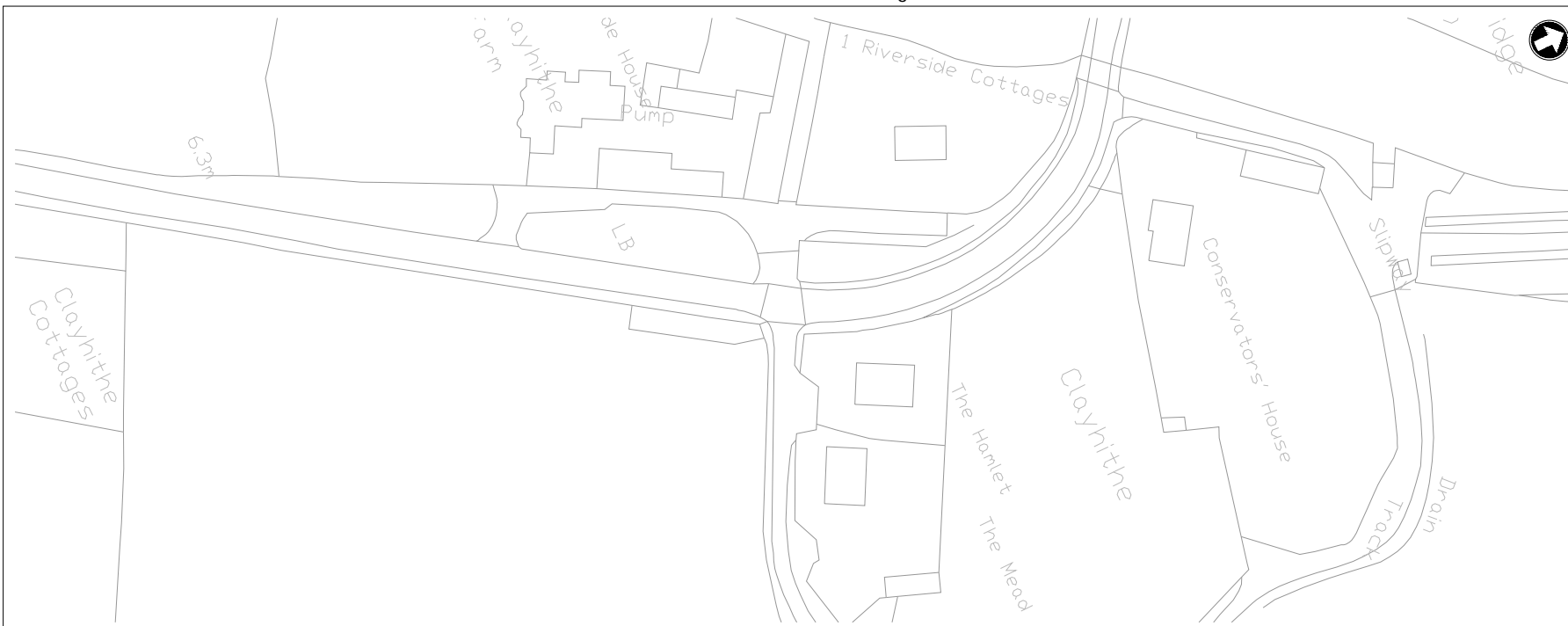
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| P1  |      | ADC   | Draft for Discussion / Review. |     |     |



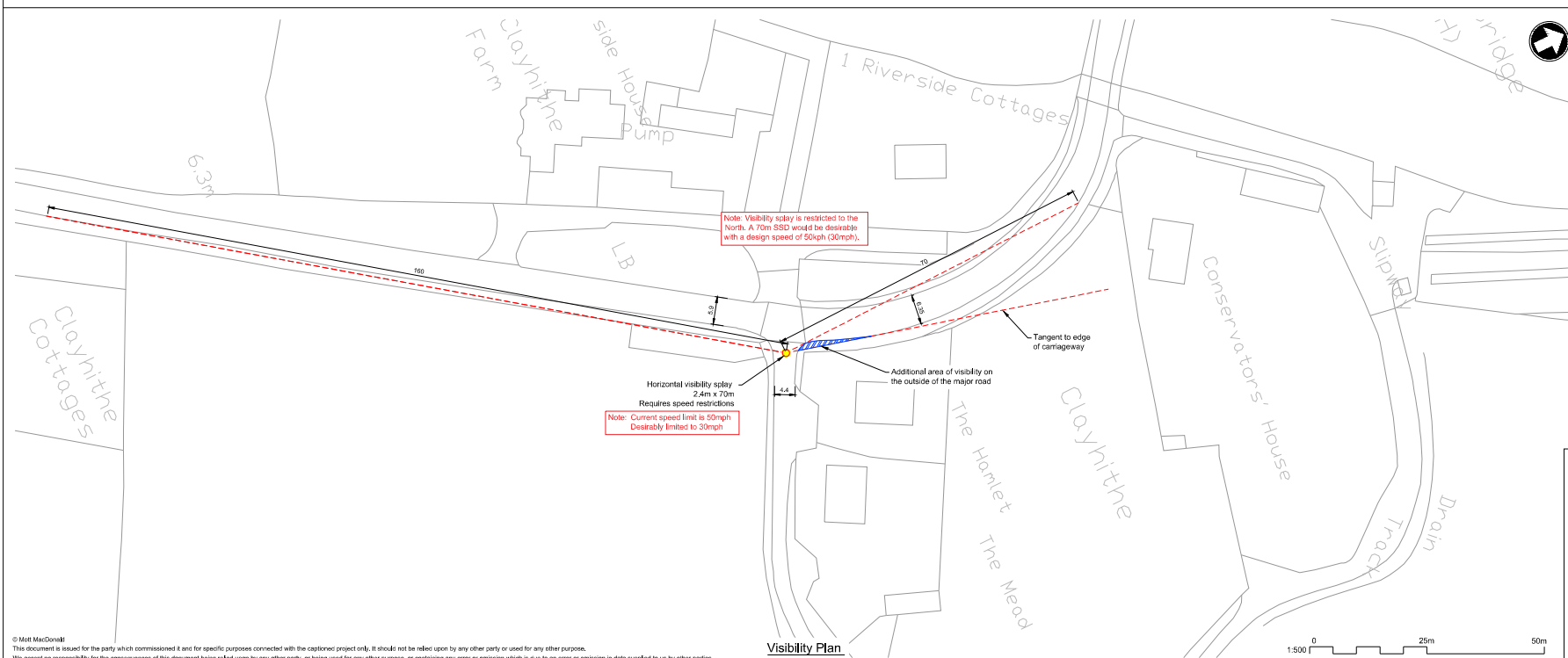
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA12  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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



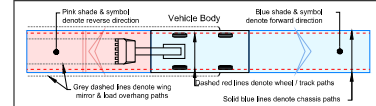
General Arrangement



Visibility Plan

- Notes
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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on a preliminary design and is subject to change and additional land take is possible determined during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

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

Vehicle Tracking - Risks & Compliance

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

Vehicle Tracking - Notes

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

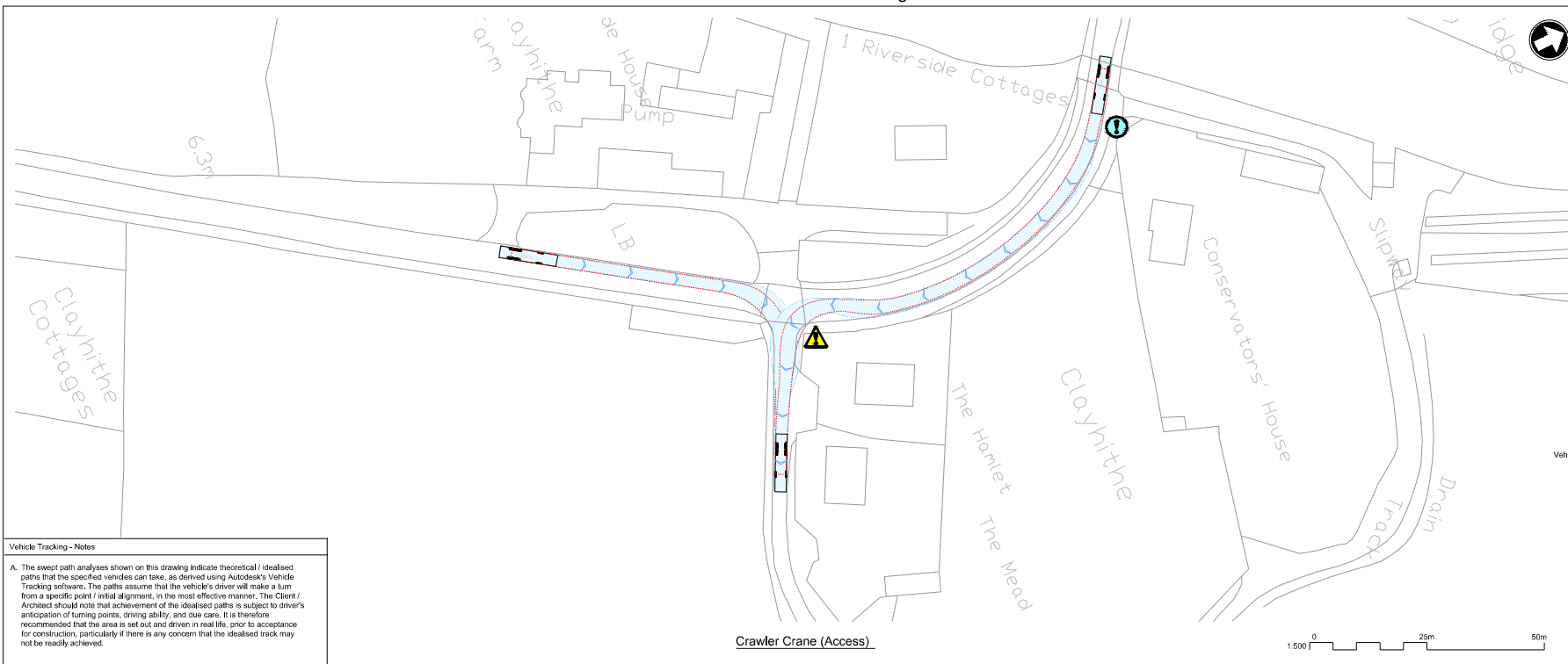


The Cambridge Waste Water Treatment Works Relocation  
 COA20  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

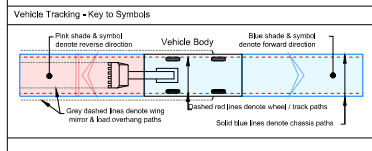
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

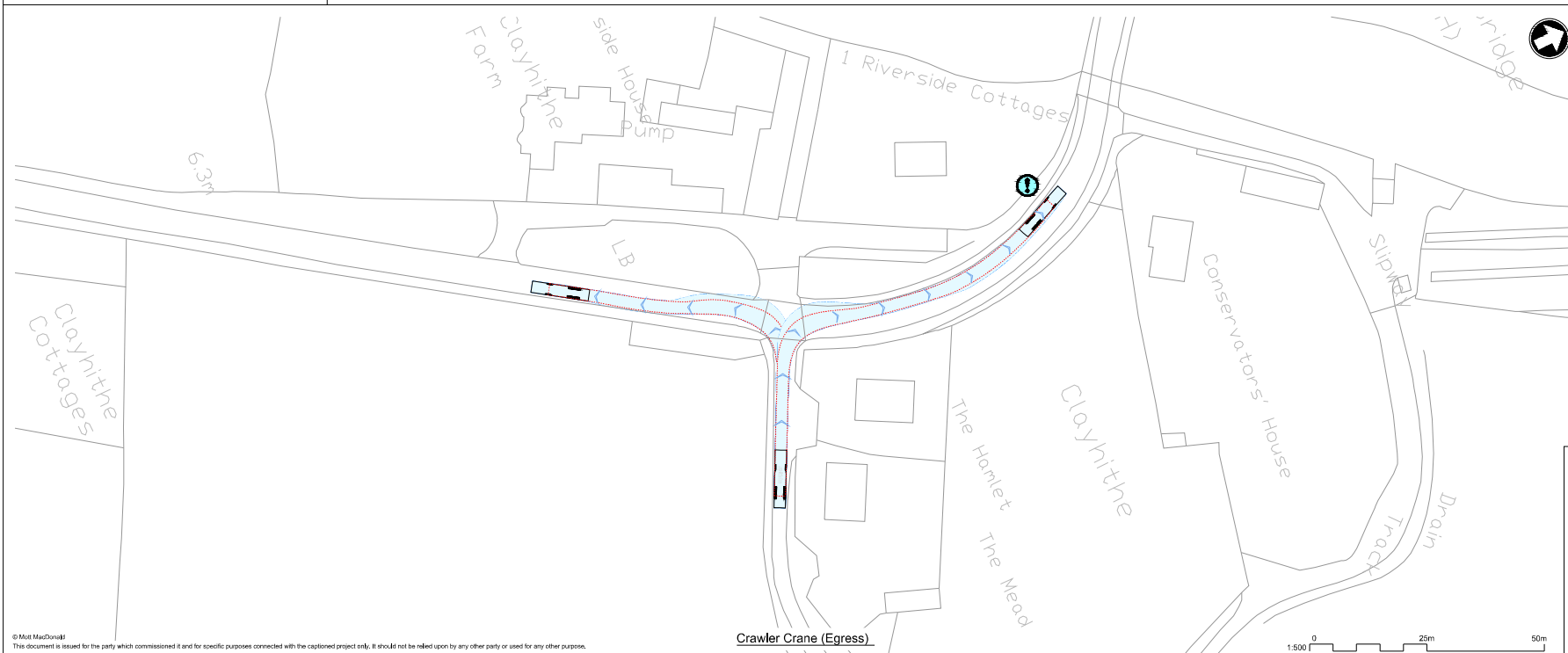
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  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water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



**Vehicle Tracking - Vehicle Details**

| Vehicle Type       | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader         | 16.633m        | 2.500m        | 3.300m              | 2.500m          | 16.700m                     |
| Large Mobile Crane | 12.000m        | 2.430m        | 2.430m              | 2.430m          | 10.000m                     |



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

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

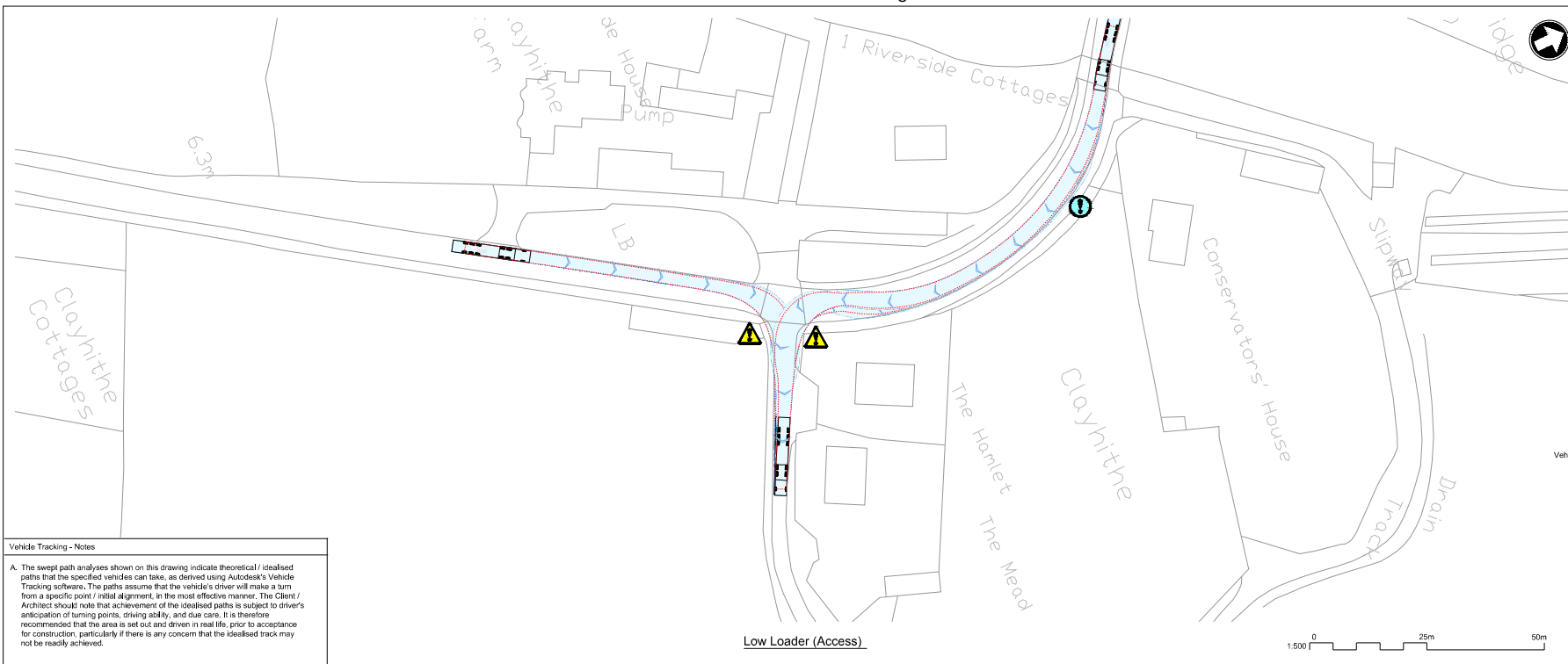


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA20  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

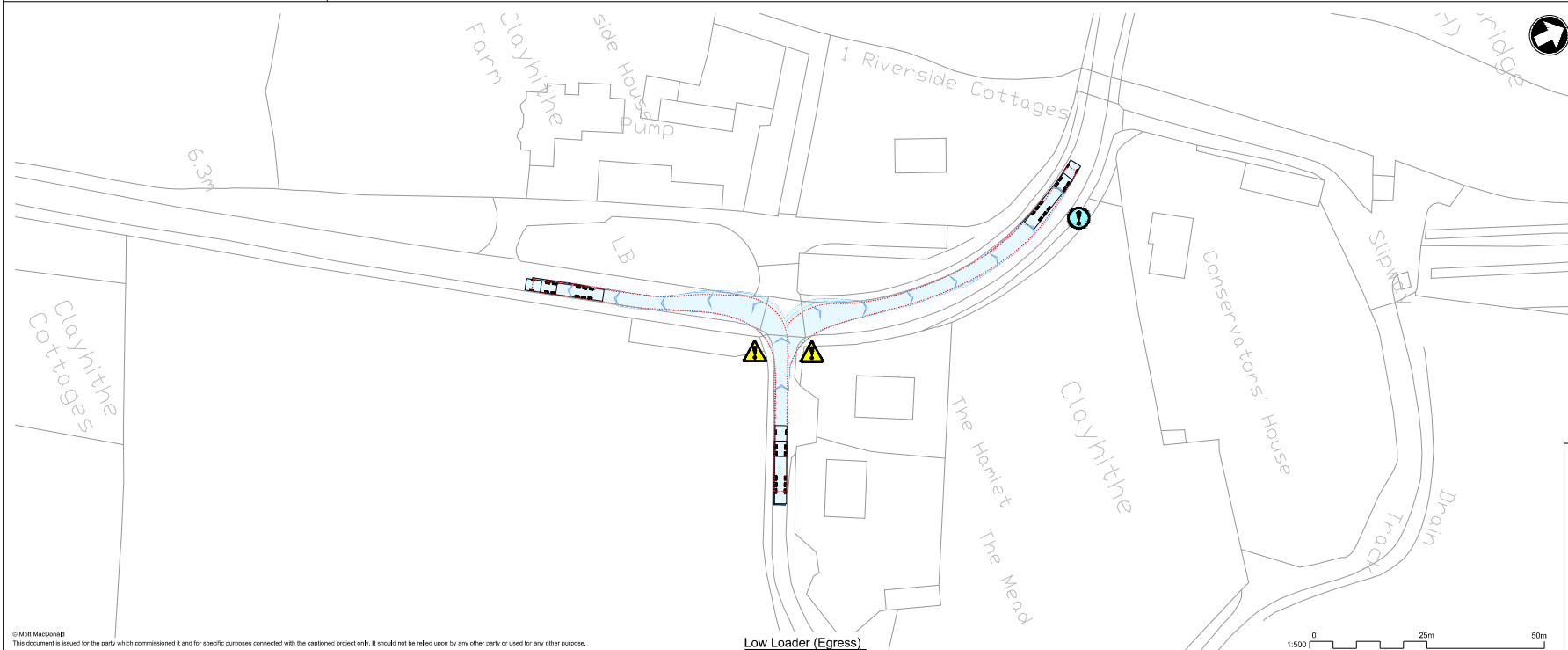
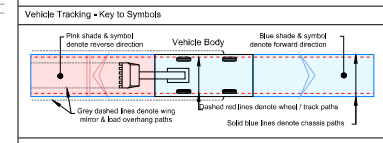
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on a 1:3 embankment slope take is acceptable determined during future stages of the design development of this option.
  - 15. DRAWINGS TO BE READ IN OCCURRENCE WITH THE Technical Memo.**



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

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

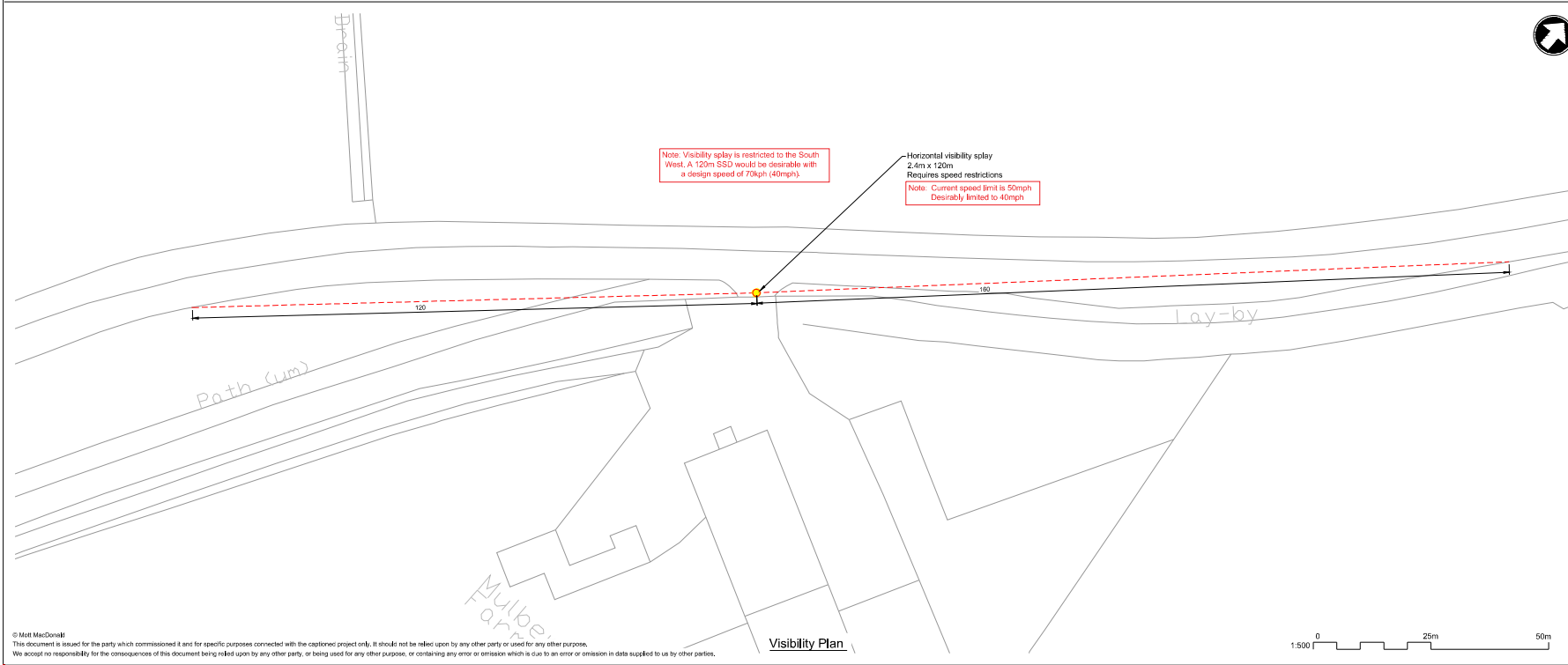
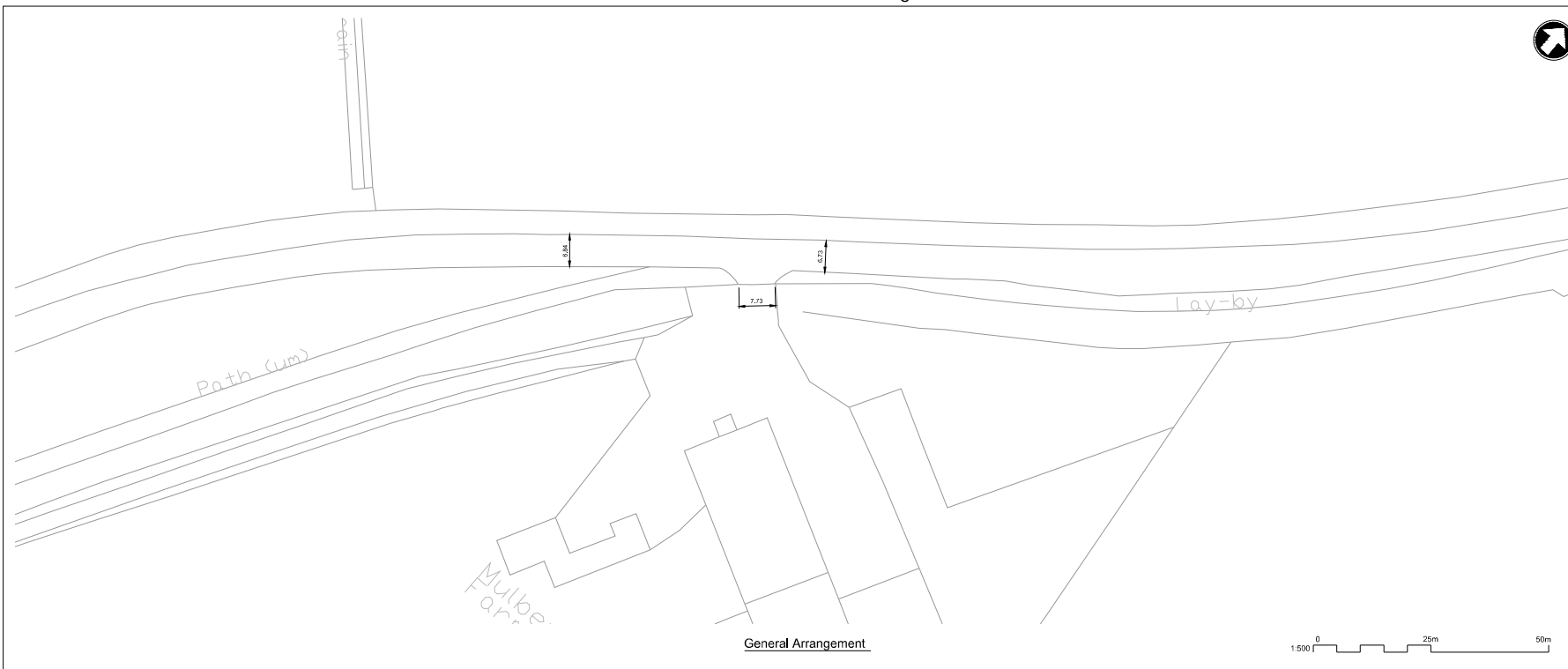


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA20  
Highways GA, Visibility Splay and  
Vehicle Tracking

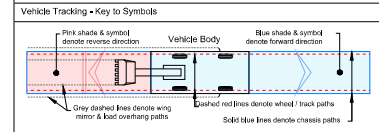
|           |               |           |              |               |          |
|-----------|---------------|-----------|--------------|---------------|----------|
| Designed  | A.D. Casillas | ADC       | Eng check    | E. Case       | EC       |
| Drawn     | A.D. Casillas | ADC       | Coordination | E. Case       | EC       |
| Dwg check | -             | -         | Approved     | A.M. Rawlings | AMR      |
| Scale     | 1:500         | Stat. PRE | Rev          | P1            | Sec 5 TD |

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





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



Vehicle Tracking - Vehicle Details

| Vehicle Type       | Overall Length | Overall Width | Overall Body Height | Max Track Width | Kerb to Kerb Turning Radius |
|--------------------|----------------|---------------|---------------------|-----------------|-----------------------------|
| Low Loader         | 16,633m        | 2,500m        | 3,300m              | 2,500m          | 7,500m                      |
| Large Mobile Crane | 12,200m        | 2,450m        | 2,450m              | 2,450m          | 10,000m                     |

Vehicle Tracking - Risks & Compliance

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

Vehicle Tracking - Notes

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

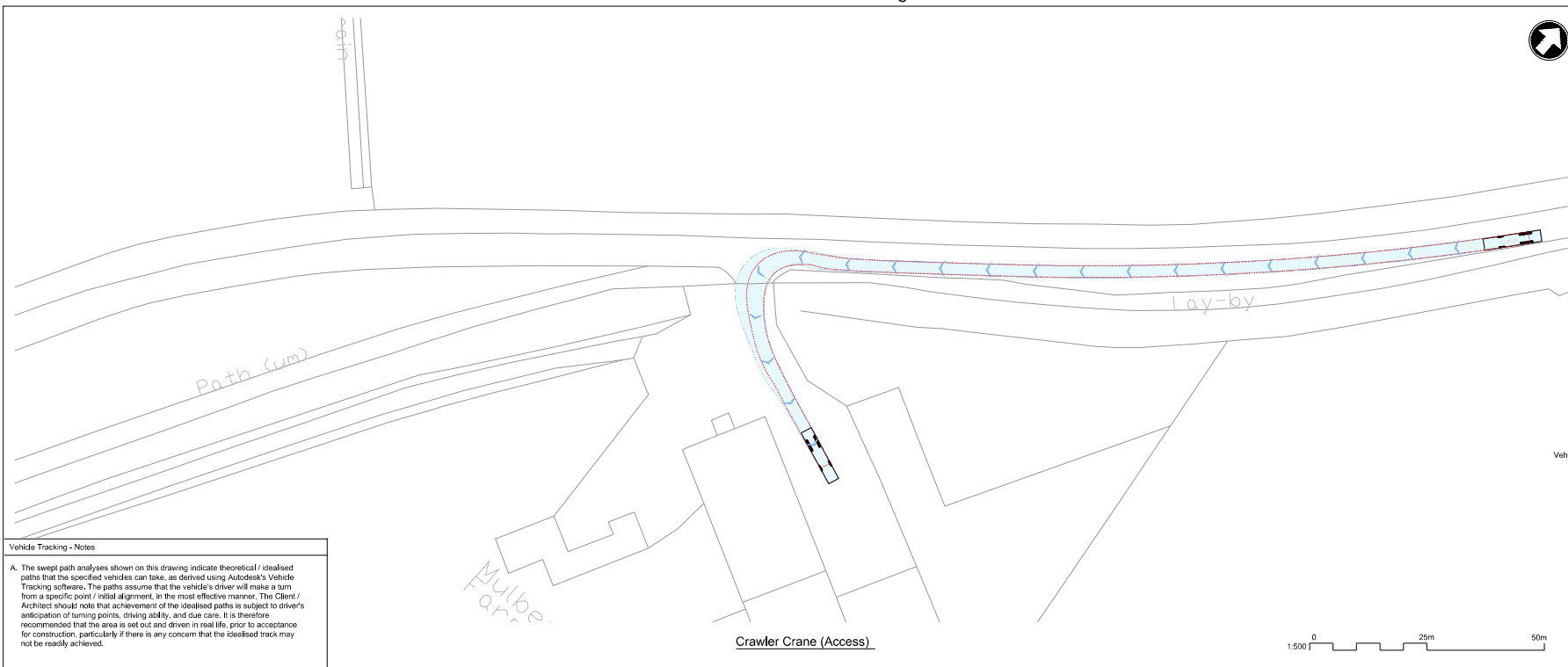


Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
COA9  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

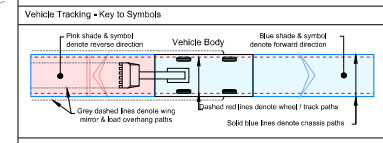
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



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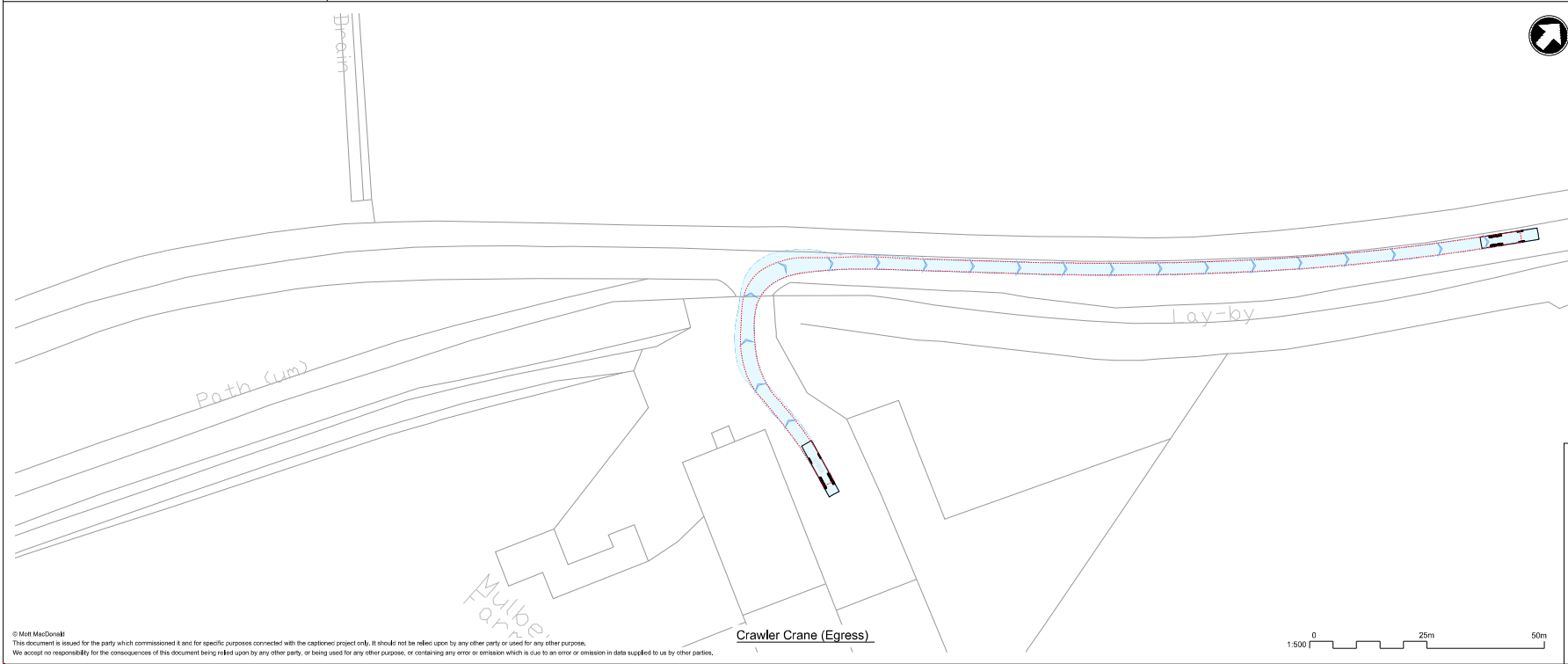
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  - NO DRAWINGS TO BE READ IN OCCURRENCE WITH THE TECHNICAL MEMO.**



**Vehicle Tracking - Vehicle Details**

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

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



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

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

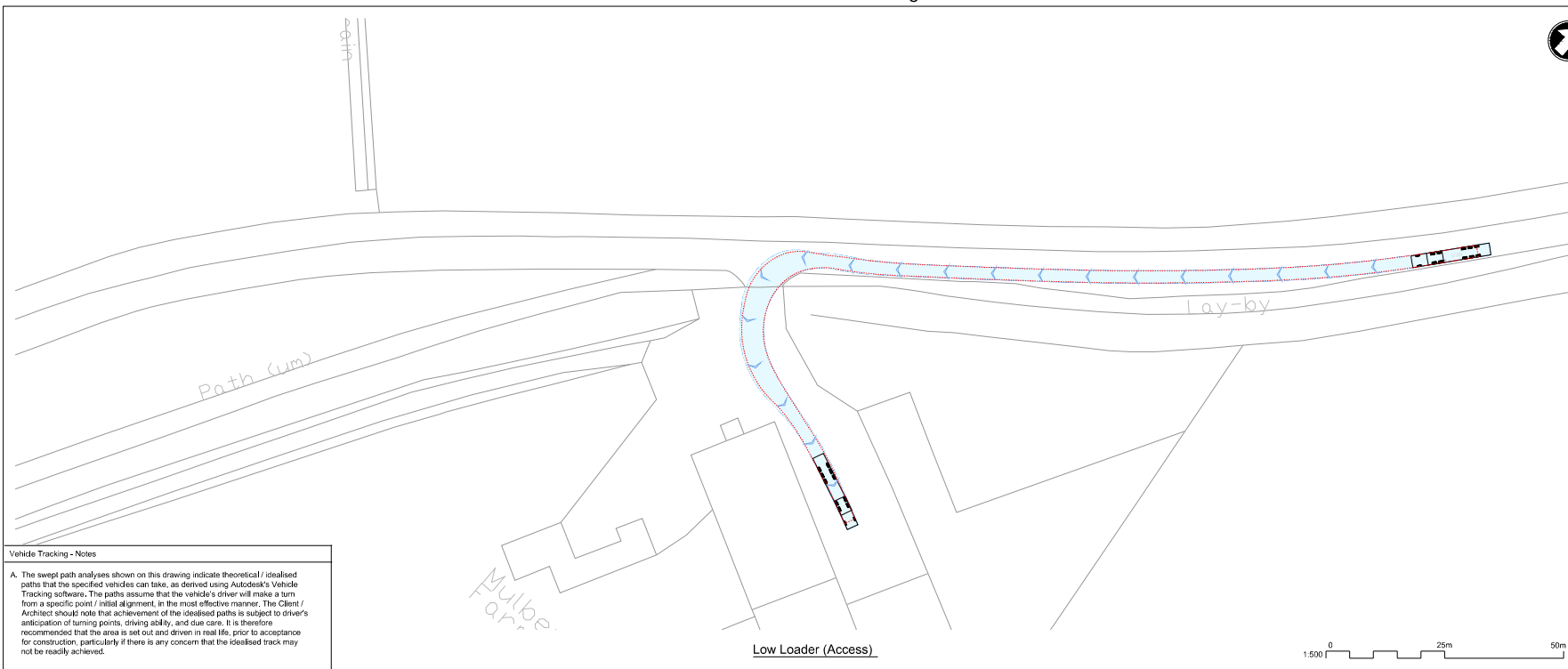


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 COA9  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

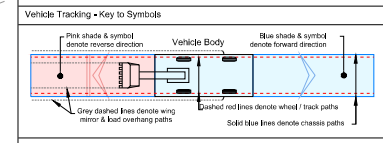
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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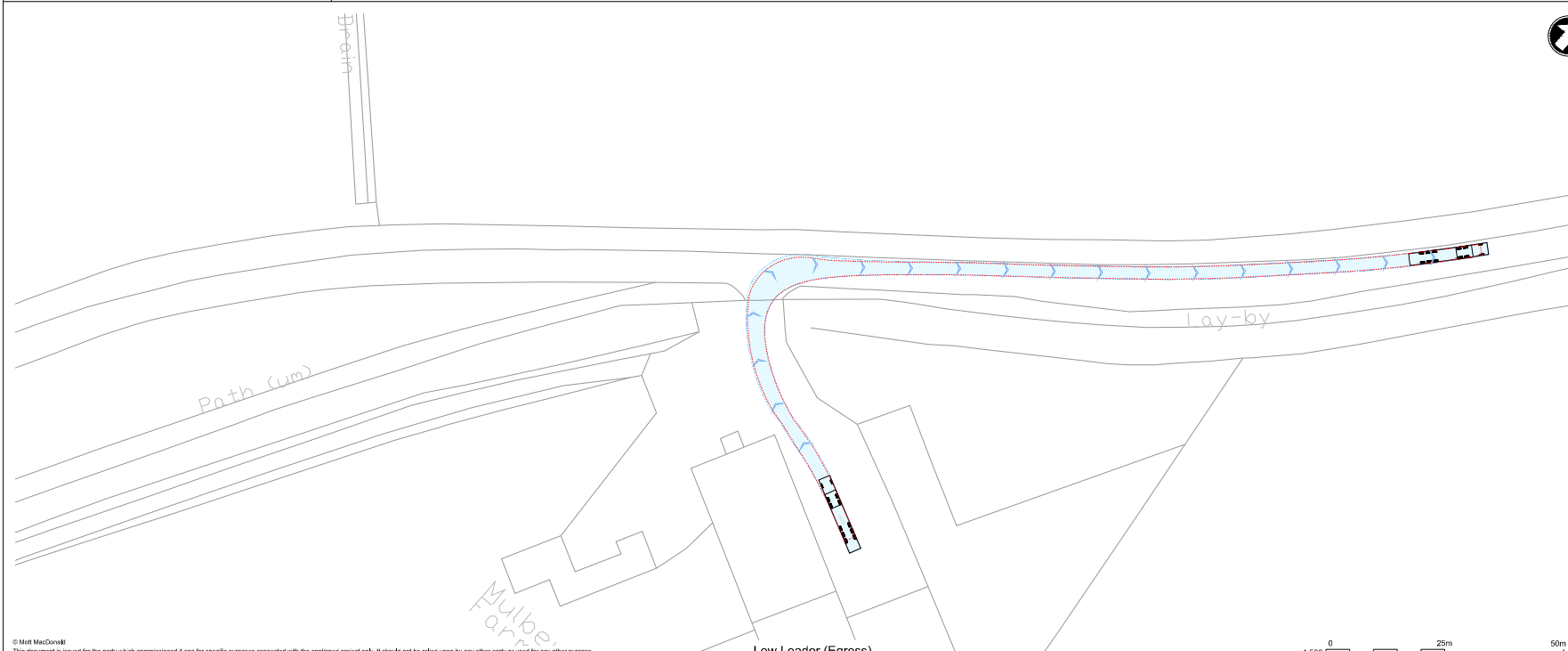


**Vehicle Data**

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

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



**Low Loader (Egress)**

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

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

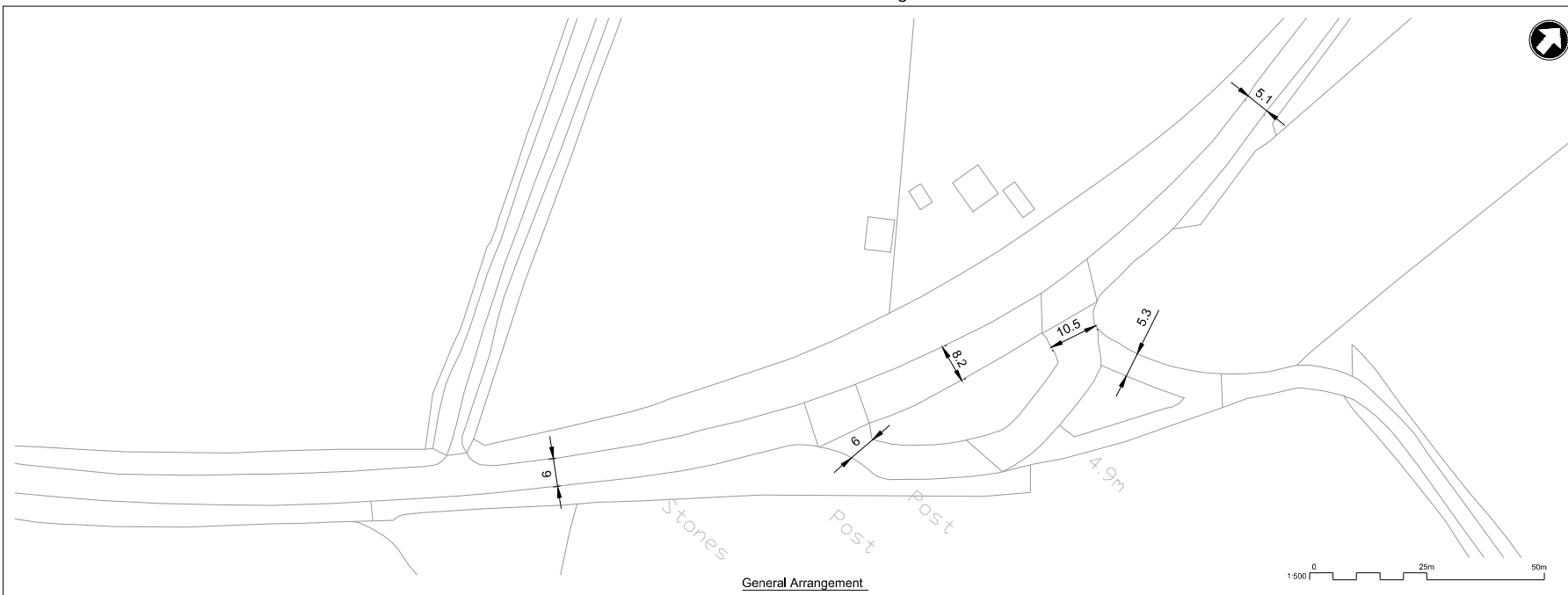


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 COA9  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

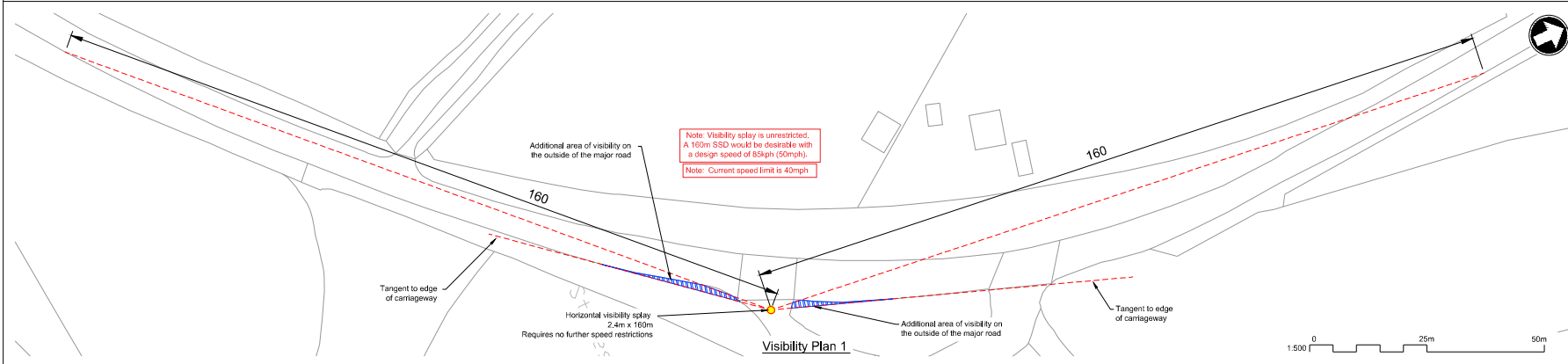
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| Designed  | A.D. Casillas | ADG | Eng check    | E. Case       | EC  |
| Drawn     | -             | -   | Coordination | E. Case       | EC  |
| Dwg check | -             | -   | Approved     | A.M. Rawlings | AMR |

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

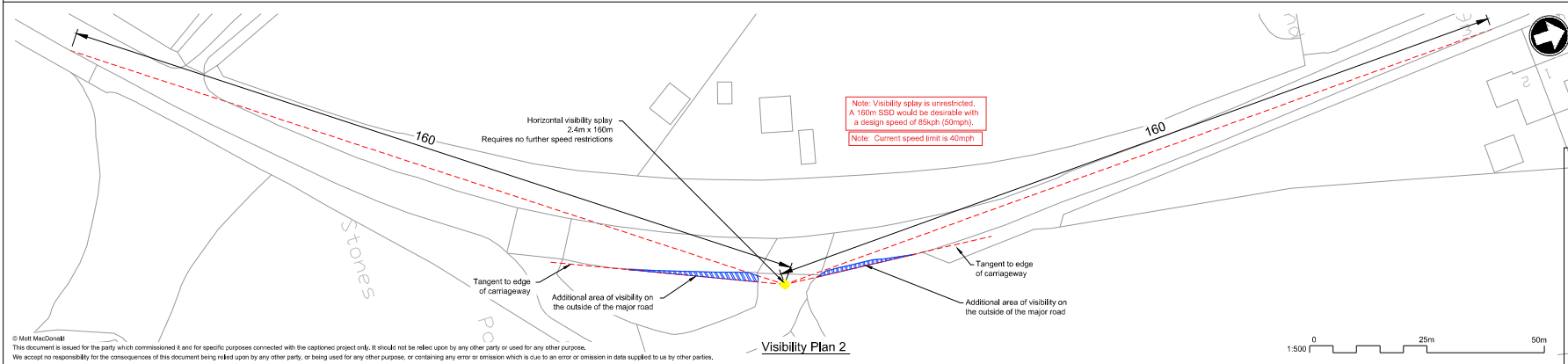
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement

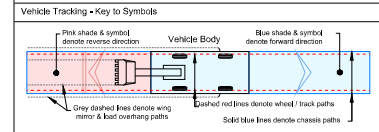


Visibility Plan 1



Visibility Plan 2

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



Vehicle Tracking - Vehicle Details



Vehicle 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                    | AWK | AWR |
|-----|------|-------|--------------------------------|-----|-----|
| P1  |      | ADC   | Draft for Discussion / Review. |     |     |



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

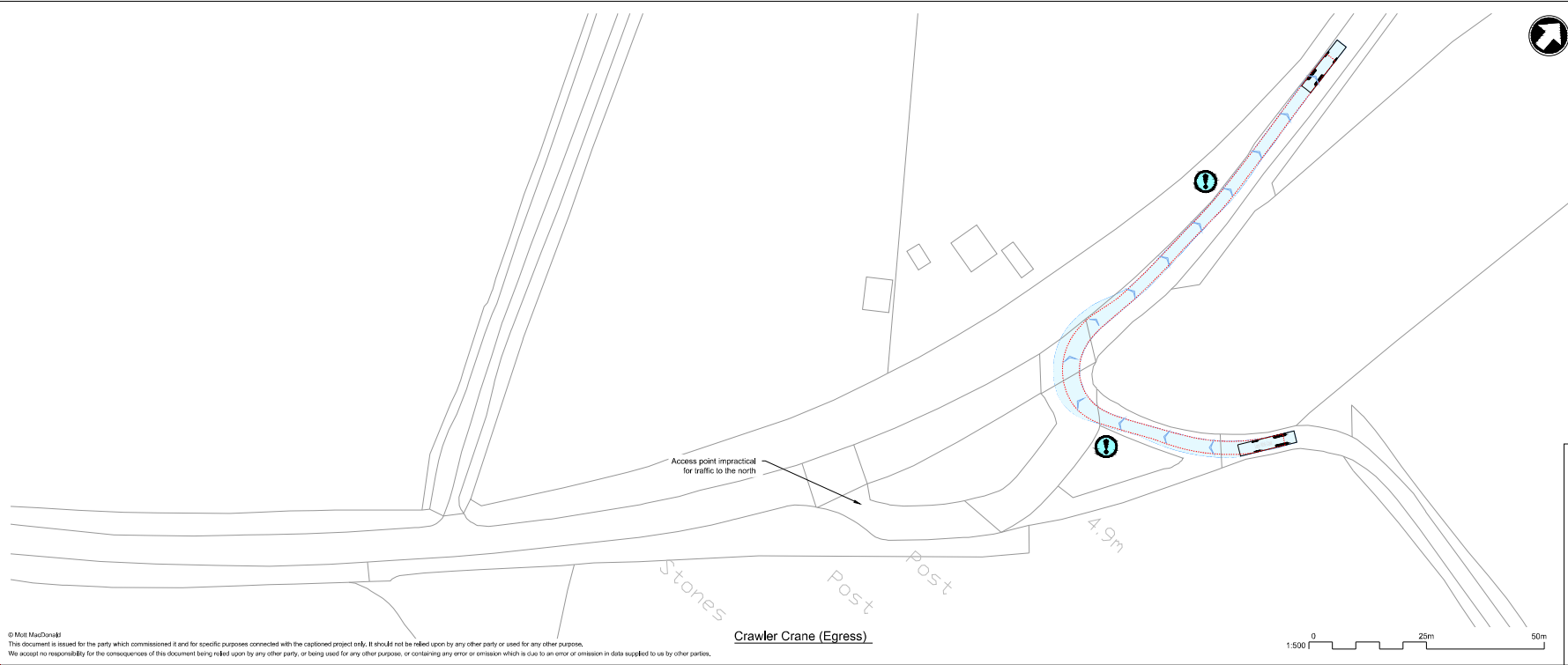
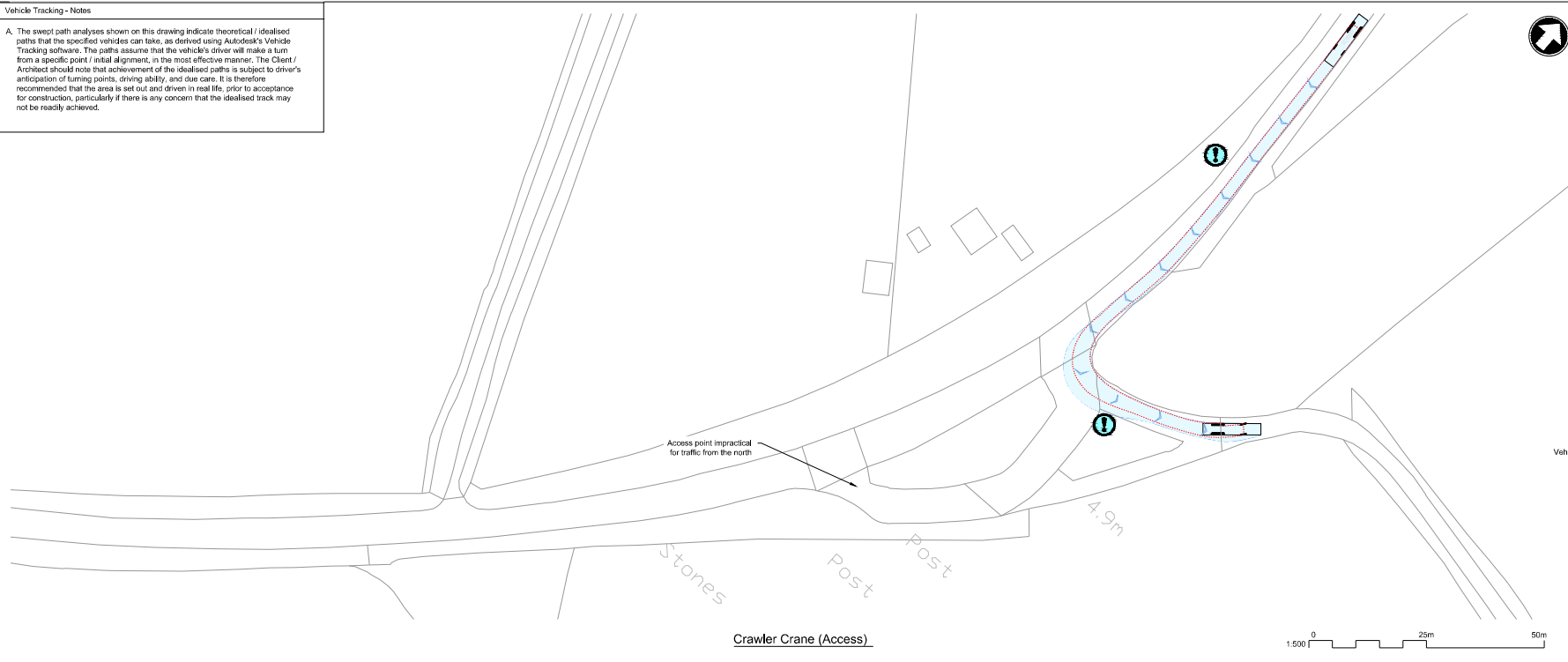
| Designed  | A.D.Castles | ADC  | Eng check    | E.Case       | EC      |
|-----------|-------------|------|--------------|--------------|---------|
| Drawn     | A.D.Castles | ADC  | -            | E.Case       | EC      |
| Dwg check | -           | -    | Coordination | A.M.Rawlings | AMR     |
| Approved  |             |      |              |              |         |
| Scale     | 1:500       | Stat | PRE          | Rev          | P1      |
| Sheet     |             |      |              |              | 5 of 10 |

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

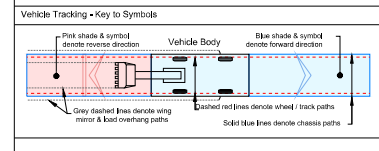
© Mott MacDonald  
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 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied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

**Vehicle Tracking - Notes**

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- Notes**
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  - All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
  - Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
  - This drawing has been prepared for the initial high level optioneering study for the CWW10 project.
  - The drawing is based on OS mapping information and LIDAR data.
  - The information is preliminary and subject to further detailed design.
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  - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a separate project, the proposed layout take is subject to agreement during future stages of the design development of this option.
  - DRAWINGS PREPARED IN COORDINATION** with the Technical Memo.



**Vehicle Tracking - Vehicle Details**

**Low Loader**

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

**Large Mobile Crane**

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

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

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



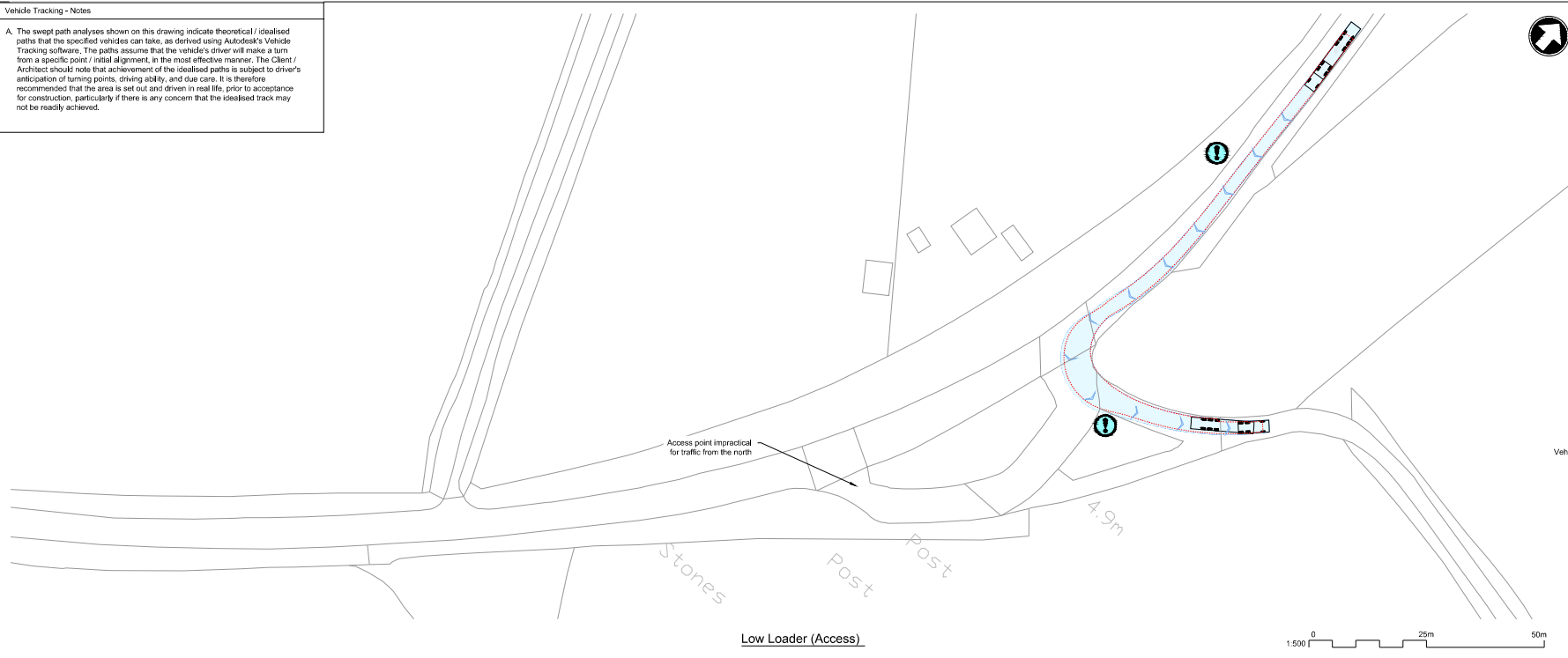
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA16  
Highways GA, Visibility Splay and  
Vehicle Tracking

|           |             |      |              |              |     |
|-----------|-------------|------|--------------|--------------|-----|
| Designed  | A.D.Castles | ADC  | Eng check    | E.Castles    | EC  |
| Drawn     | -           | -    | Coordination | A.M.Rawlings | AMR |
| Dwg check | -           | -    | Approved     | -            | -   |
| Scale     | 1:500       | Stat | PRE          | Rev          | P1  |
|           |             |      |              | Sec          | STD |

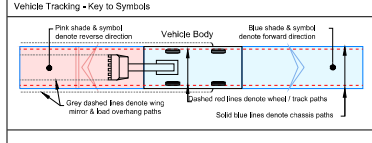
Drawings: 102375-MMD-01-XX-DR-C-DRAFT

**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.



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  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation CA16 is a proposed scheme, any proposed land take is to be determined during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN OCCURRENCE with the Technical Memo.**



**Vehicle Type**

**Low Loader**

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

**Large Mobile Crane**

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

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

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

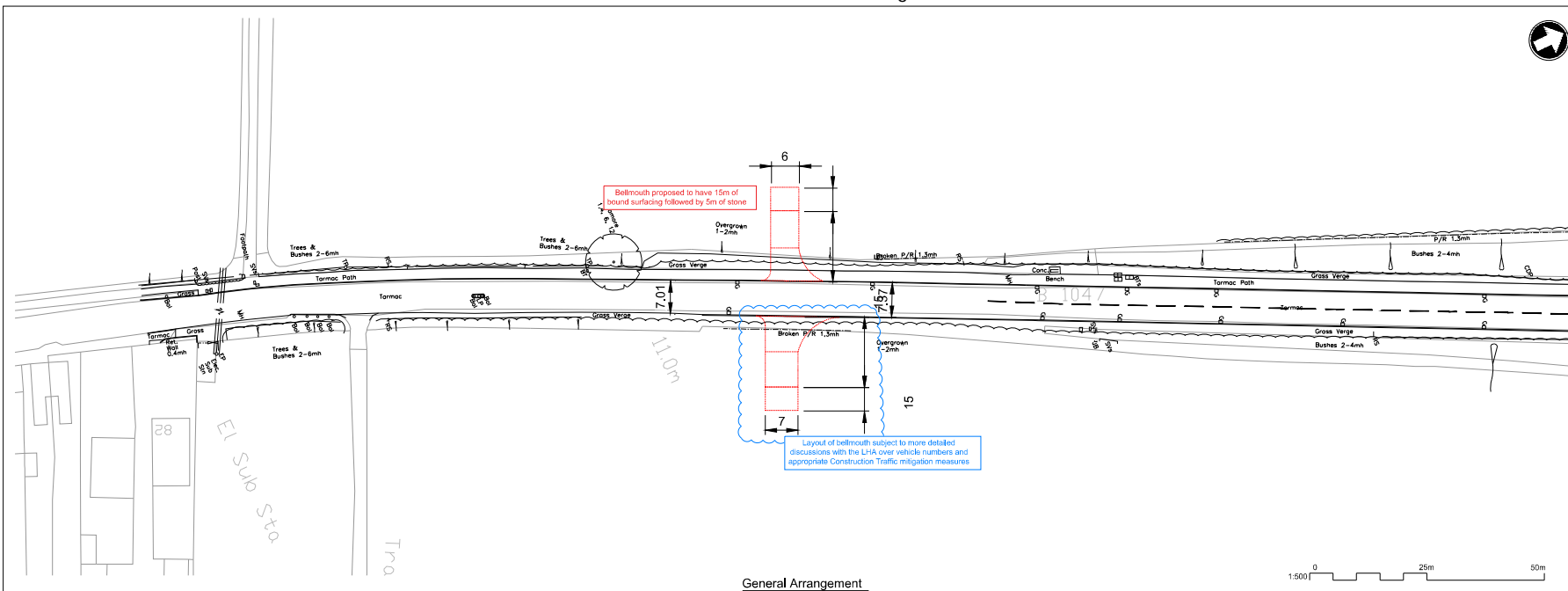


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA16  
Highways GA, Visibility Splay and  
Vehicle Tracking

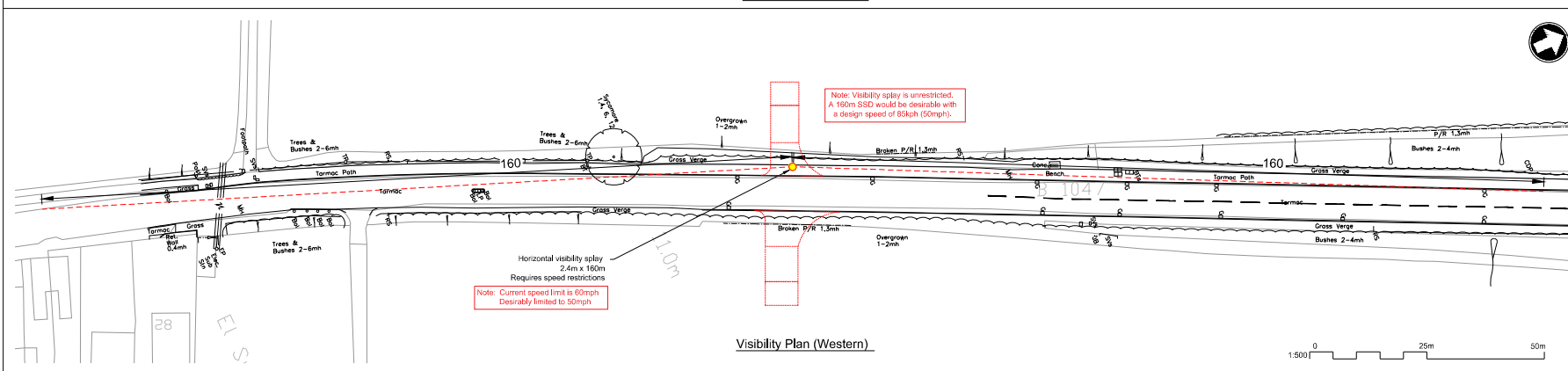
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| Designed  | A.D. Casillas | ADC | Eng check    | E. Case       | EC  |
| Drawn     | -             | -   | Coordination | E. Case       | EC  |
| Dwg check | -             | -   | Approved     | A.M. Rawlings | AMR |

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

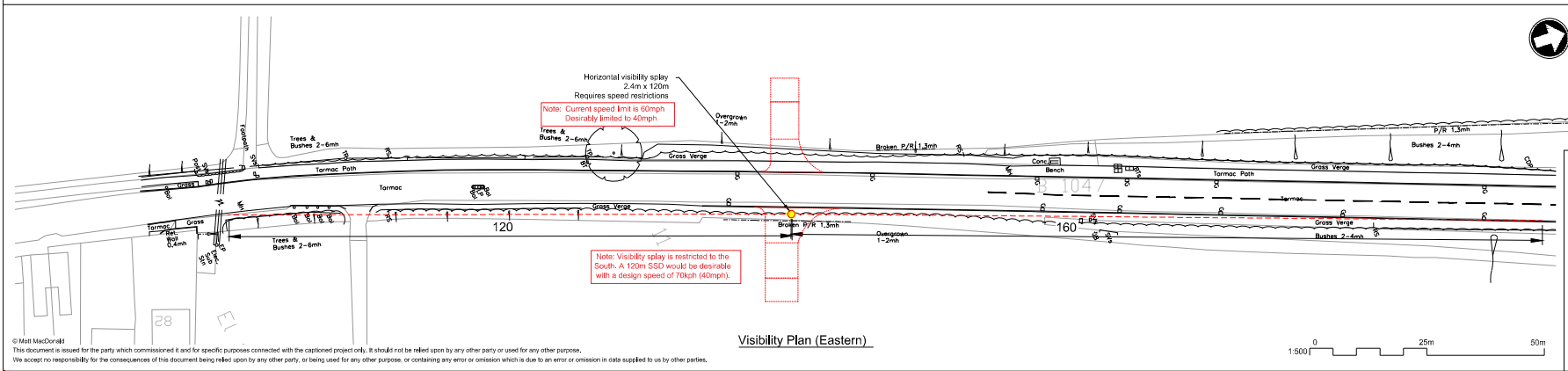
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



General Arrangement



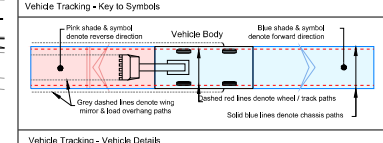
Visibility Plan (Western)



Visibility Plan (Eastern)

- Notes
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  3. Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald at the address shown in the title block.
  4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
  5. The drawing is based on OS mapping information and LIDAR data.
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  12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extent of the proposed access roads.
  13. The proposal requires third party land to be constructed, the extent of the land take is to be determined during future stages of the design development of this option.
  14. This drawing should be read in conjunction with the Technical Memo.

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



Vehicle Tracking - Risks & Compliance

**High Risks**  
 H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

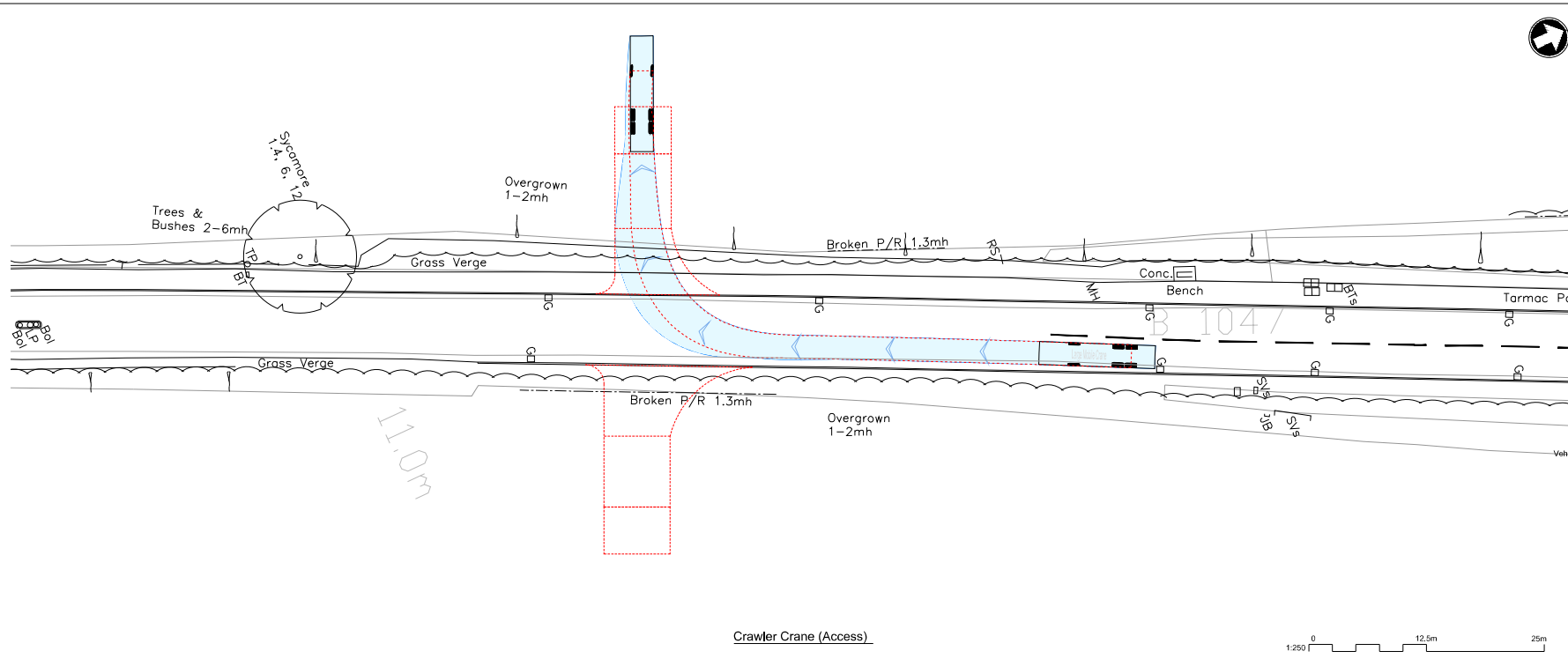
| P1  | ADC  | Draft for Discussion / Review. | AWR         | AWR     |
|-----|------|--------------------------------|-------------|---------|
| Rev | Date | Drawn                          | Description | Checked |

Client

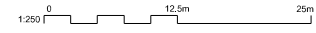
Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 CA2 / CA3  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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



Crawler Crane (Access)

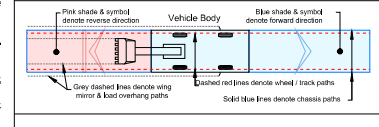


- Noise
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  11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some elements of the proposed access roads.
  13. This proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
  14. This drawing should be read in conjunction with the Technical Memo.

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

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



**Large Mobile Crane**

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

Vehicle Tracking - Risks & Compliance

**High Risks**  
H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

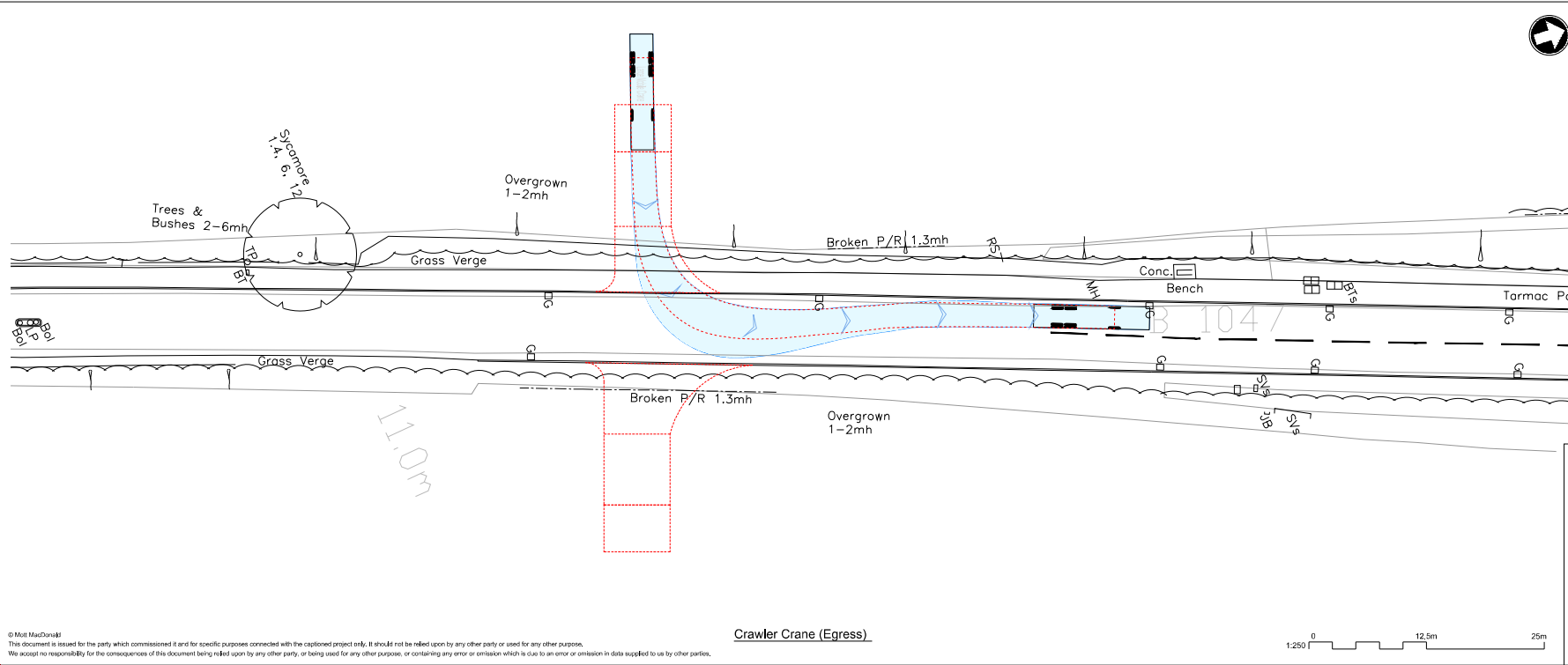
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| P1  |      | ADC   | Draft for Discussion / Review. |     |     |



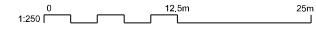
Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA2 / CA3  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

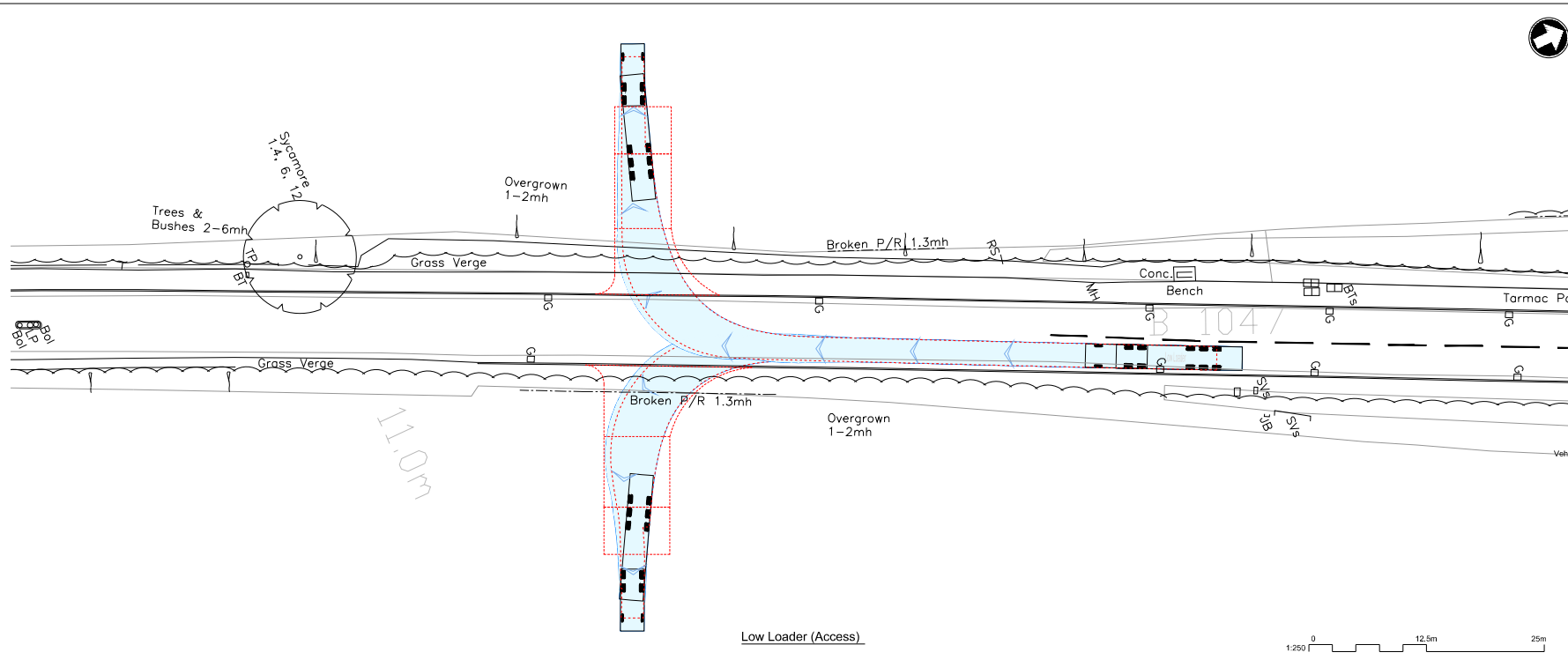
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Drawing: 102375-MMD-01-XX-DR-C-DRAFT



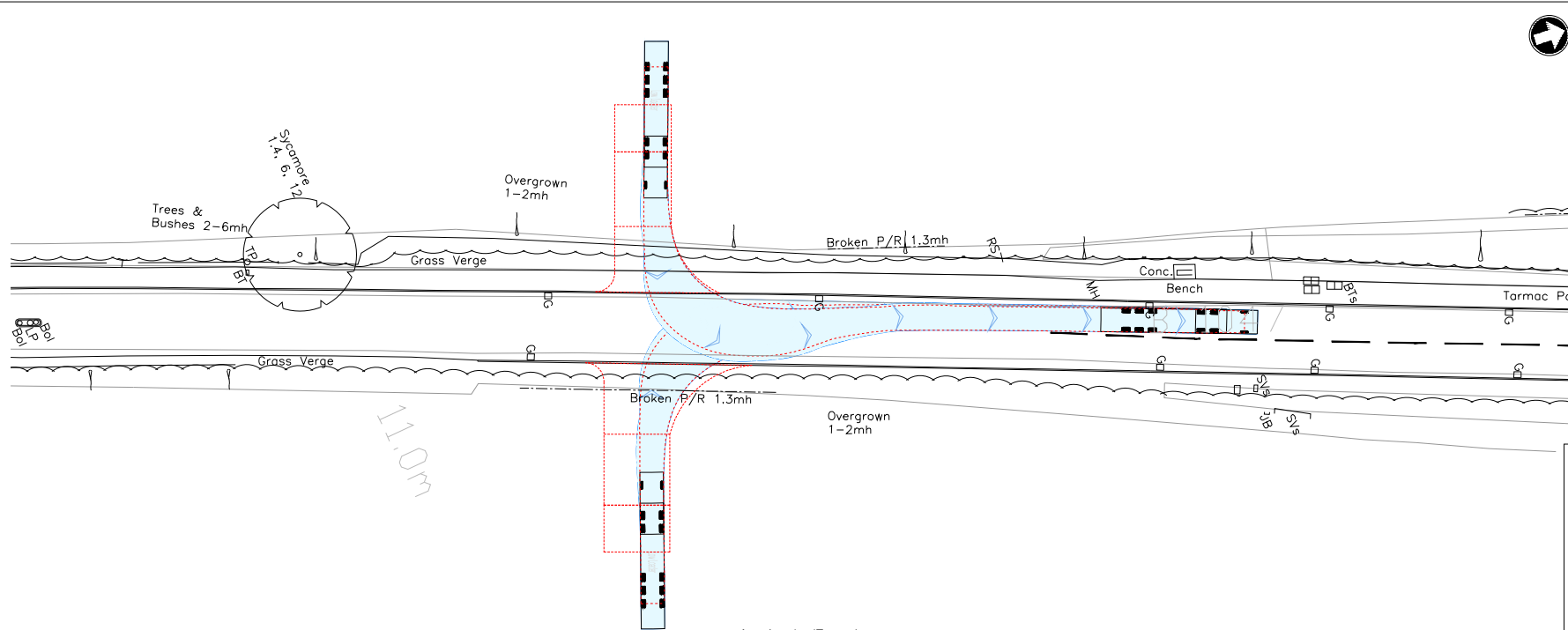
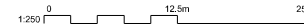
Crawler Crane (Egress)







Low Loader (Access)



Low Loader (Egress)

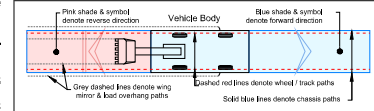


- Notes
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  13. The proposal requires third party land to be constructed, the extent of the land take is to be determined during future stages of the design development of this option.
  14. This drawing should be read in conjunction with the Technical Memo.

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

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



|                             |        |
|-----------------------------|--------|
| Low Loader                  |        |
| Overall Length              | 16.63m |
| Overall Width               | 2.92m  |
| Overall Body Height         | 2.92m  |
| Max Trail Width             | 2.92m  |
| Kerb to Kerb Turning Radius | 6.79m  |

Vehicle Tracking - Risks & Compliance

**High Risks**  
 H1 Explanation of risk.

Vehicle Tracking - Notes

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Reference drawings

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

Client

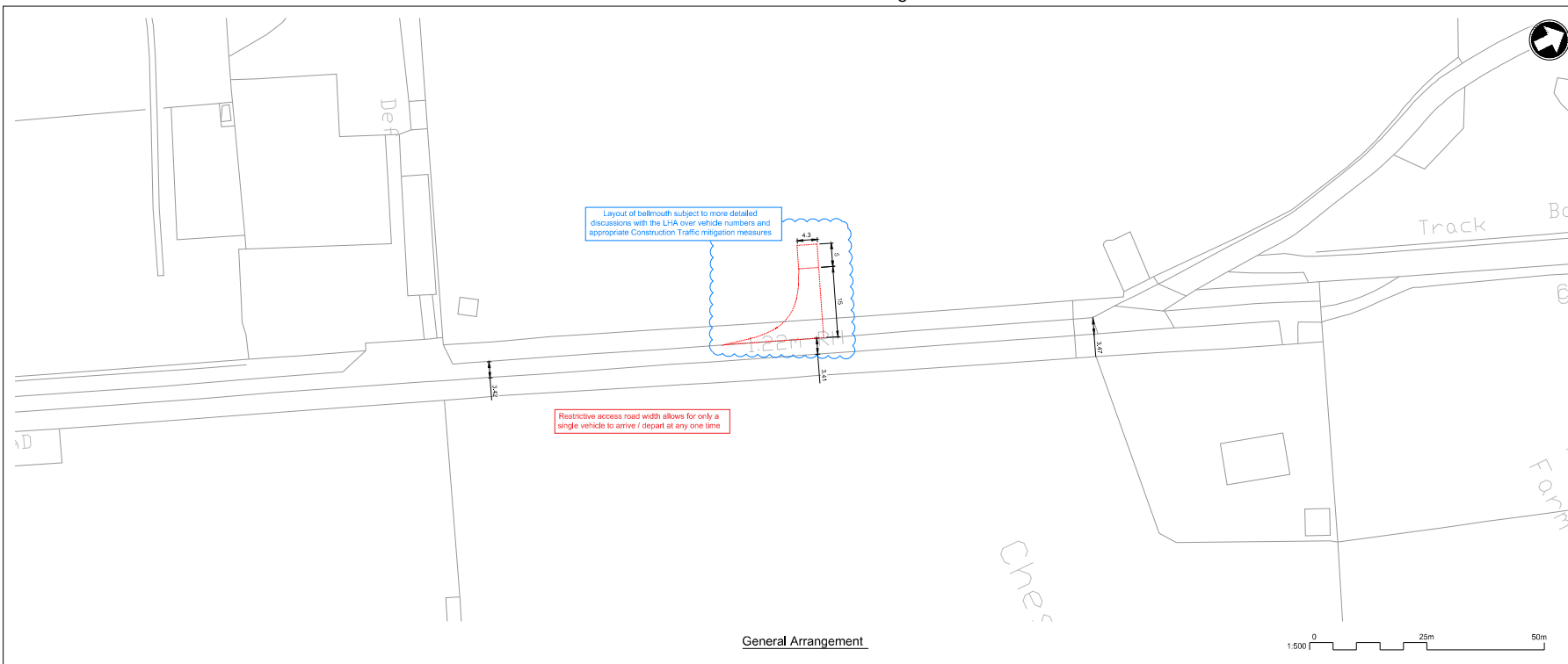


Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 CA2 / CA3  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

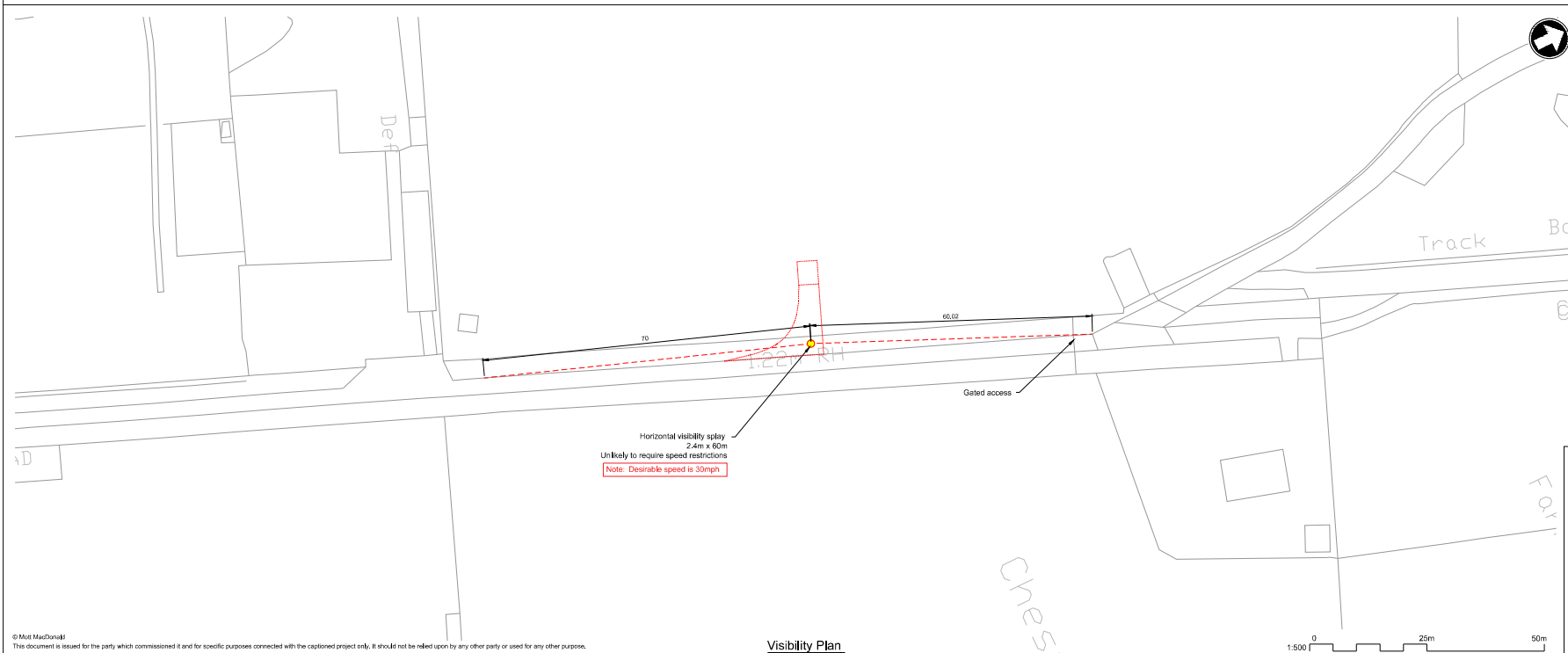
|           |             |     |              |              |     |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed  | A.D.Castles | ADG | Eng check    | E.Case       | EC  |
| Drawn     | -           | -   | Coordination | A.M.Rawlings | AMR |
| Dwg check | Approved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

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

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

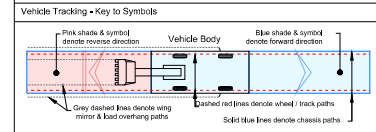


General Arrangement



Visibility Plan

- Notes
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  - The information is preliminary and subject to further detailed design.
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  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is based on the design option that is acceptable during future stages of the design development of this option.
  15. DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.



Vehicle Tracking - Vehicle Details

**Low Loader**

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

**Large Mobile Crane**

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

Vehicle Tracking - Risks & Compliance

|  |                         |
|--|-------------------------|
|  | <b>High Risks</b>       |
|  | H1 Explanation of risk, |

Vehicle Tracking - Notes

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

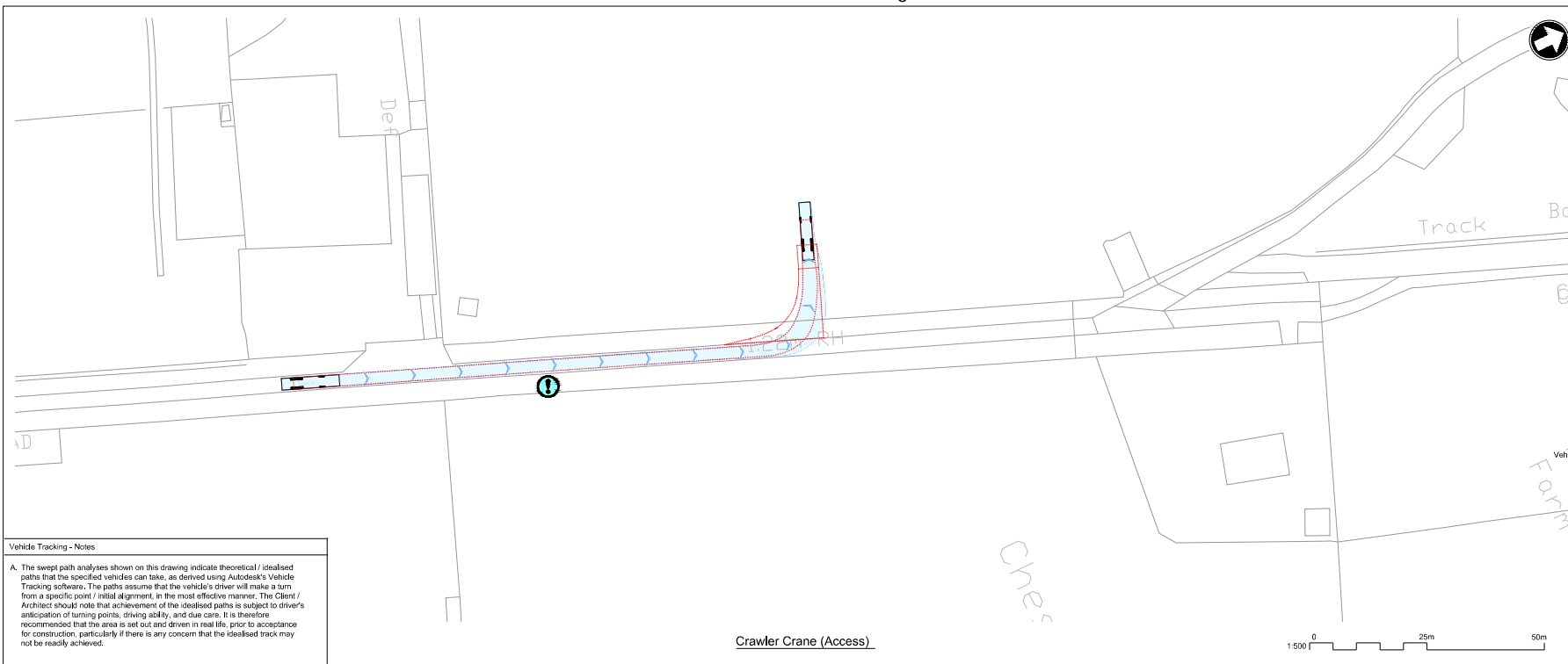
|     |      |                                |     |     |
|-----|------|--------------------------------|-----|-----|
| P1  | ADC  | Draft for Discussion / Review. | AWK | AWK |
| Rev | Date | Drawn / Description            | CHK | CHK |



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

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

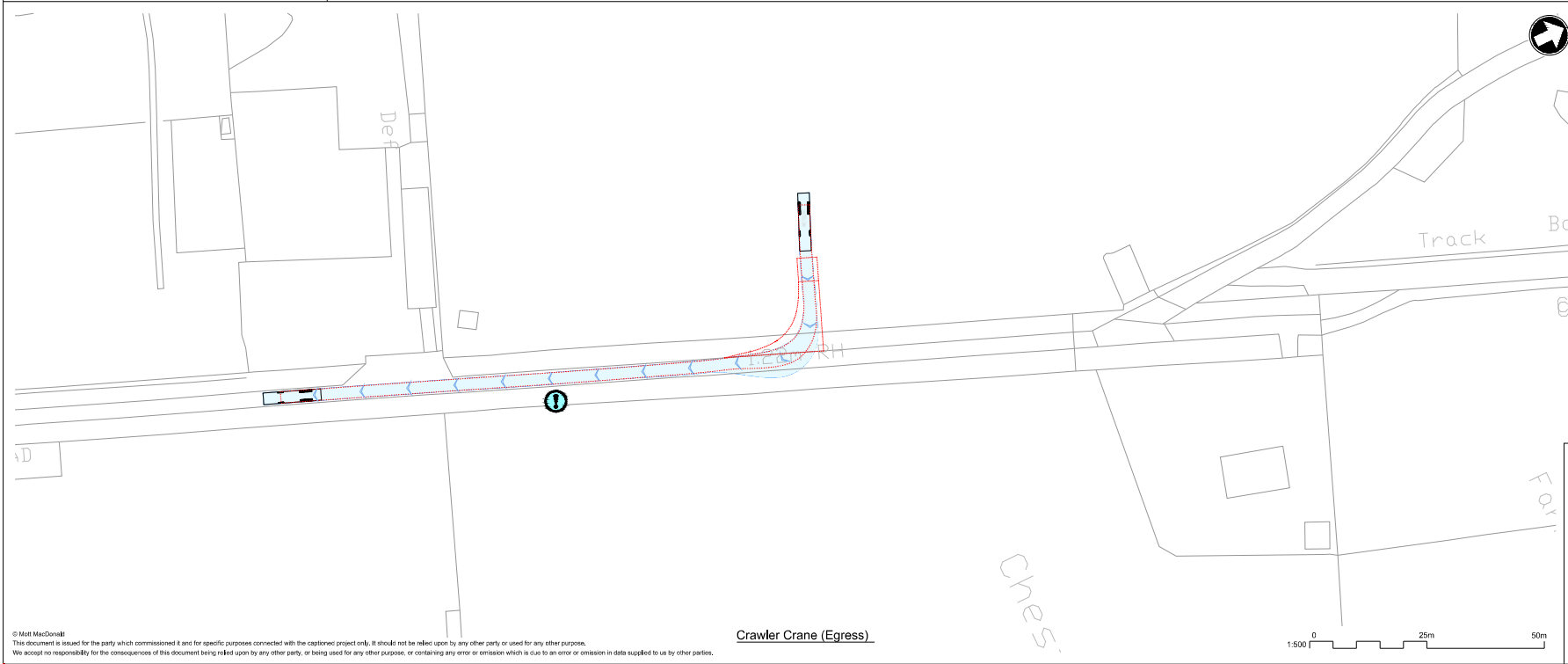
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD  
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

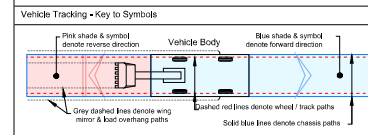
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Crawler Crane (Access)



Crawler Crane (Egress)

- Notes**
- Do not scale from this drawing.
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  - Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
  - This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
  - The drawing is based on OS mapping information and LIDAR data.
  - The information is preliminary and subject to further detailed design.
  - The design has not been submitted to the Highway Authority or Highways England for their technical review.
  - The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
  - The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
  - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads. Cambridge Waste Water Treatment Works Relocation is a brownfield site and any proposed access roads are subject to detailed design during future stages of the design development of this option.
  - DRAWINGS TO BE READ IN CONJUNCTION with the Technical Memo.**



**Vehicle Tracking - Vehicle Details**

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

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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

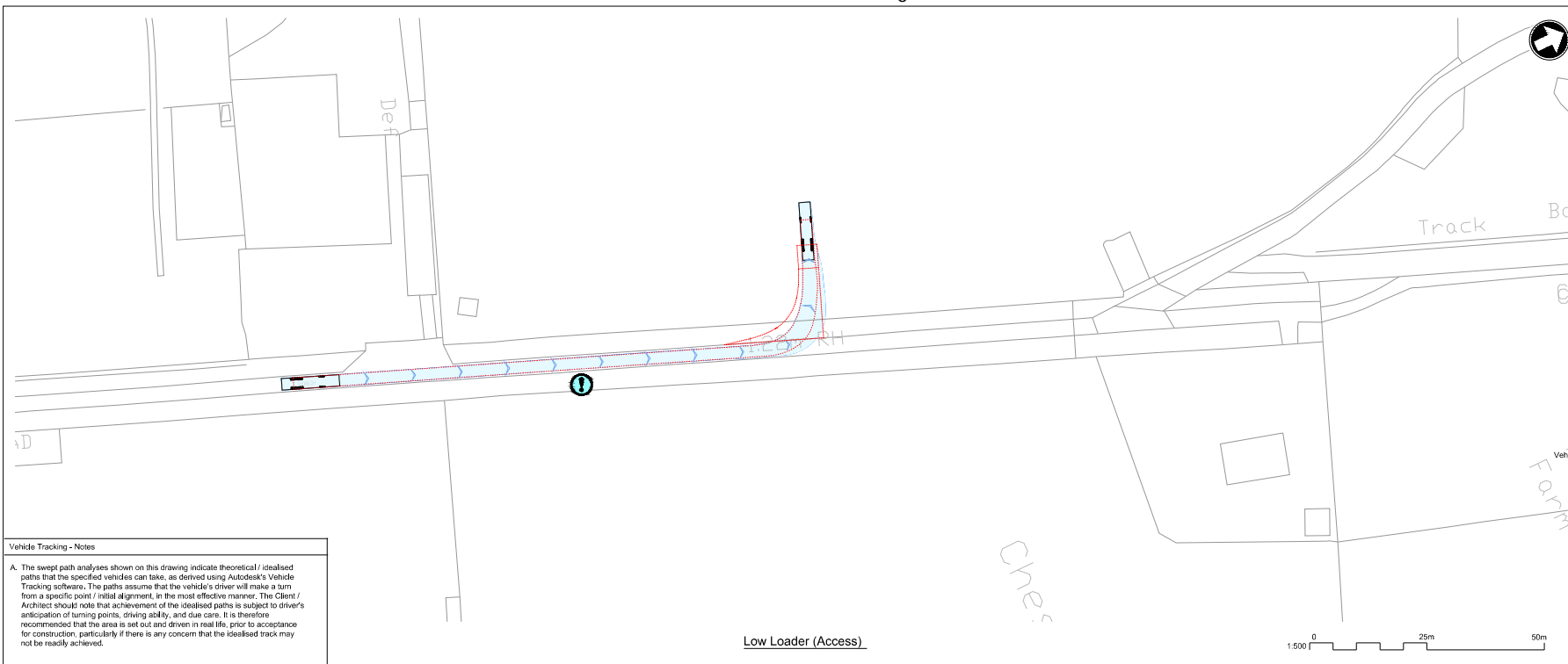


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
CA1  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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



**Vehicle Tracking - Notes**

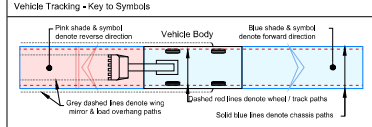
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Low Loader (Access)



Low Loader (Egress)

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



|  |                             |         |
|--|-----------------------------|---------|
|  | <b>Low Loader</b>           |         |
|  | Overall Length              | 16,633m |
|  | Overall Width               | 2,500m  |
|  | Overall Body Height         | 3,300m  |
|  | Max Track Width             | 2,500m  |
|  | Kerb to Kerb Turning Radius | 16,700m |
|  | <b>Large Mobile Crane</b>   |         |
|  | Overall Length              | 12,200m |
|  | Overall Width               | 2,450m  |
|  | Overall Body Height         | 3,360m  |
|  | Track Width                 | 2,450m  |
|  | Kerb to Kerb Turning Radius | 10,000m |

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

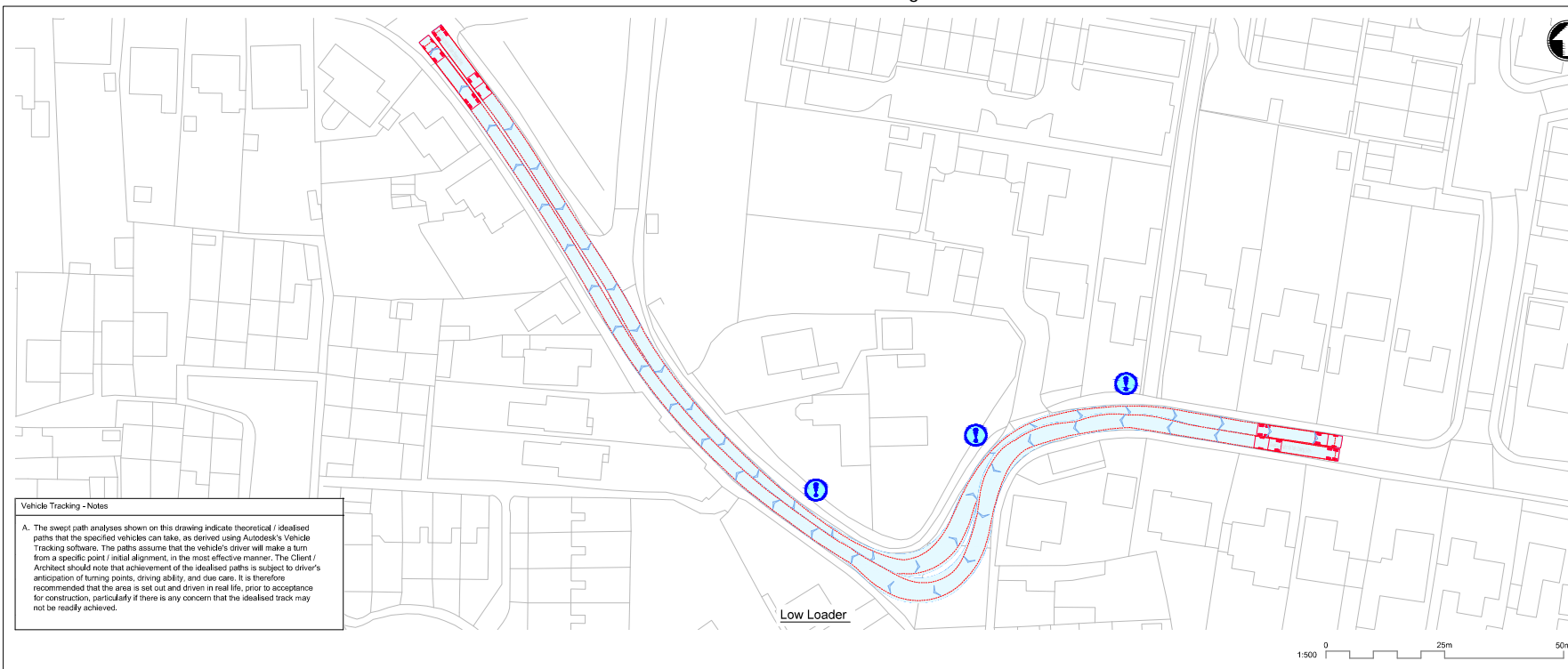
|     |      |                                |             |         |
|-----|------|--------------------------------|-------------|---------|
| P1  | ADC  | Draft for Discussion / Review. | ARK         | ARK     |
| Rev | Date | Drawn                          | Description | Checked |



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

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

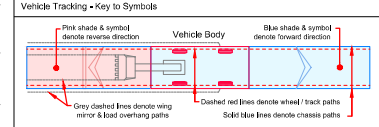
Scale: 1:500 Stat: PRE Rev: P1 Sec: STD  
Drawing: 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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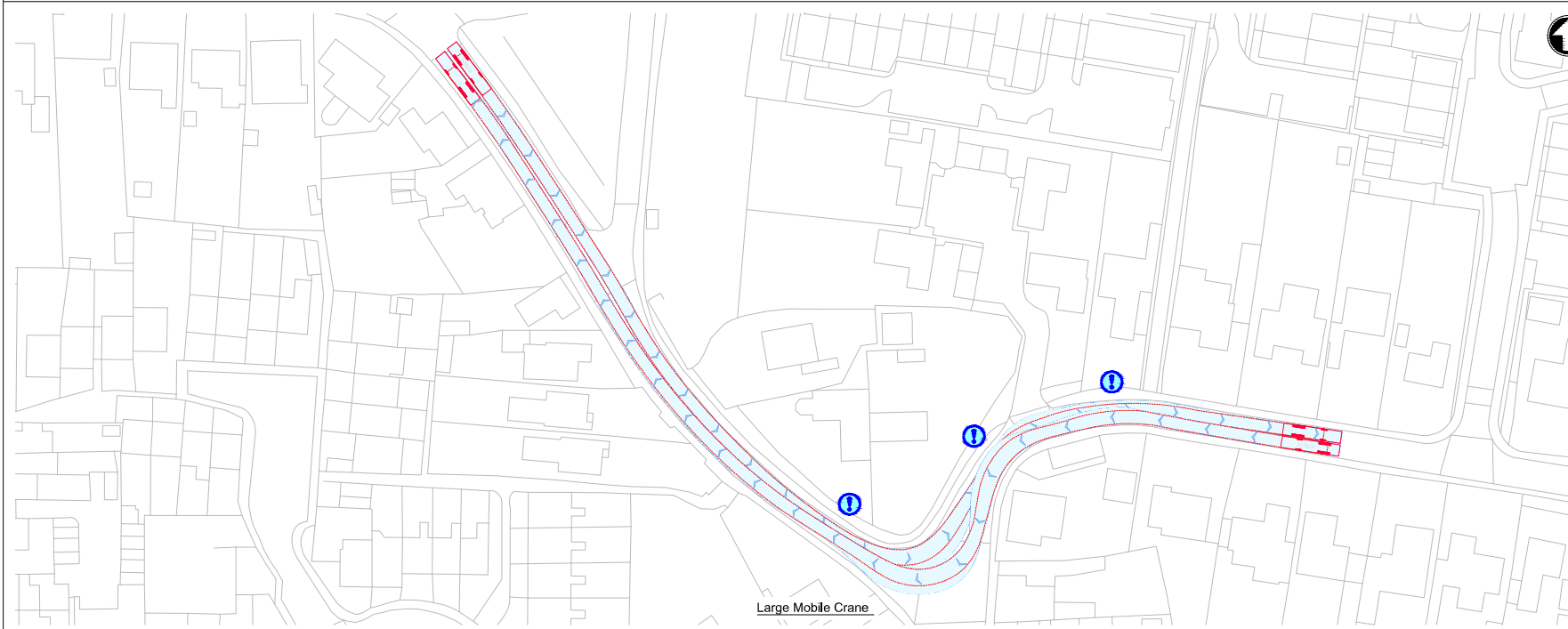
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  13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
  14. This drawing should be read in conjunction with the Technical Memo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



**Vehicle Tracking - Vehicle Details**

|  |   |
|--|---|
| <p>General Low loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m<br/>Overall Width 2.40m<br/>Overall Body Height 2.40m<br/>Max Body Ground Clearance 2.00m<br/>Max. track time 6.00m<br/>Kerb to Kerb Turning Radius 6.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.00m<br/>Overall Width 2.40m<br/>Overall Body Height 3.30m<br/>Max Body Ground Clearance 2.00m<br/>Max. track time 6.00m<br/>Kerb to Kerb Turning Radius 10.00m</p> |
|--|---|

|   |  |
|---|--|
| <p>Large Tipper</p> <p>Overall Length 10.00m<br/>Overall Width 2.85m<br/>Overall Body Height 2.85m<br/>Max Body Ground Clearance 2.00m<br/>Max. track time 11.50m<br/>Kerb to Kerb Turning Radius</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.60m<br/>Overall Width 2.00m<br/>Overall Body Height 2.00m<br/>Max Body Ground Clearance 2.00m<br/>Max. track time 4.00m<br/>Kerb to Kerb Turning Radius</p> |
|---|--|



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

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

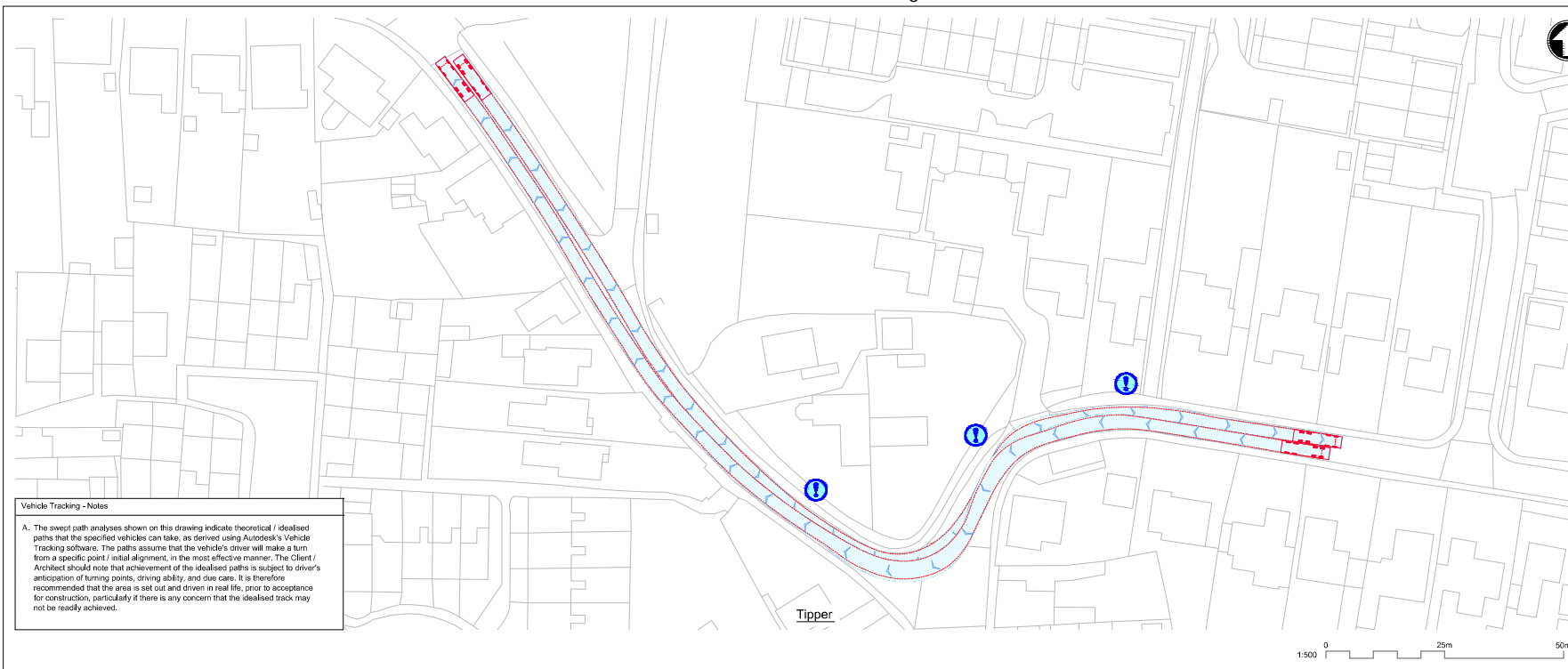


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Denny End Rd - Bannold Rd  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

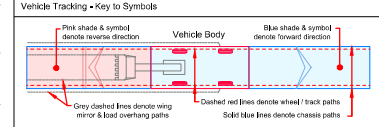
Drawing Number  
**102375-MMD-01-XX-DR-C-DRAFT**



**Vehicle Tracking - Notes**

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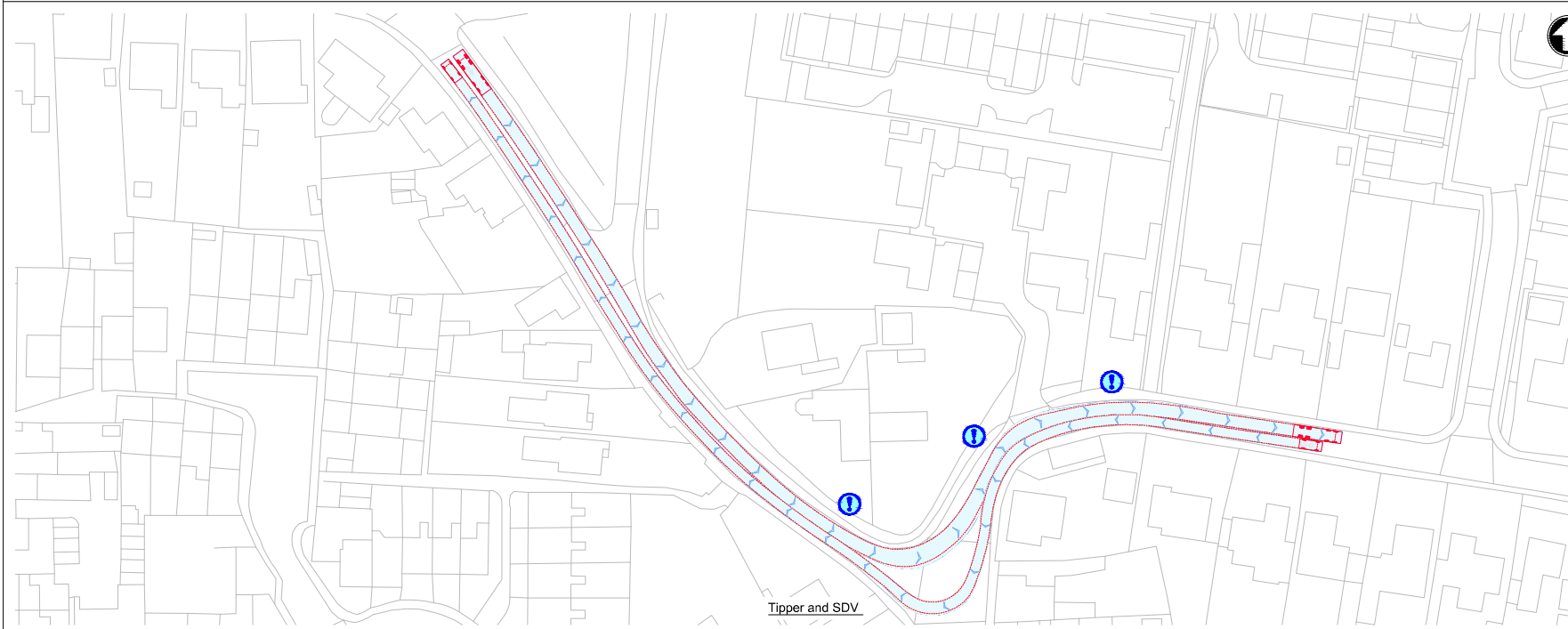
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  - The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
  - The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
  - The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed roads.
  - The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
  - This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.
- 15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**

| Vehicle   | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max. Wheel Track | Lock to Lock time | Kerb to Kerb Turning Radius |
|---|----------------|---------------|----------------|---------------------------|------------------|-------------------|-----------------------------|
| Control Line Loader with Trailer (Steering 1820m) | 24.60m         | 2.40m         | 2.40m          | 0.20m                     | 2.50m            | 6.00m             | 10.00m                      |
| Large Mobile Crane                                | 12.00m         | 2.40m         | 2.40m          | 0.20m                     | 2.50m            | 6.00m             | 10.00m                      |

| Vehicle                       | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max. Wheel Track | Lock to Lock time | Kerb to Kerb Turning Radius |
|-------------------------------|----------------|---------------|----------------|---------------------------|------------------|-------------------|-----------------------------|
| Large Tipper                  | 10.00m         | 2.85m         | 2.85m          | 0.20m                     | 2.50m            | 6.00m             | 10.00m                      |
| Standard Design Vehicle (SDV) | 4.80m          | 1.90m         | 1.90m          | 0.20m                     | 2.00m            | 4.00m             | 6.00m                       |



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

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



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

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

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

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



**Vehicle Tracking - Notes**

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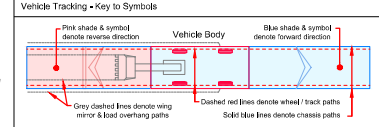
Low Loader (entry)



Low Loader (egress)



- Notes**
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**Vehicle Tracking - Vehicle Details**

|  |       |                             |        |
|--|-------|-----------------------------|--------|
| Overall Low Loader with Trailer Steering (1620m) | 7.97m | Overall Length              | 12.20m |
| Overall Width                                    | 2.66m | Overall Width               | 2.41m  |
| Overall Body Height                              | 2.49m | Overall Body Height         | 3.30m  |
| Min Body Ground Clearance                        | 0.30m | Min Body Ground Clearance   | 0.20m  |
| Max. Rear Overhang                               | 6.07m | Max. Rear Overhang          | 2.51m  |
| Lock to Lock time                                | 6.07m | Lock to Lock time           | 6.07m  |
| Kerb to Kerb Turning Radius                      | 6.07m | Kerb to Kerb Turning Radius | 10.00m |

|                             |        |                             |       |
|-----------------------------|--------|-----------------------------|-------|
| Overall Length              | 10.07m | Overall Length              | 4.60m |
| Overall Width               | 2.65m  | Overall Width               | 2.00m |
| Overall Body Height         | 2.57m  | Overall Body Height         | 2.00m |
| Min Body Ground Clearance   | 0.27m  | Min Body Ground Clearance   | 0.20m |
| Lock to Lock time           | 11.55m | Lock to Lock time           | 4.00m |
| Kerb to Kerb Turning Radius | 11.55m | Kerb to Kerb Turning Radius | 6.00m |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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



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

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

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

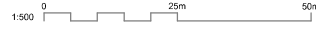
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



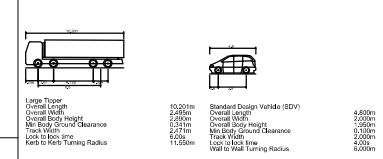
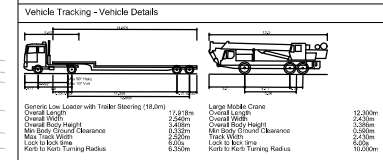
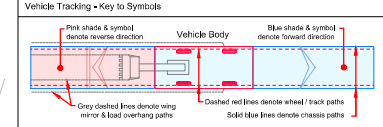
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Crane (entry)



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  14. This drawing should be read in conjunction with the Technical Memo - Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.
- 15. DRAWING MUST BE READ IN COLOUR**



Crane (egress)



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

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



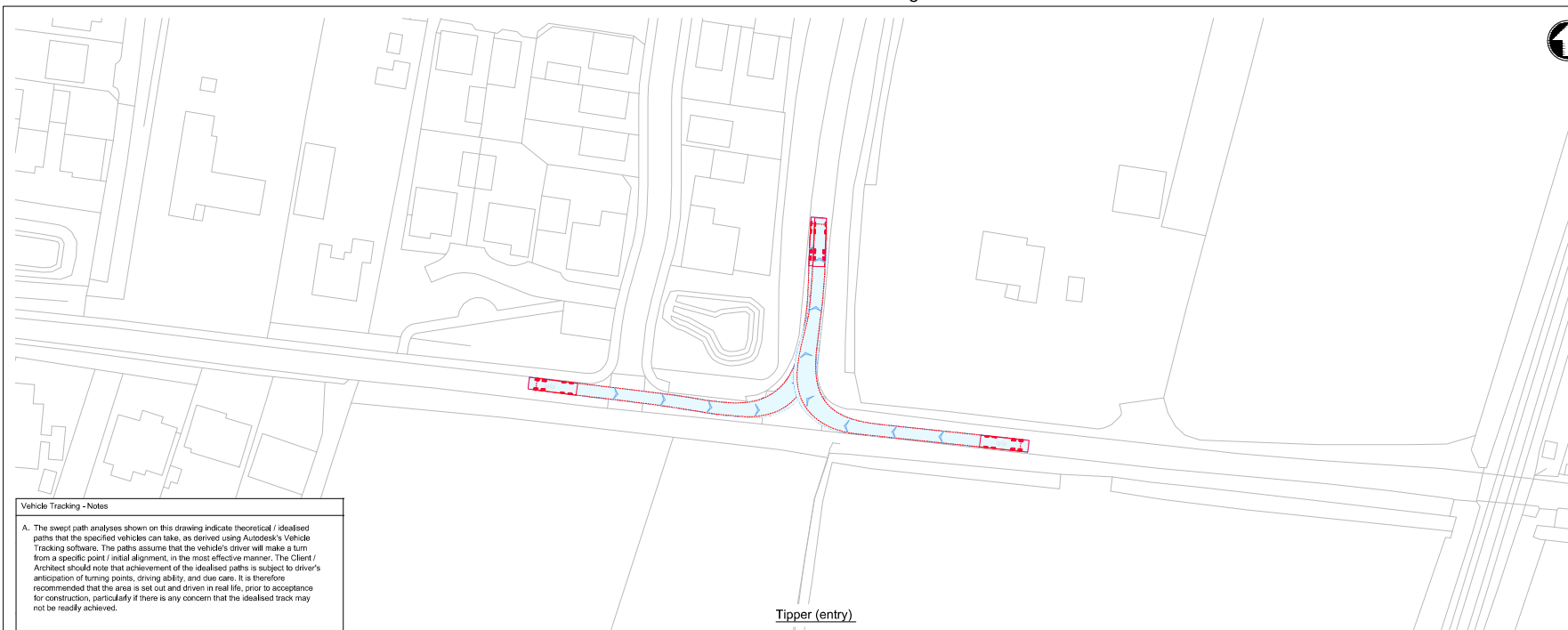
Title  
 Cambridge Waste Water Treatment Works Relocation  
 Bannold Rd - Bannold Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

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





**Vehicle Tracking - Notes**

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.

Tipper (entry)

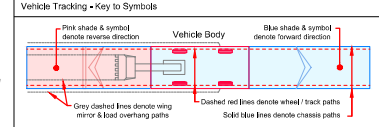


Tipper (egress)



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



**Vehicle Tracking - Vehicle Details**

|  |       |                             |        |
|--|-------|-----------------------------|--------|
| Overall Length with Trailer Steering (1620m) | 7.97m | Overall Length              | 12.20m |
| Overall Width                                | 2.66m | Overall Width               | 2.40m  |
| Overall Body Height                          | 3.40m | Overall Body Height         | 3.30m  |
| Min Body Ground Clearance                    | 0.30m | Min Body Ground Clearance   | 0.20m  |
| Max. Trail Over                              | 0.30m | Max. Trail Over             | 0.20m  |
| Lock to Lock time                            | 6.07m | Lock to Lock time           | 6.07m  |
| Kerb to Kerb Turning Radius                  | 6.03m | Kerb to Kerb Turning Radius | 10.00m |

|                             |        |                             |       |
|-----------------------------|--------|-----------------------------|-------|
| Overall Length              | 10.07m | Overall Length              | 4.60m |
| Overall Width               | 2.85m  | Overall Width               | 2.00m |
| Overall Body Height         | 3.25m  | Overall Body Height         | 2.80m |
| Min Body Ground Clearance   | 0.27m  | Min Body Ground Clearance   | 0.20m |
| Lock to Lock time           | 11.55m | Lock to Lock time           | 4.00m |
| Kerb to Kerb Turning Radius | 11.55m | Kerb to Kerb Turning Radius | 6.00m |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

|     |            |       |                                |         |          |
|-----|------------|-------|--------------------------------|---------|----------|
| P1  | 01/10/2022 | M/F   | Draft for Discussion / Review. | M/F     | M/F      |
| Rev | Date       | Drawn | Description                    | Checked | Approved |

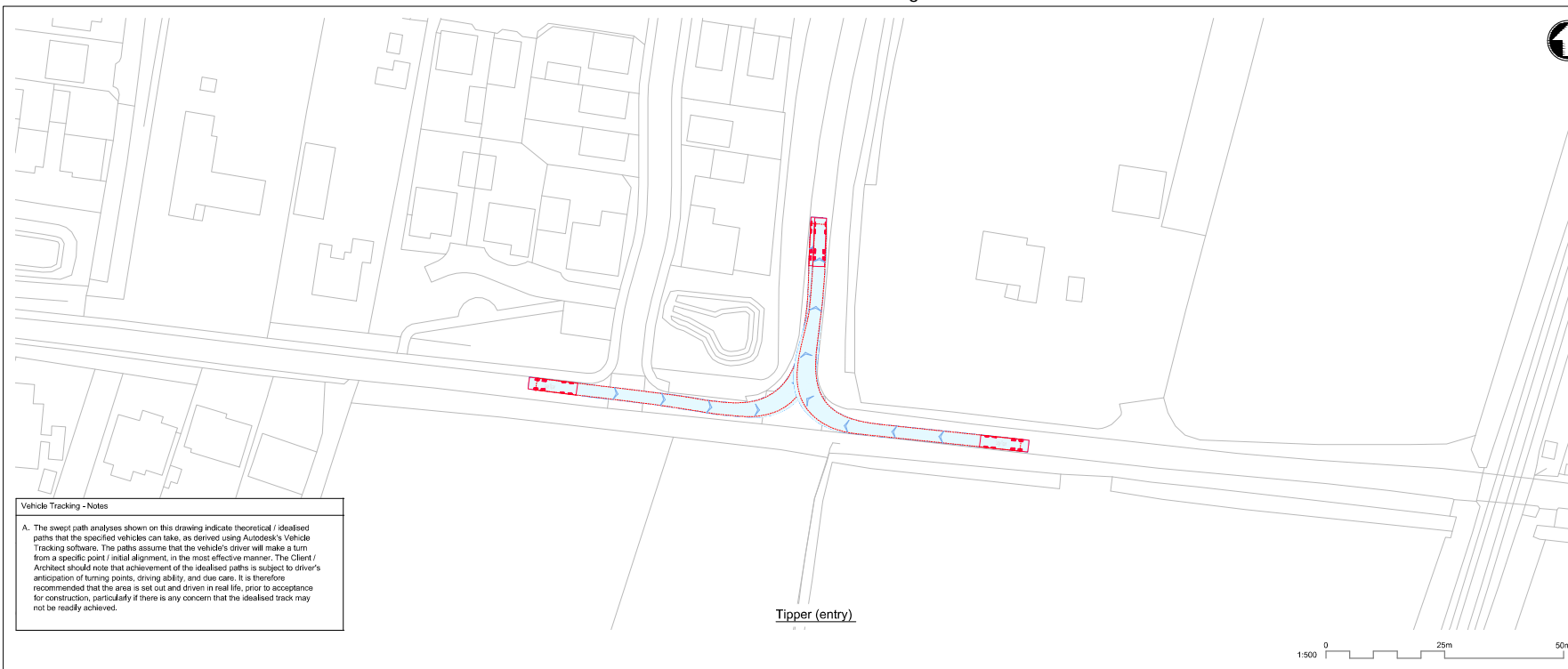


Title  
 Cambridge Waste Water Treatment Works Relocation  
 Bannold Rd - Bannold Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

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

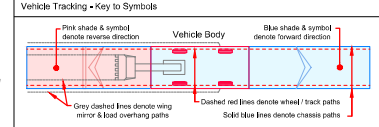


**Vehicle Tracking - Notes**

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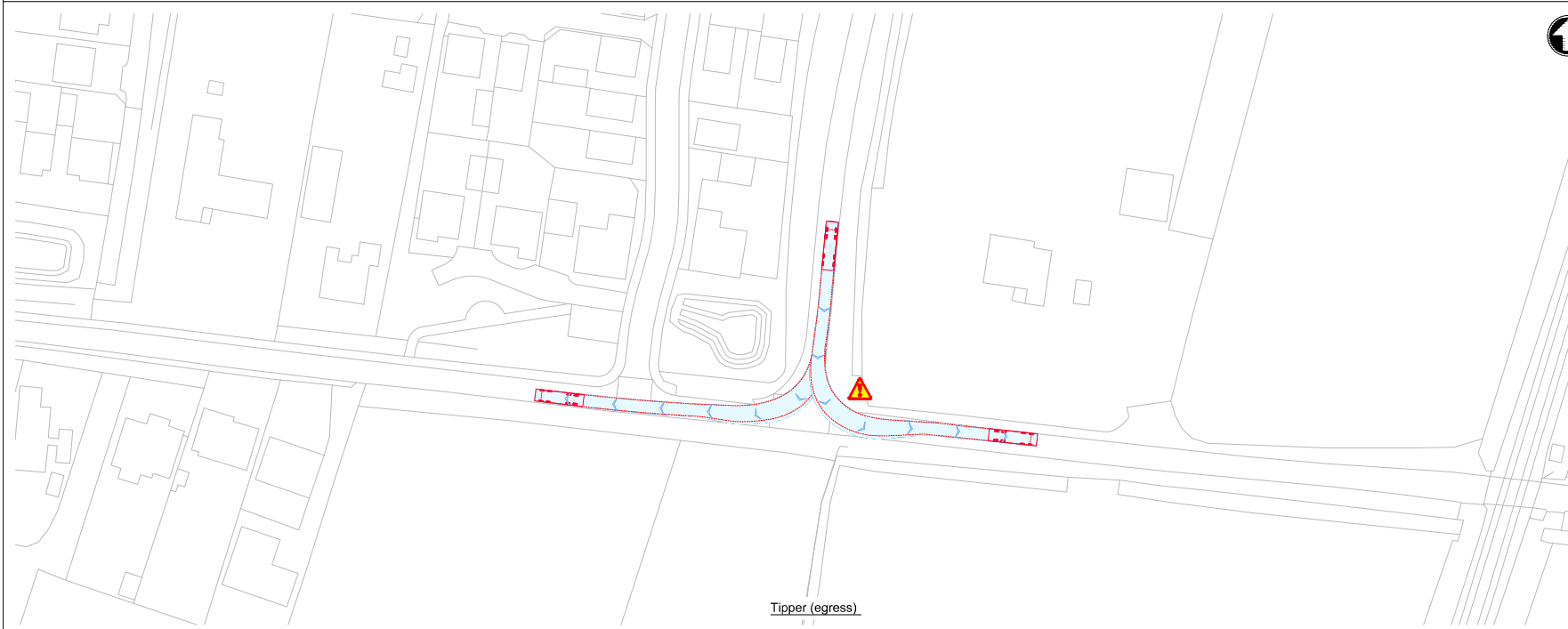
**15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**

|  |   |
|--|---|
|  |   |
| Overall Length with Trailer (Steering) (1820m)<br>Overall Width: 2.60m<br>Overall Body Height: 3.40m<br>Max Body Ground Clearance: 0.30m<br>Max. Wheel Overhang: 6.00m<br>Lock to Lock time: 6.00m<br>Kerb to Kerb Turning Radius: 6.00m | Large Trailer Crane<br>Overall Length: 12.30m<br>Overall Width: 2.40m<br>Overall Body Height: 3.30m<br>Max Body Ground Clearance: 0.30m<br>Max. Wheel Overhang: 2.50m<br>Lock to Lock time: 6.00m<br>Kerb to Kerb Turning Radius: 6.00m |

|   |  |
|---|--|
|   |  |
| Large Tipper<br>Overall Length: 10.00m<br>Overall Width: 2.85m<br>Overall Body Height: 3.25m<br>Max Body Ground Clearance: 0.30m<br>Max. Wheel Overhang: 11.50m<br>Lock to Lock time: 4.00m<br>Kerb to Kerb Turning Radius: 4.00m | Standard Design Vehicle (SDV)<br>Overall Length: 4.60m<br>Overall Width: 2.00m<br>Overall Body Height: 1.90m<br>Max Body Ground Clearance: 0.30m<br>Max. Wheel Overhang: 2.00m<br>Lock to Lock time: 4.00m<br>Kerb to Kerb Turning Radius: 4.00m |



**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

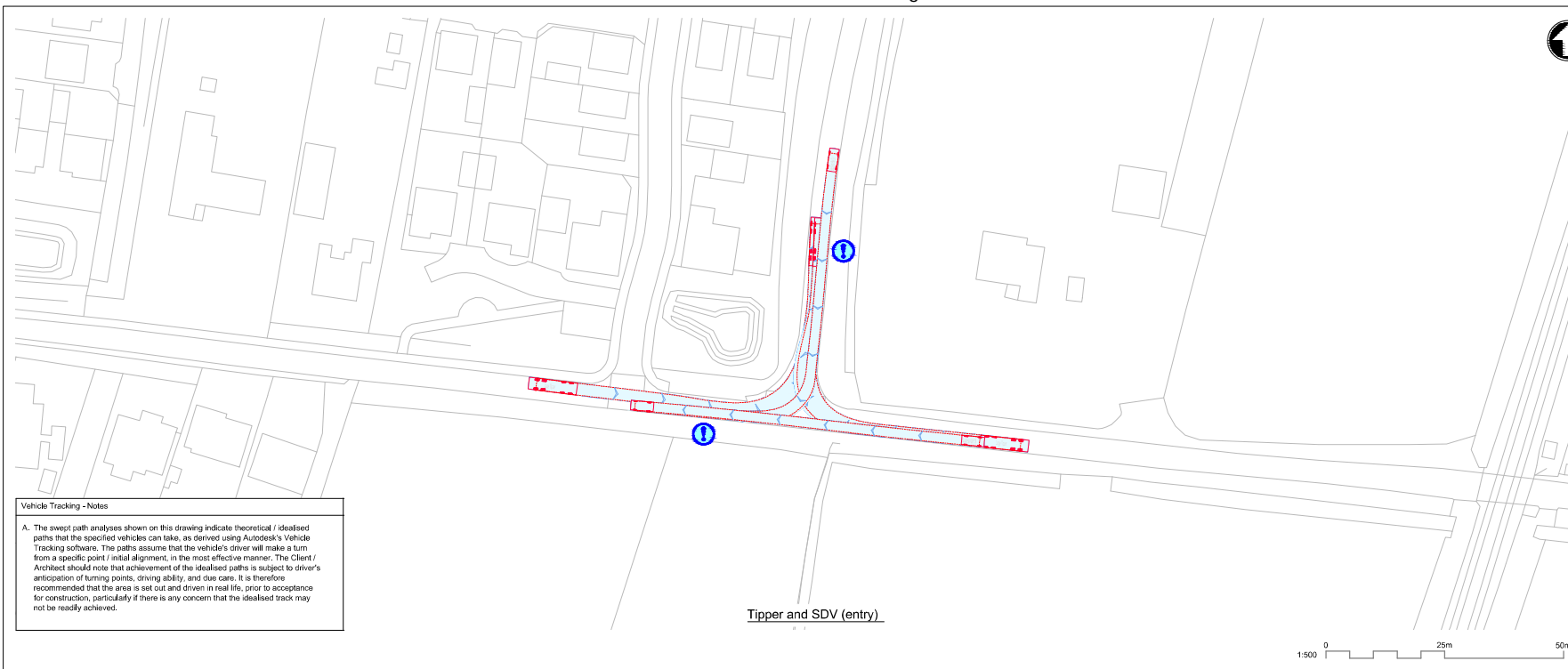


Title  
**Cambridge Waste Water Treatment Works Relocation  
 Bannold Rd - Bannold Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking**

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

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

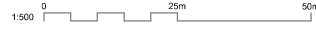
Drawing Number  
**102375-MMD-01-XX-DR-C-DRAFT**



**Vehicle Tracking - Notes**

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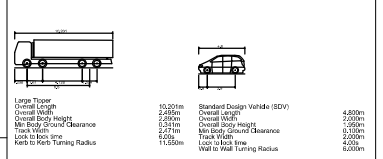
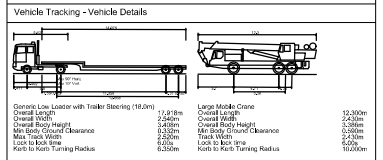
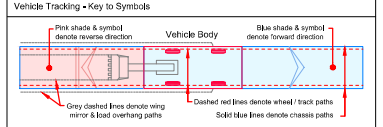
Tipper and SDV (entry)



Tipper and SDV (egress)



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**Vehicle Tracking - Risks & Compliance**

**Risks**

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

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



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

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

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

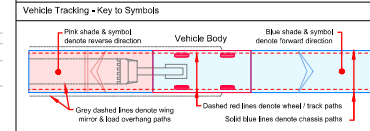
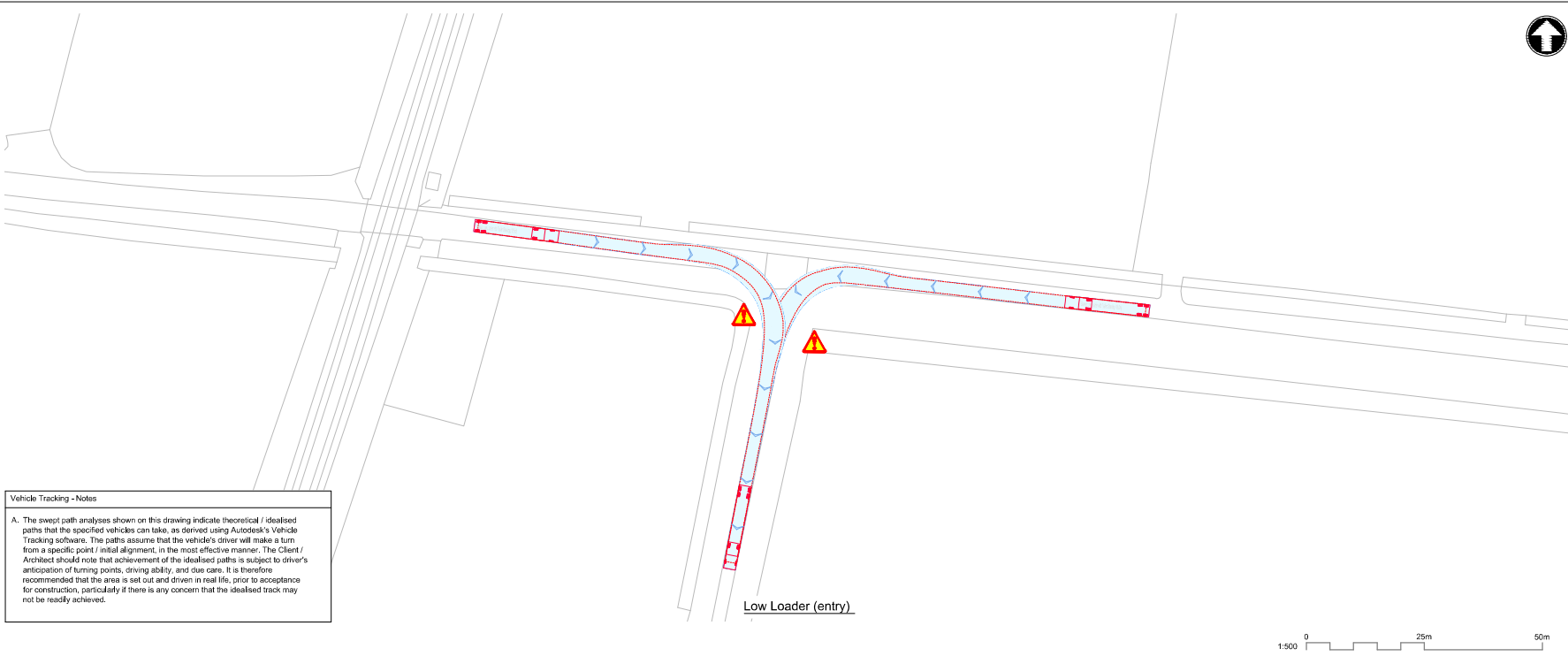
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



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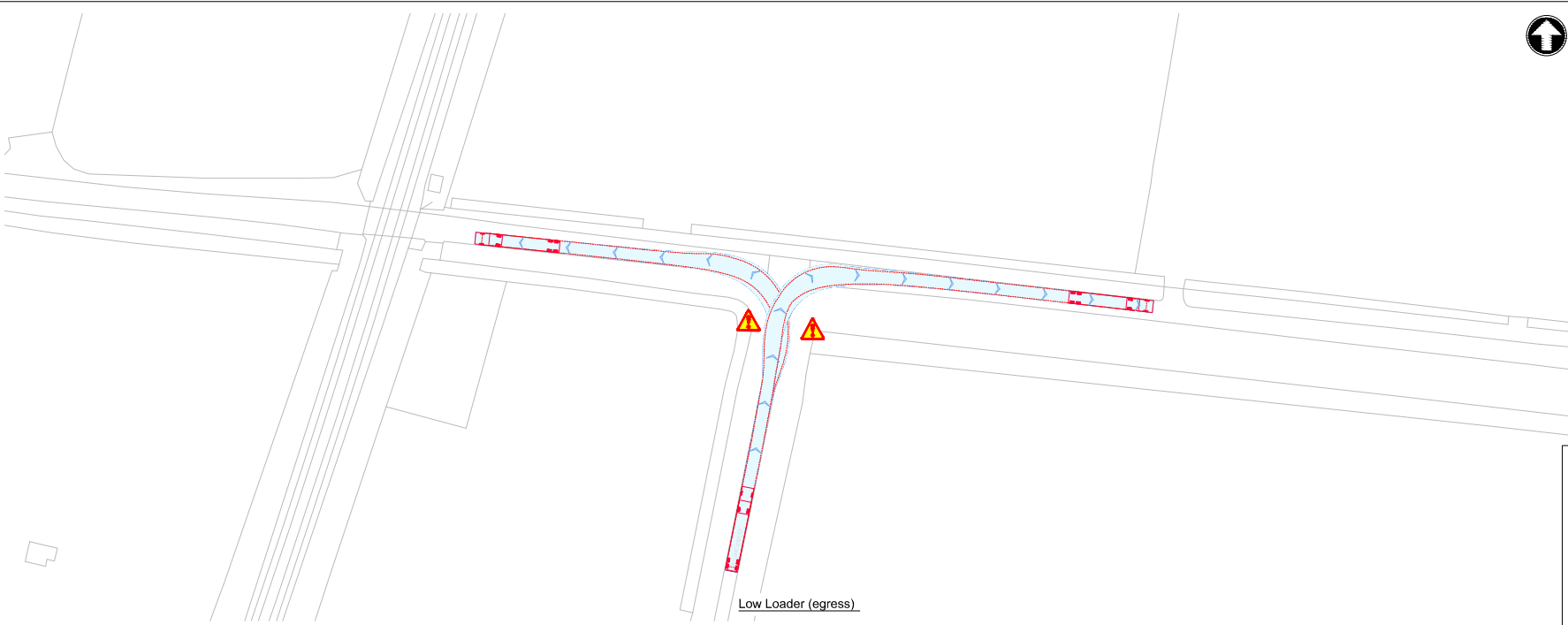
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**Vehicle Tracking - Vehicle Details**

|   |   |
|---|---|
| <p><b>Low Loader with Trailer (1620m)</b></p> <ul style="list-style-type: none"> <li>Overall Length: 24.60m</li> <li>Overall Width: 2.90m</li> <li>Overall Body Height: 3.40m</li> <li>Min Body Ground Clearance: 0.30m</li> <li>Max Body Height: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 10.00m</li> </ul> | <p><b>Large Mobile Crane</b></p> <ul style="list-style-type: none"> <li>Overall Length: 12.00m</li> <li>Overall Width: 2.40m</li> <li>Overall Body Height: 3.50m</li> <li>Min Body Ground Clearance: 0.30m</li> <li>Max Body Height: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 10.00m</li> </ul>          |
| <p><b>Large Tipper</b></p> <ul style="list-style-type: none"> <li>Overall Length: 10.00m</li> <li>Overall Width: 2.85m</li> <li>Overall Body Height: 3.50m</li> <li>Min Body Ground Clearance: 0.30m</li> <li>Max Body Height: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 11.50m</li> </ul>                    | <p><b>Standard Design Vehicle (SDV)</b></p> <ul style="list-style-type: none"> <li>Overall Length: 4.50m</li> <li>Overall Width: 1.90m</li> <li>Overall Body Height: 2.00m</li> <li>Min Body Ground Clearance: 0.30m</li> <li>Max Body Height: 4.00m</li> <li>Lock to Lock time: 4.00m</li> <li>Kerb to Kerb Turning Radius: 6.00m</li> </ul> |



**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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



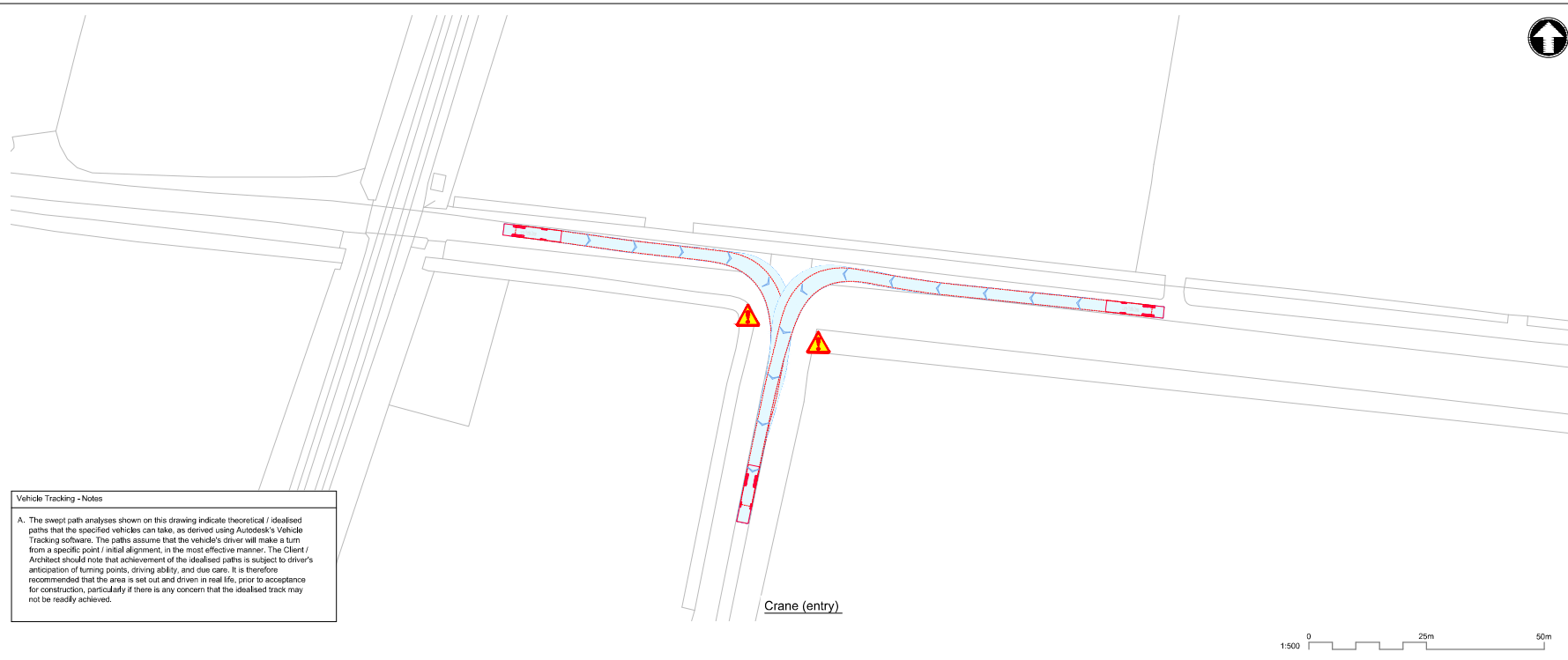
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Burgess's Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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

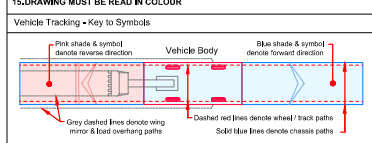




**Vehicle Tracking - Notes**

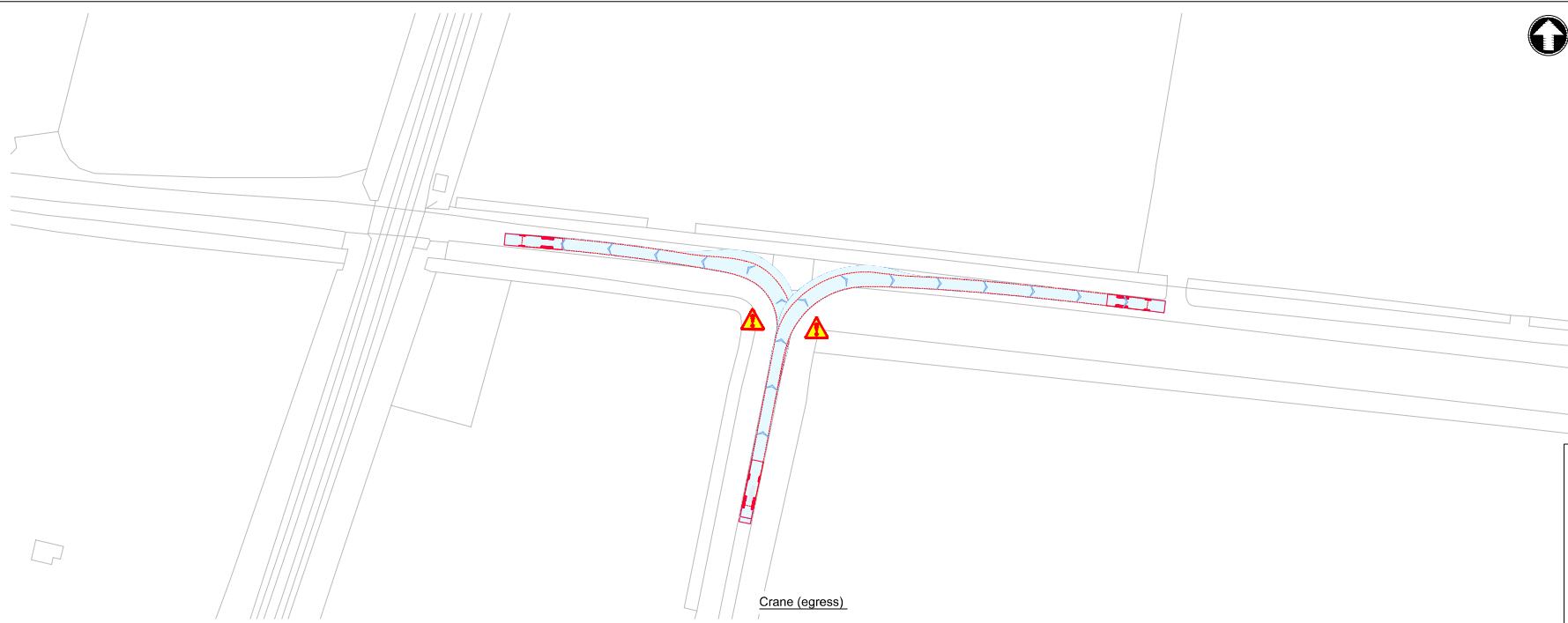
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**Vehicle Tracking - Vehicle Details**

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



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

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

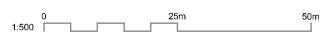


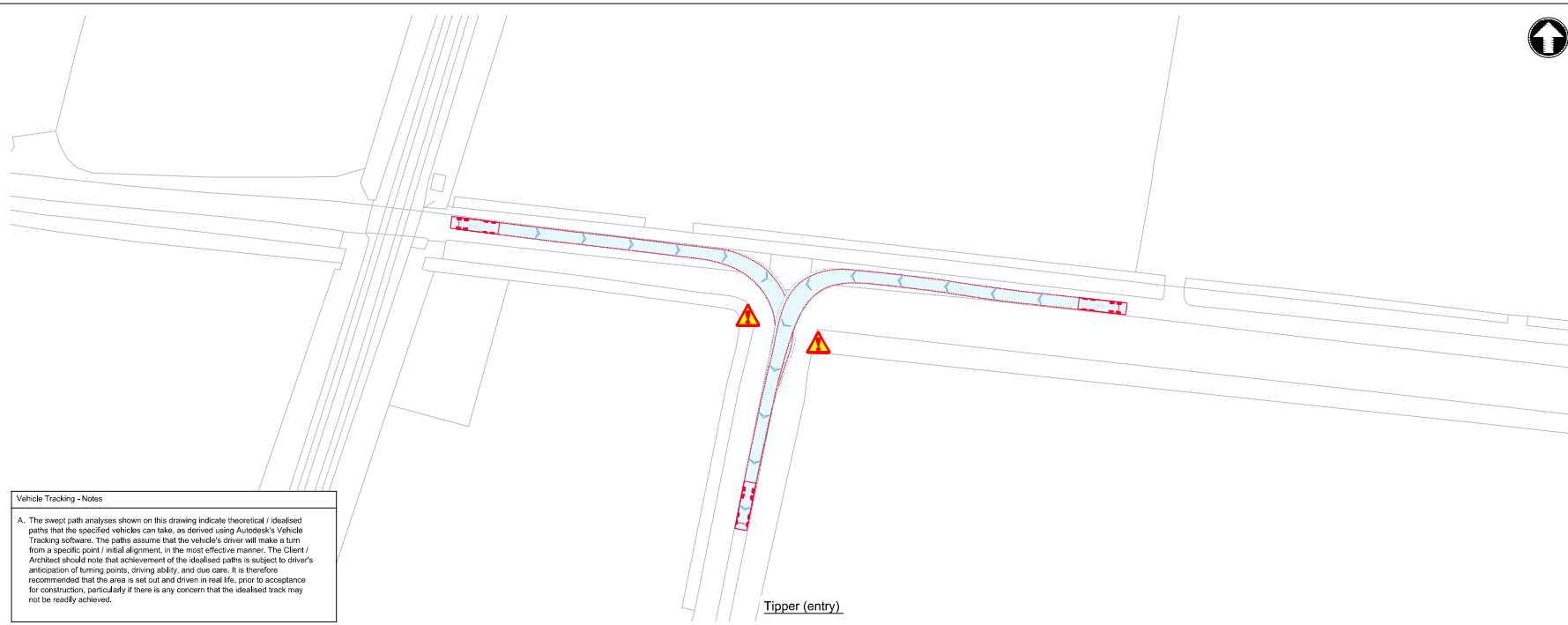
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Burgess's Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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





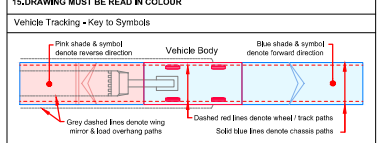
**Vehicle Tracking - Notes**

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Tipper (entry)



- Notes**
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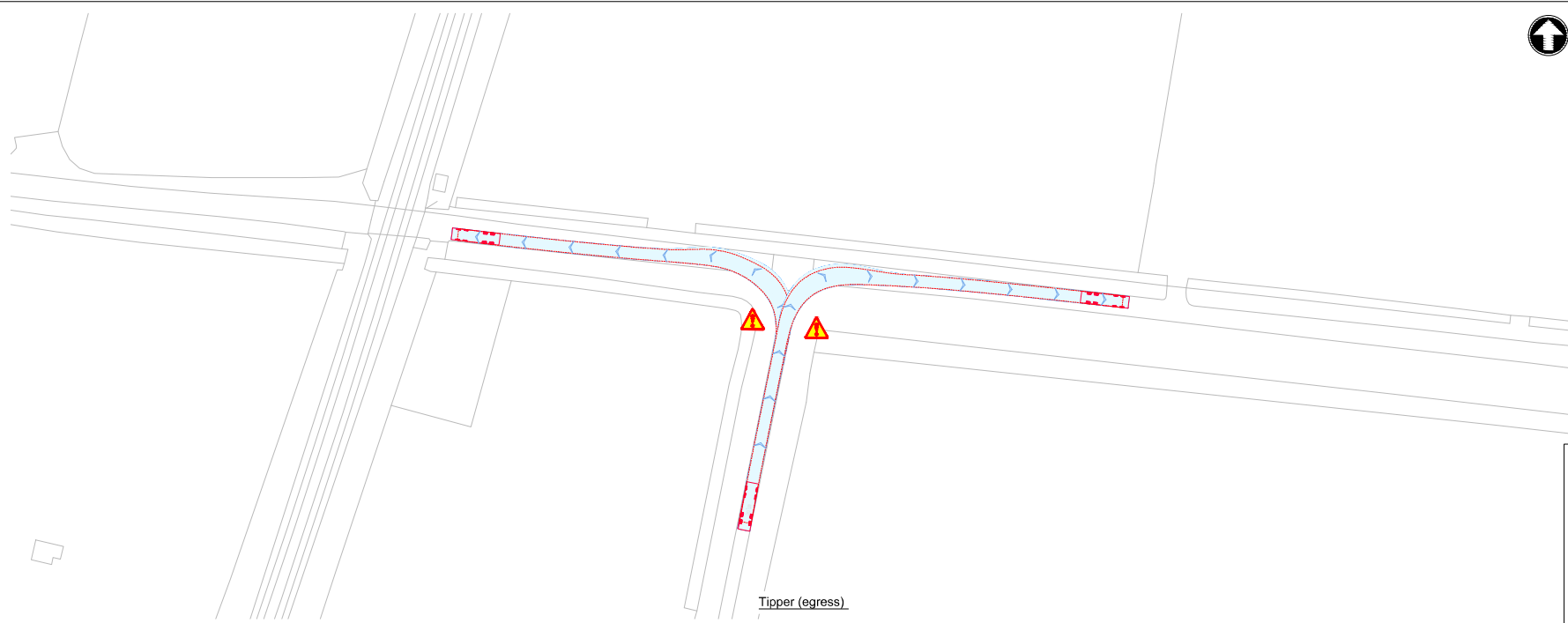


**Vehicle Tracking - Vehicle Details**

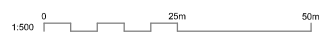
|  |                             |         |                    |                             |         |
|--|-----------------------------|---------|--------------------|-----------------------------|---------|
| Container Low Loader with Trailer (Steering 1820m) | Overall Length              | 24.60m  | Large Mobile Crane | Overall Length              | 12.300m |
|  | Overall Width               | 2.900m  |                    | Overall Width               | 2.400m  |
|  | Overall Body Height         | 3.400m  |                    | Overall Body Height         | 3.300m  |
|  | Min Body Ground Clearance   | 0.300m  |                    | Min Body Ground Clearance   | 0.300m  |
|  | Max. Rear Overhang          | 6.00m   |                    | Max. Rear Overhang          | 2.500m  |
|  | Lock to Lock Time           | 6.00m   |                    | Lock to Lock Time           | 6.00m   |
|  | Kerb to Kerb Turning Radius | 11.500m |                    | Kerb to Kerb Turning Radius | 10.000m |

|              |                             |         |                               |                             |        |
|--------------|-----------------------------|---------|-------------------------------|-----------------------------|--------|
| Large Tipper | Overall Length              | 10.000m | Standard Design Vehicle (SDV) | Overall Length              | 4.600m |
|              | Overall Width               | 2.850m  |                               | Overall Width               | 2.000m |
|              | Overall Body Height         | 2.950m  |                               | Overall Body Height         | 2.000m |
|              | Min Body Ground Clearance   | 0.300m  |                               | Min Body Ground Clearance   | 0.300m |
|              | Max. Rear Overhang          | 2.500m  |                               | Max. Rear Overhang          | 1.500m |
|              | Lock to Lock Time           | 11.500m |                               | Lock to Lock Time           | 4.000m |
|              | Kerb to Kerb Turning Radius | 11.500m |                               | Kerb to Kerb Turning Radius | 6.000m |

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



Tipper (egress)



|     |            |       |                                |       |       |
|-----|------------|-------|--------------------------------|-------|-------|
| P1  | 10/20/2022 | M/F   | Draft for Discussion / Review. | M/F   | M/F   |
| Rev | Date       | Drawn | Description                    | CHK'd | App'd |

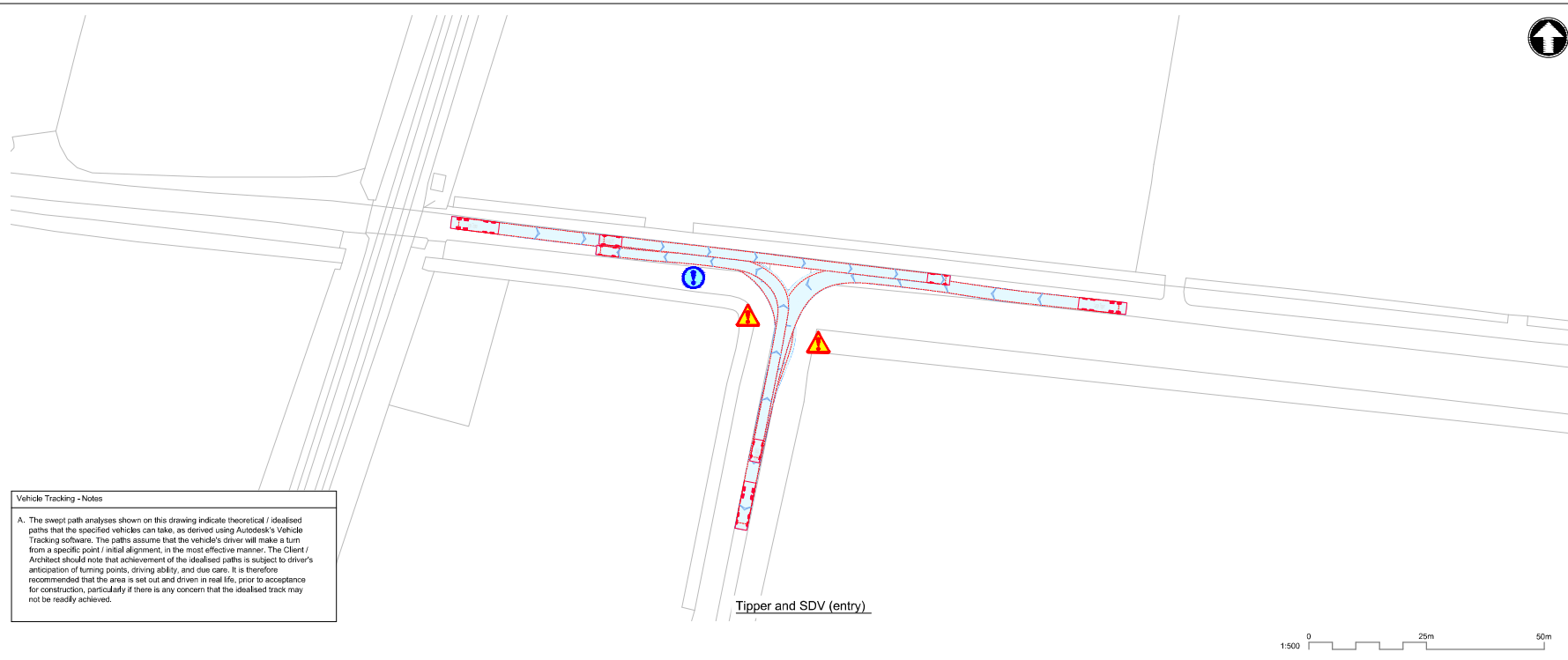


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Bannold Rd - Burgess's Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

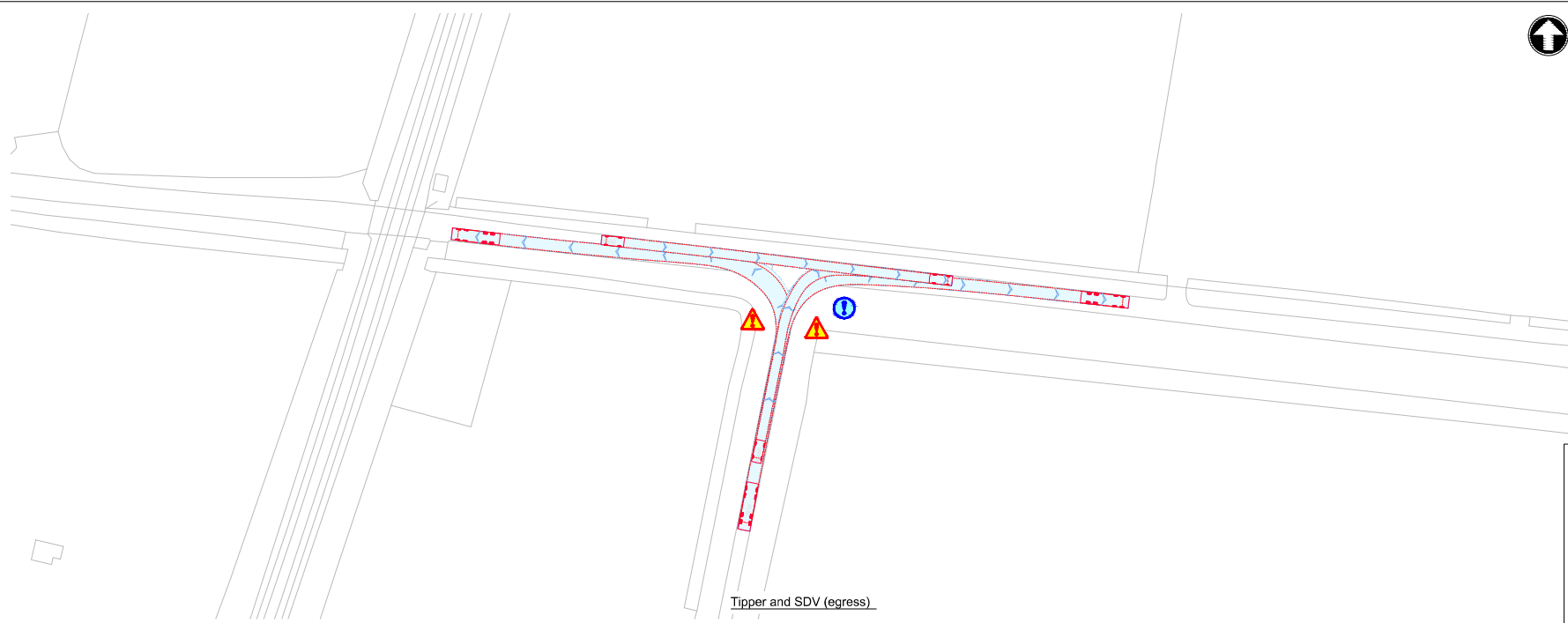
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



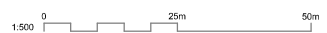
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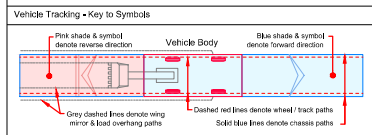
Tipper and SDV (entry)



Tipper and SDV (egress)



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**Vehicle Tracking - Vehicle Details**

| Vehicle Type                                      | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Lock to Lock Time | Lock to Kerb Turning Radius | Lock to Kerb Turning Radius |
|---|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|-------------------|-----------------------------|-----------------------------|
| Standard Low Loader with Trailer (Steering 1800m) | 24.60m         | 2.40m         | 3.40m          | 2.00m                     | 2.00m                     | 2.00m                     | 6.00m             | 11.50m                      | 11.50m                      |
| Large Mobile Crane                                | 12.00m         | 2.40m         | 3.40m          | 2.00m                     | 2.00m                     | 2.00m                     | 6.00m             | 11.50m                      | 11.50m                      |
| Large Tipper                                      | 10.00m         | 2.40m         | 3.40m          | 2.00m                     | 2.00m                     | 2.00m                     | 6.00m             | 11.50m                      | 11.50m                      |
| Standard Design Vehicle (SDV)                     | 4.50m          | 2.00m         | 2.00m          | 2.00m                     | 2.00m                     | 2.00m                     | 6.00m             | 11.50m                      | 11.50m                      |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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

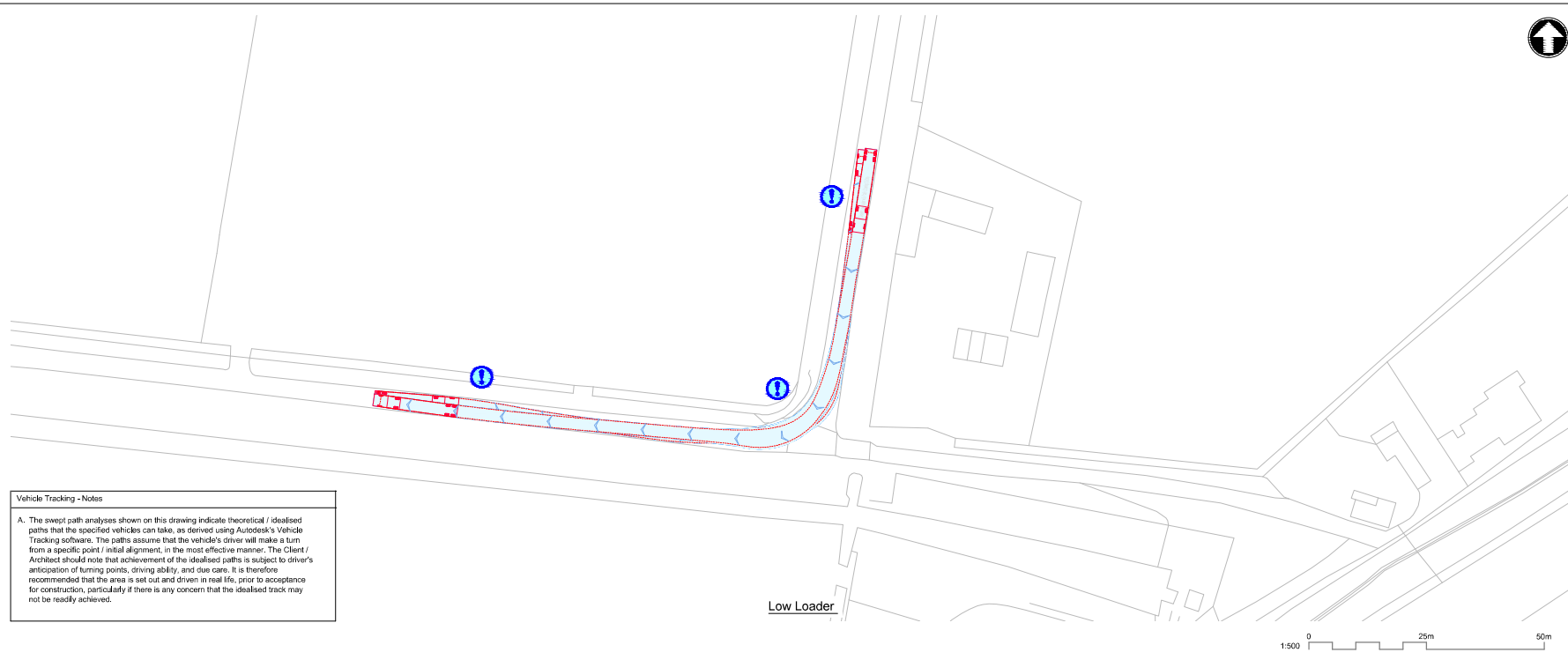


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Burgess's Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

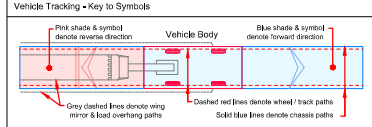
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



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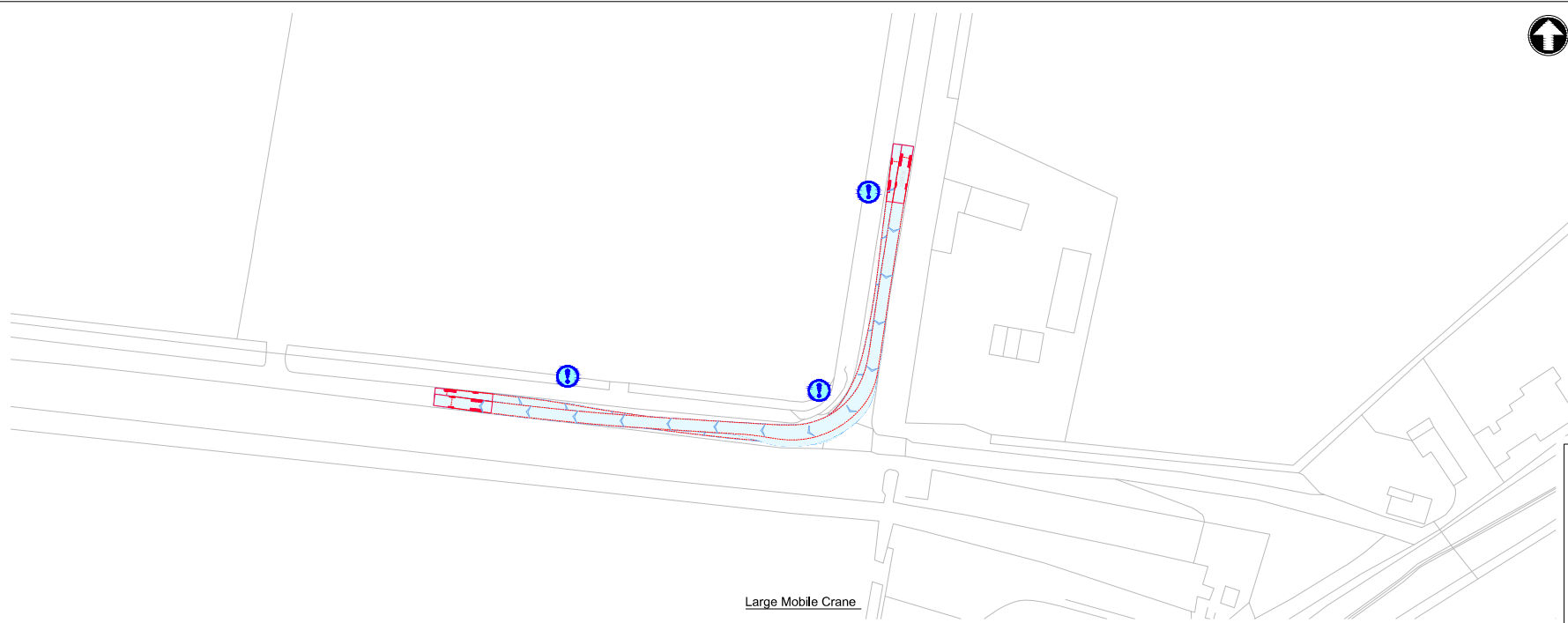
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**Vehicle Tracking - Vehicle Details**

|   |  |  |  |
|---|--|--|--|
| <p>Overall Length with Trailer (steering 180°)</p> <p>Overall Width</p> <p>Overall Body Height</p> <p>Max Body Ground Clearance</p> <p>Lock to Lock time</p> <p>Kerb to Kerb Turning Radius</p> | <p>24.60m</p> <p>7.97m</p> <p>3.40m</p> <p>0.30m</p> <p>6.07m</p> <p>6.00m</p> | <p>Overall Length</p> <p>Overall Width</p> <p>Overall Body Height</p> <p>Max Body Ground Clearance</p> <p>Lock to Lock time</p> <p>Kerb to Kerb Turning Radius</p> | <p>12.30m</p> <p>2.43m</p> <p>3.30m</p> <p>0.40m</p> <p>6.07m</p> <p>6.00m</p> |
|---|--|--|--|

|  |   |  |   |
|--|---|--|---|
| <p>Overall Length</p> <p>Overall Width</p> <p>Overall Body Height</p> <p>Max Body Ground Clearance</p> <p>Lock to Lock time</p> <p>Kerb to Kerb Turning Radius</p> | <p>10.07m</p> <p>2.85m</p> <p>3.55m</p> <p>0.37m</p> <p>5.57m</p> <p>11.55m</p> | <p>Overall Length</p> <p>Overall Width</p> <p>Overall Body Height</p> <p>Max Body Ground Clearance</p> <p>Lock to Lock time</p> <p>Kerb to Kerb Turning Radius</p> | <p>4.80m</p> <p>1.93m</p> <p>1.90m</p> <p>0.20m</p> <p>4.00m</p> <p>4.00m</p> |
|--|---|--|---|



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

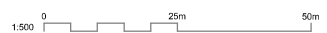
|     |            |       |                                |       |       |
|-----|------------|-------|--------------------------------|-------|-------|
| P1  | 01/07/2022 | M/F   | Draft for Discussion / Review. | M/F   | M/F   |
| Rev | Date       | Drawn | Description                    | CHK'd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



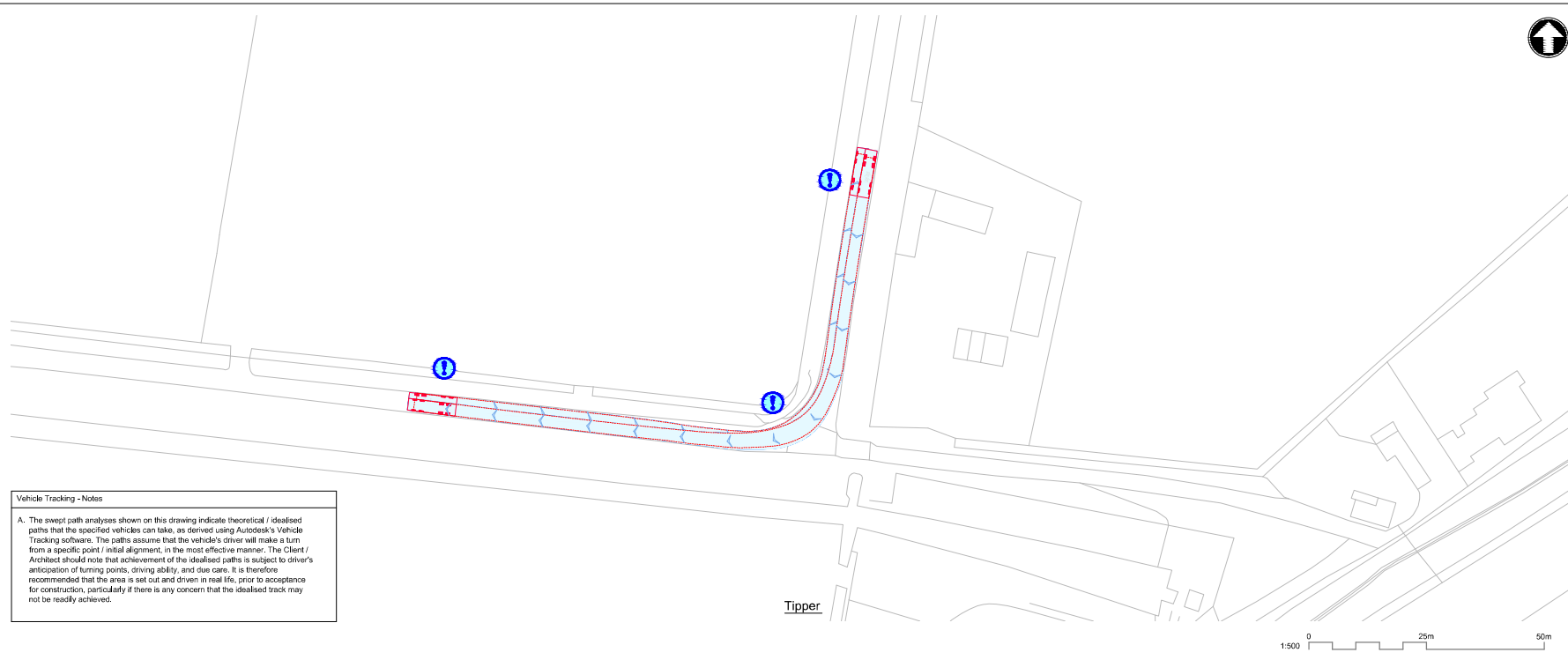
**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Bannold Rd - Long Drive  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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



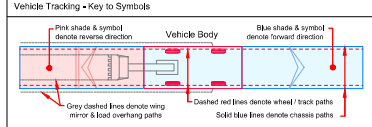




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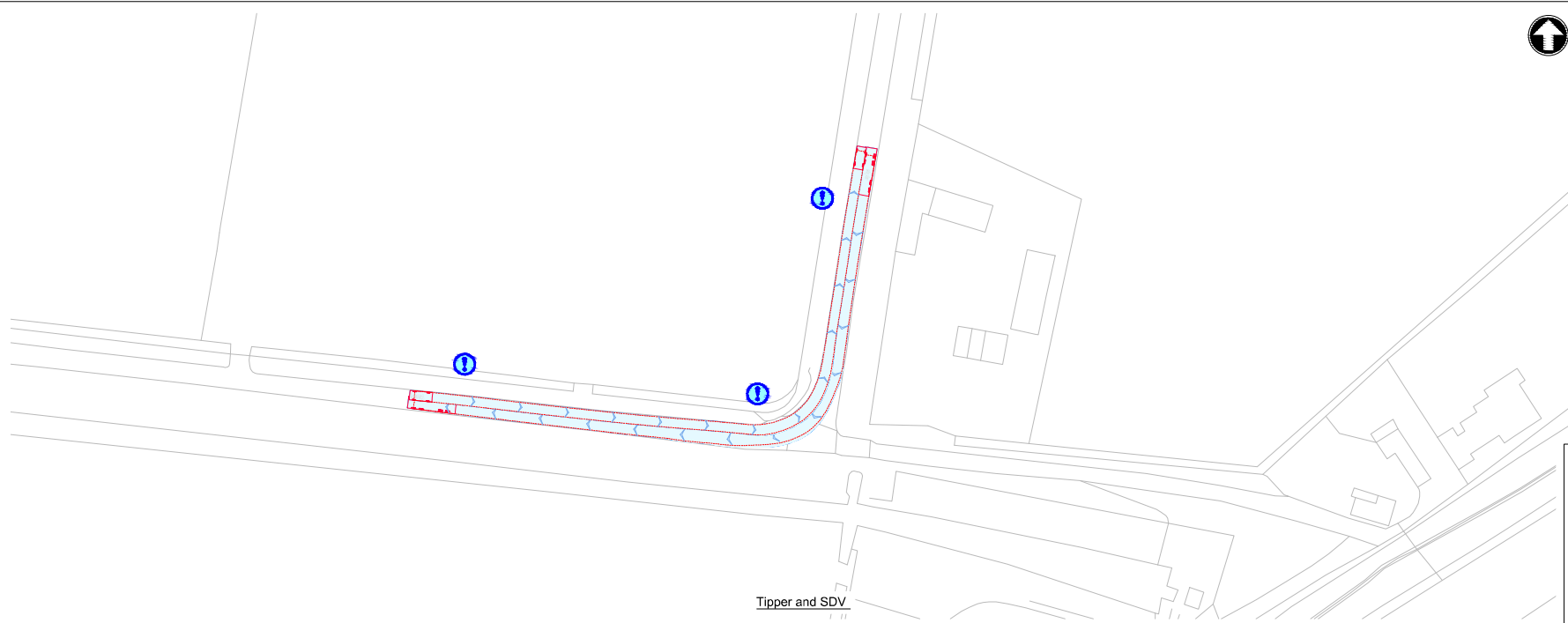
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  15. DRAWING MUST BE READ IN COLOUR



**Vehicle Tracking - Vehicle Details**

|  |   |
|--|---|
|  |   |
| Overall Length with Trailer Steering (180°) 24.60m<br>Overall Width 2.40m<br>Overall Body Height 2.40m<br>Max Body Ground Clearance 0.30m<br>Max. Track Overlap 0.20m<br>Lock to Lock time 6.00m<br>Kerb to Kerb Turning Radius 10.00m | Overall Length 12.00m<br>Overall Width 2.40m<br>Overall Body Height 2.40m<br>Max Body Ground Clearance 0.30m<br>Max. Track Overlap 0.20m<br>Lock to Lock time 6.00m<br>Kerb to Kerb Turning Radius 10.00m |

|  |   |
|--|---|
|  |   |
| Overall Length 10.00m<br>Overall Width 2.85m<br>Overall Body Height 2.85m<br>Max Body Ground Clearance 0.30m<br>Max. Track Overlap 0.20m<br>Lock to Lock time 11.50m | Overall Length 4.50m<br>Overall Width 1.90m<br>Overall Body Height 1.90m<br>Max Body Ground Clearance 0.30m<br>Max. Track Overlap 0.20m<br>Lock to Lock time 4.00m<br>Kerb to Kerb Turning Radius 6.00m |



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

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

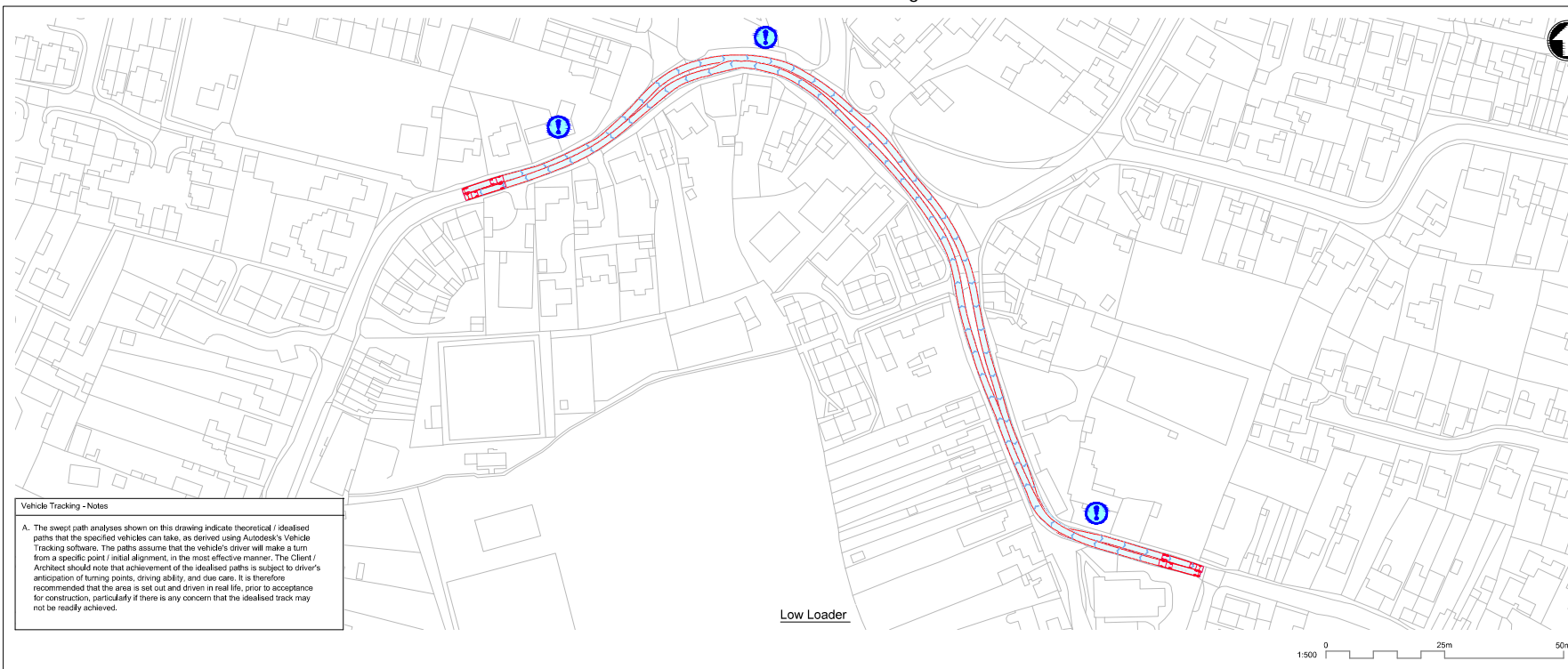


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Bannold Rd - Long Drive  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

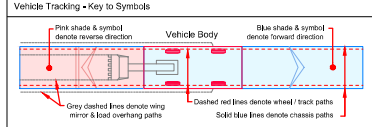
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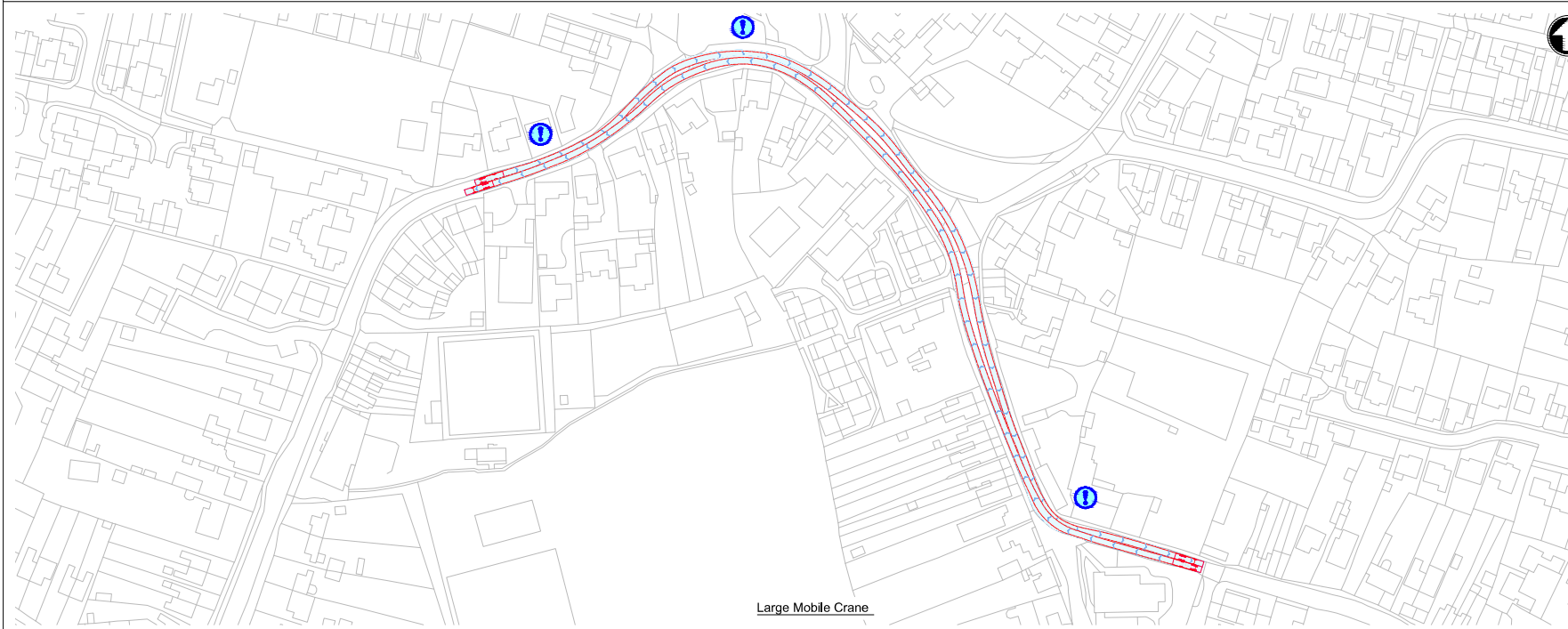
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- 15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**

| Dimension                   | Low Loader with Trailer (Steering 1820mm) | Large Mobile Crane |
|-----------------------------|---|--------------------|
| Overall Length              | 7,910mm                                   | 12,300mm           |
| Overall Width               | 2,940mm                                   | 2,410mm            |
| Overall Body Height         | 3,410mm                                   | 3,300mm            |
| Min. Body Ground Clearance  | 230mm                                     | 400mm              |
| Max. Body Height            | 6,070mm                                   | 6,070mm            |
| Load to back line           | 6,070mm                                   | 6,070mm            |
| Kerb to Kerb Turning Radius | 6,030mm                                   | 10,000mm           |

| Dimension                   | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length              | 10,070mm     | 4,600mm                       |
| Overall Width               | 2,850mm      | 2,000mm                       |
| Overall Body Height         | 3,510mm      | 2,900mm                       |
| Min. Body Ground Clearance  | 250mm        | 210mm                         |
| Max. Body Height            | 6,070mm      | 6,070mm                       |
| Load to back line           | 6,070mm      | 4,020mm                       |
| Kerb to Kerb Turning Radius | 11,550mm     | 6,000mm                       |



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

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

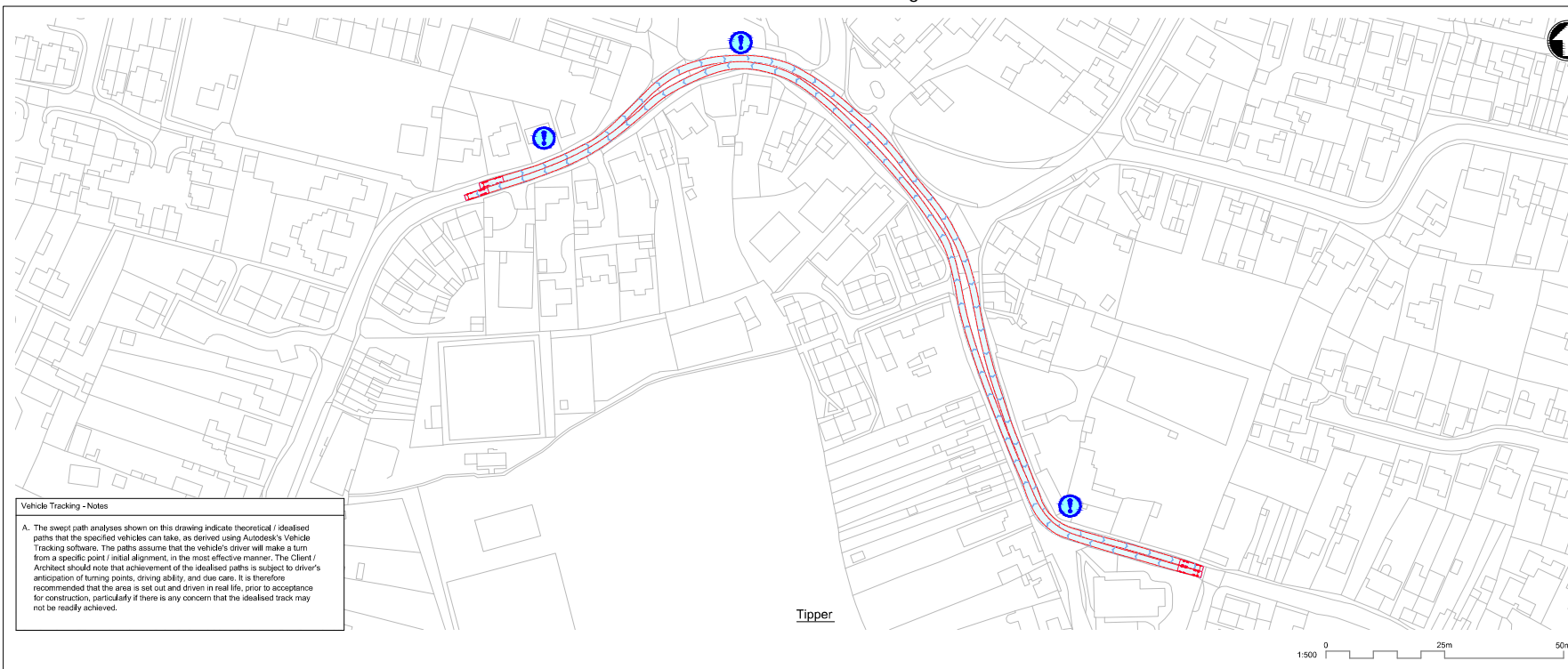


Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Cambridge Rd - Chapel St - Station Rd  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

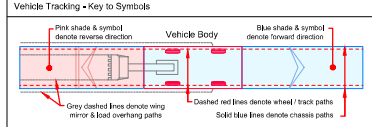
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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

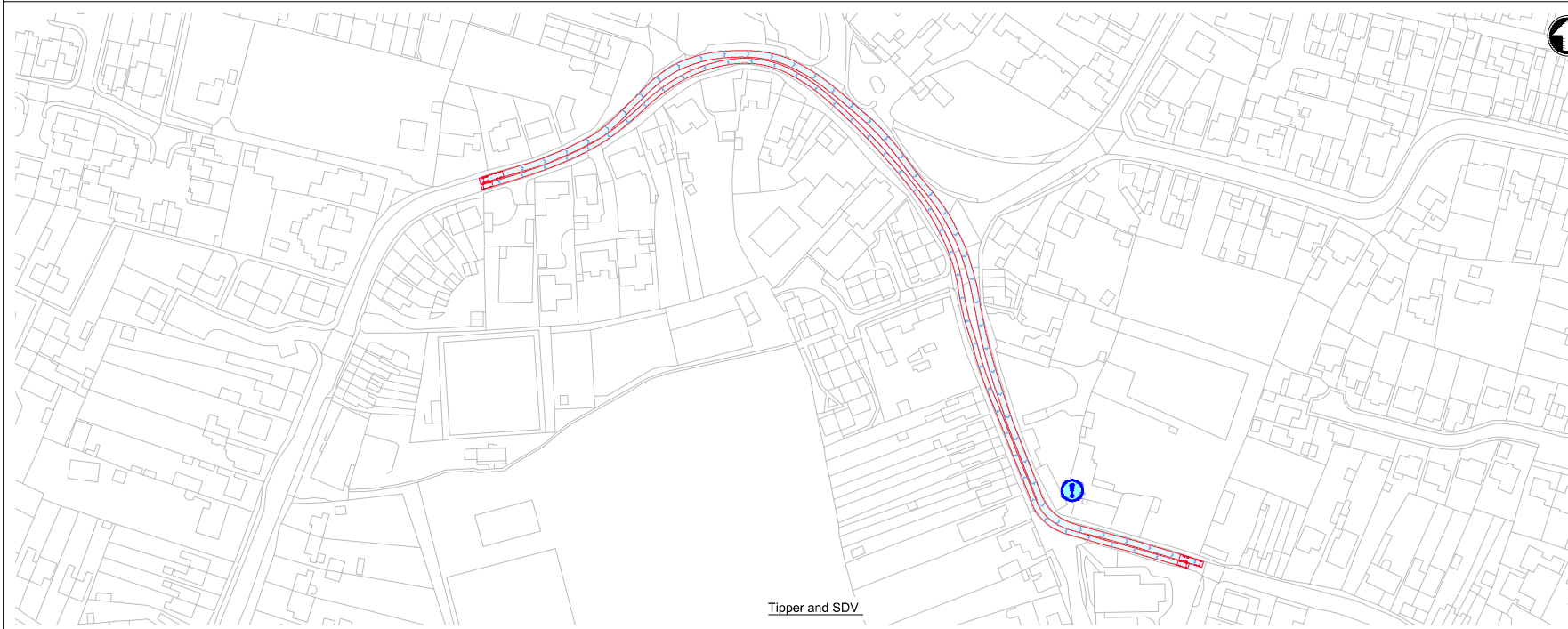
- Notes**
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- 15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**

| Dimension                   | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length              | 7.975m       | 12.200m                       |
| Overall Width               | 2.640m       | 2.430m                        |
| Overall Body Height         | 3.430m       | 3.350m                        |
| Max Body Ground Clearance   | 0.320m       | 0.400m                        |
| Max Wheel                   | 6.07m        | 2.500m                        |
| Lock to Lock time           | 6.07m        | 6.07m                         |
| Kerb to Kerb Turning Radius | 6.07m        | 10.000m                       |

| Dimension                   | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length              | 10.070m      | 4.600m                        |
| Overall Width               | 2.650m       | 2.330m                        |
| Overall Body Height         | 3.570m       | 3.350m                        |
| Max Body Ground Clearance   | 0.270m       | 0.300m                        |
| Max Wheel                   | 11.550m      | 6.070m                        |
| Lock to Lock time           | 6.07m        | 6.07m                         |
| Kerb to Kerb Turning Radius | 11.550m      | 6.070m                        |



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

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

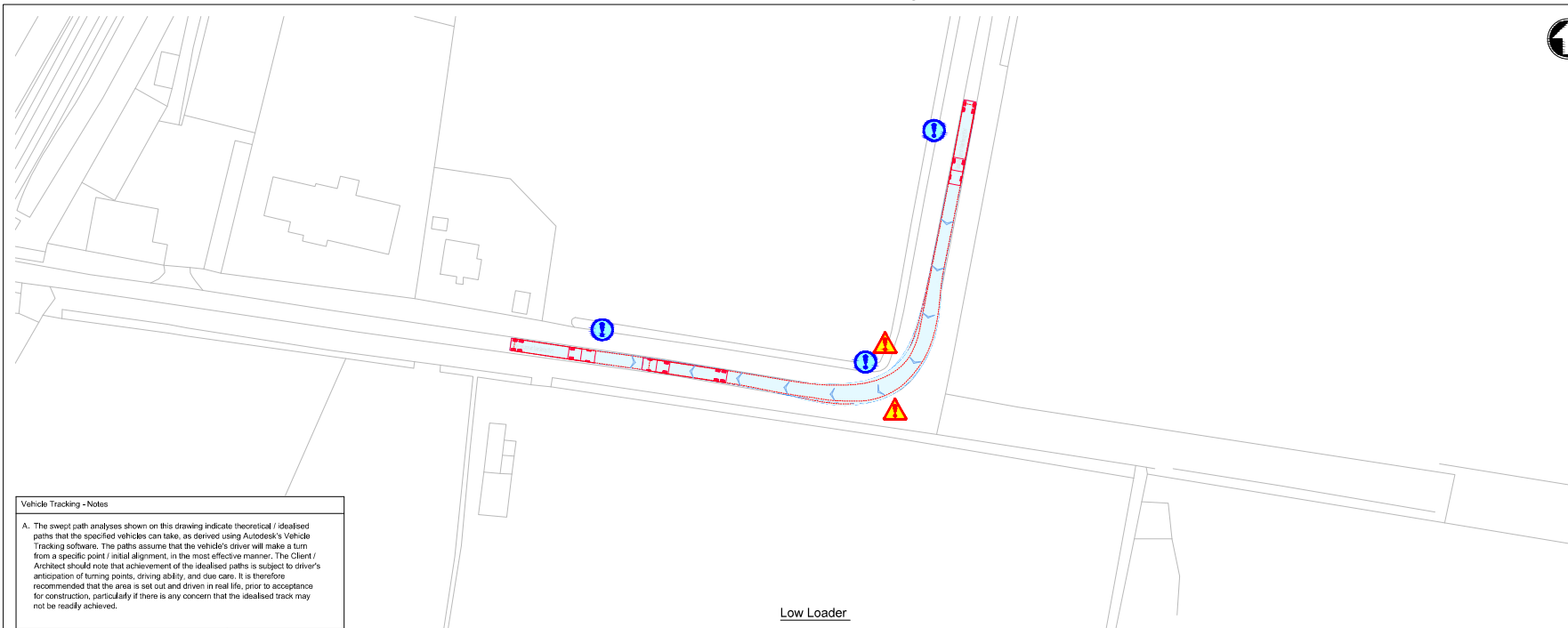


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Cambridge Rd - Chapel St - Station Rd  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

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



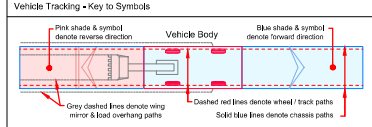
**Vehicle Tracking - Notes**

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Low Loader

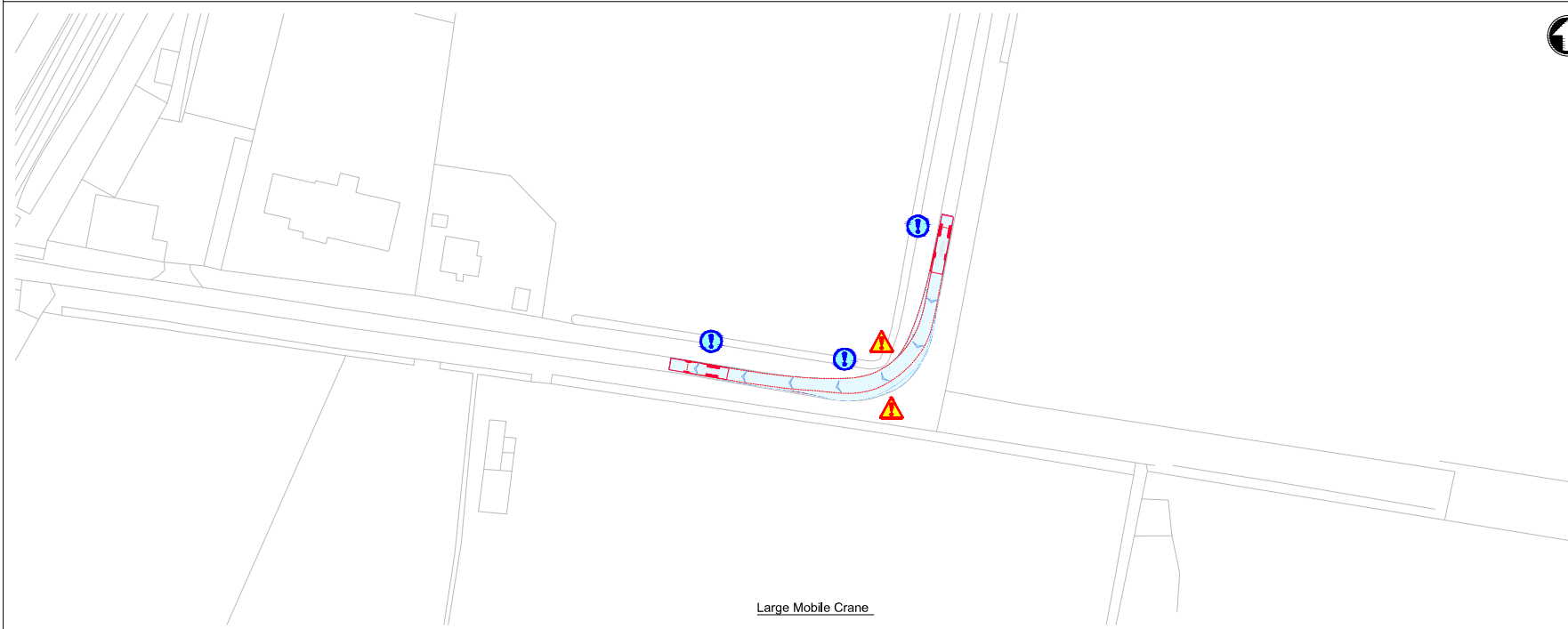
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**15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**

| Vehicle Type                                     | Overall Length | Overall Width | Overall Height | Max Body Overall Clearance | Max Body Overall Clearance | Max Body Overall Clearance | Lock to Lock line | Kerb to Kerb Turning Radius |
|--|----------------|---------------|----------------|----------------------------|----------------------------|----------------------------|-------------------|-----------------------------|
| General Low Loader with Trailer Steering (1620m) | 24.60m         | 2.40m         | 3.20m          | 2.00m                      | 2.00m                      | 2.00m                      | 6.00m             | 10.00m                      |
| Large Mobile Crane                               | 12.30m         | 2.40m         | 3.20m          | 2.00m                      | 2.00m                      | 2.00m                      | 6.00m             | 10.00m                      |
| Large Tipper                                     | 10.00m         | 2.40m         | 3.20m          | 2.00m                      | 2.00m                      | 2.00m                      | 6.00m             | 10.00m                      |
| Standard Design Vehicle (SDV)                    | 4.80m          | 2.00m         | 2.00m          | 1.50m                      | 1.50m                      | 1.50m                      | 4.00m             | 6.00m                       |



Large Mobile Crane

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

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

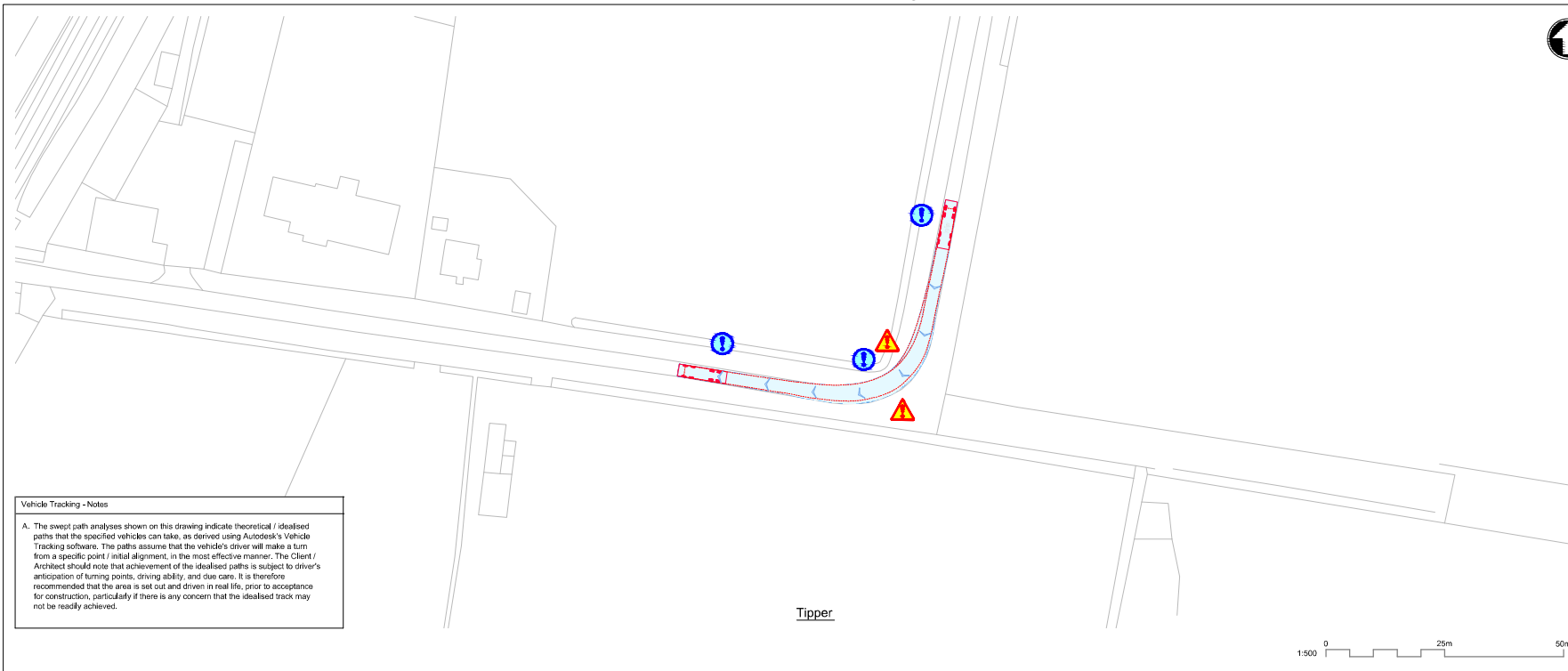


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Burgess's Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

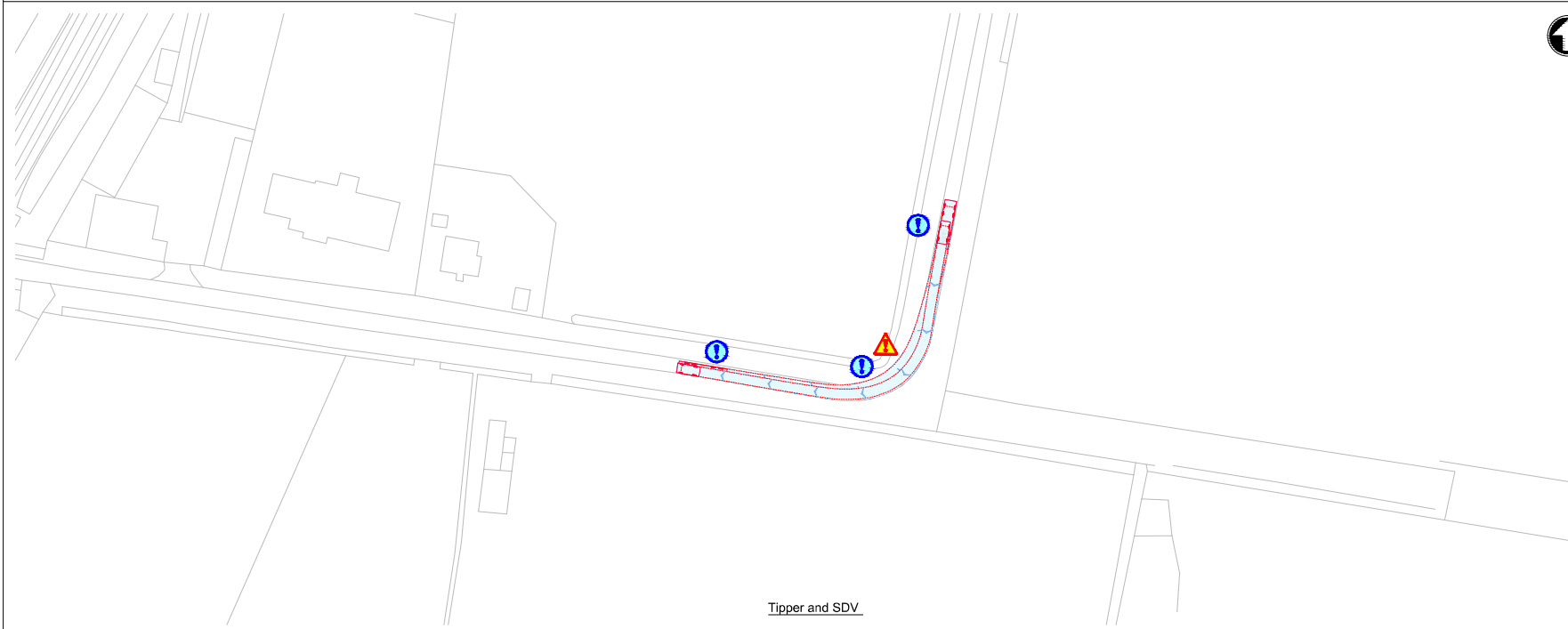
| Scale at A1 | Status | Rev | Security |
|-------------|--------|-----|----------|
| 1:500       | PRE    | P1  | STD      |

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

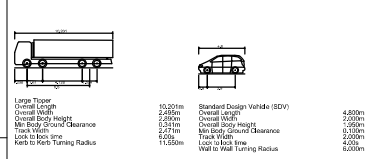
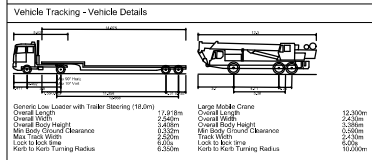
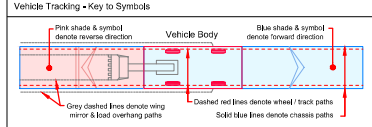


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  15. DRAWING MUST BE READ IN COLOUR



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

|     |            |       |                                |       |       |
|-----|------------|-------|--------------------------------|-------|-------|
| P1  | 2023/07/10 | M/F   | Draft for Discussion / Review. | M/F   | M/F   |
| Rev | Date       | Drawn | Description                    | CHK'd | App'd |

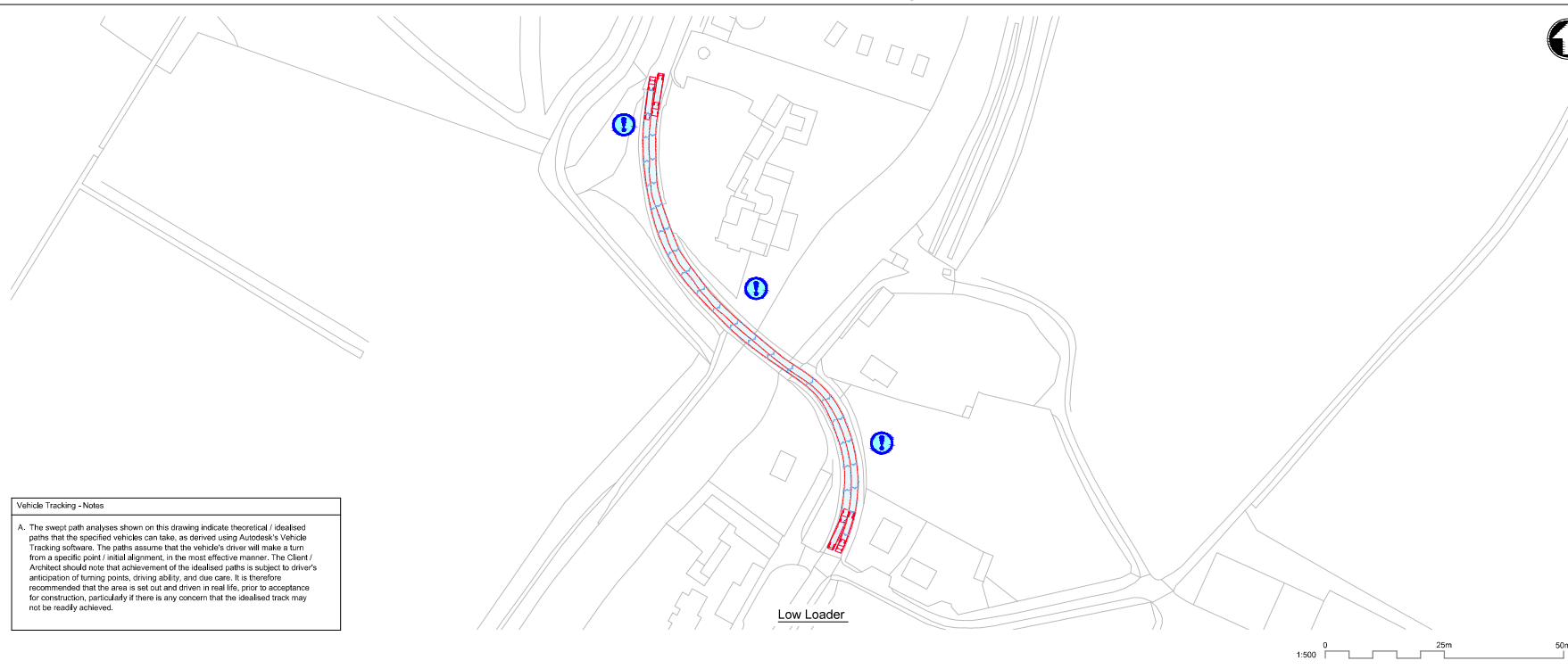


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Burgess's Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

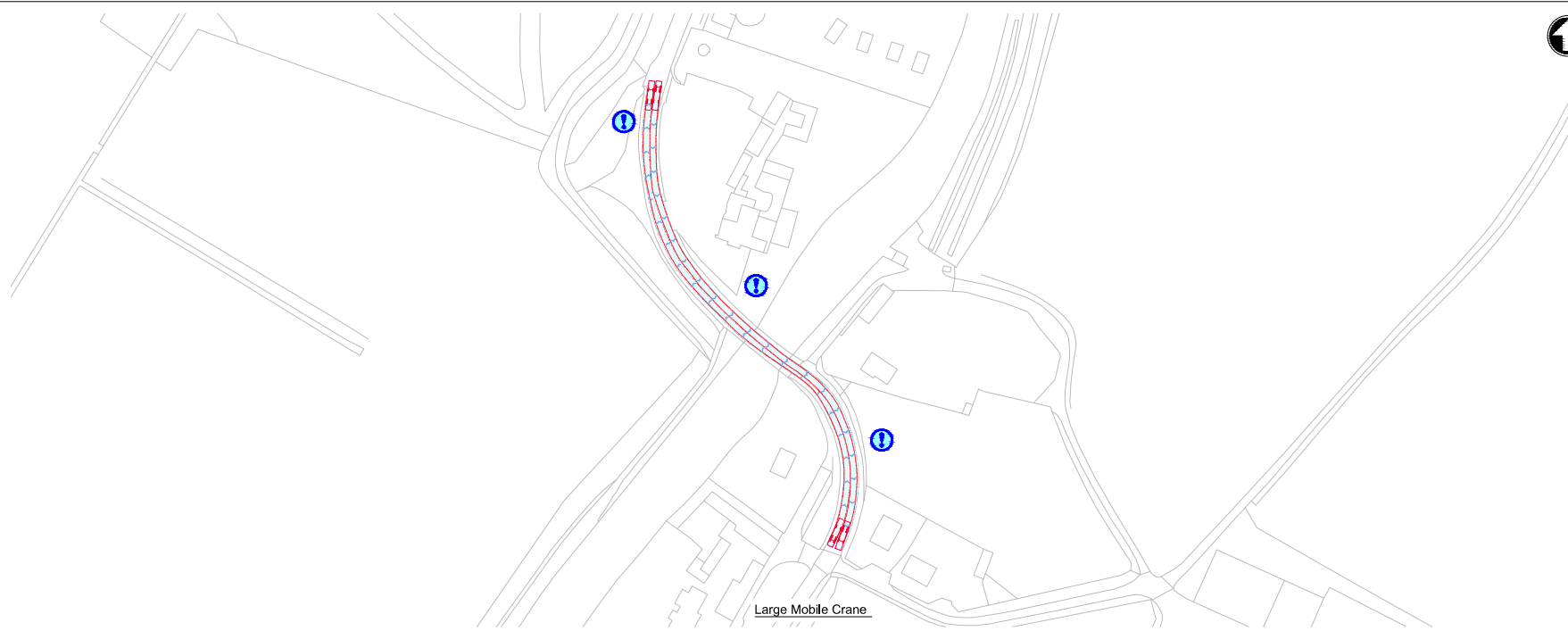
Drawing Number  
**102375-MMD-01-XX-DR-C-DRAFT**



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Low Loader

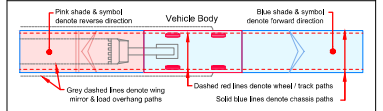


Large Mobile Crane



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



**Vehicle Tracking - Vehicle Details**

|   |  |  |
|---|--|--|
|   |  |  |
| <p>Container Low Loader with Trailer (1620m)</p> <p>Overall Length 24.60m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Rear Overhang 6.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.30m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Rear Overhang 6.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 10.00m</p> |  |

|  |   |  |
|--|---|--|
|  |   |  |
| <p>Large Tipper</p> <p>Overall Length 10.00m</p> <p>Overall Width 2.40m</p> <p>Overall Body Height 2.40m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Rear Overhang 6.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 11.50m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m</p> <p>Overall Width 2.00m</p> <p>Overall Body Height 1.90m</p> <p>Min Body Ground Clearance 0.30m</p> <p>Max. Rear Overhang 2.00m</p> <p>Lock to Lock time 4.00m</p> <p>Kerb to Kerb Turning Radius 6.00m</p> |  |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

|     |            |       |                                |       |       |
|-----|------------|-------|--------------------------------|-------|-------|
| P1  | 15/07/2022 | MF    | Draft for Discussion / Review. | MF    | MF    |
| Rev | Date       | Drawn | Description                    | CHK'd | App'd |

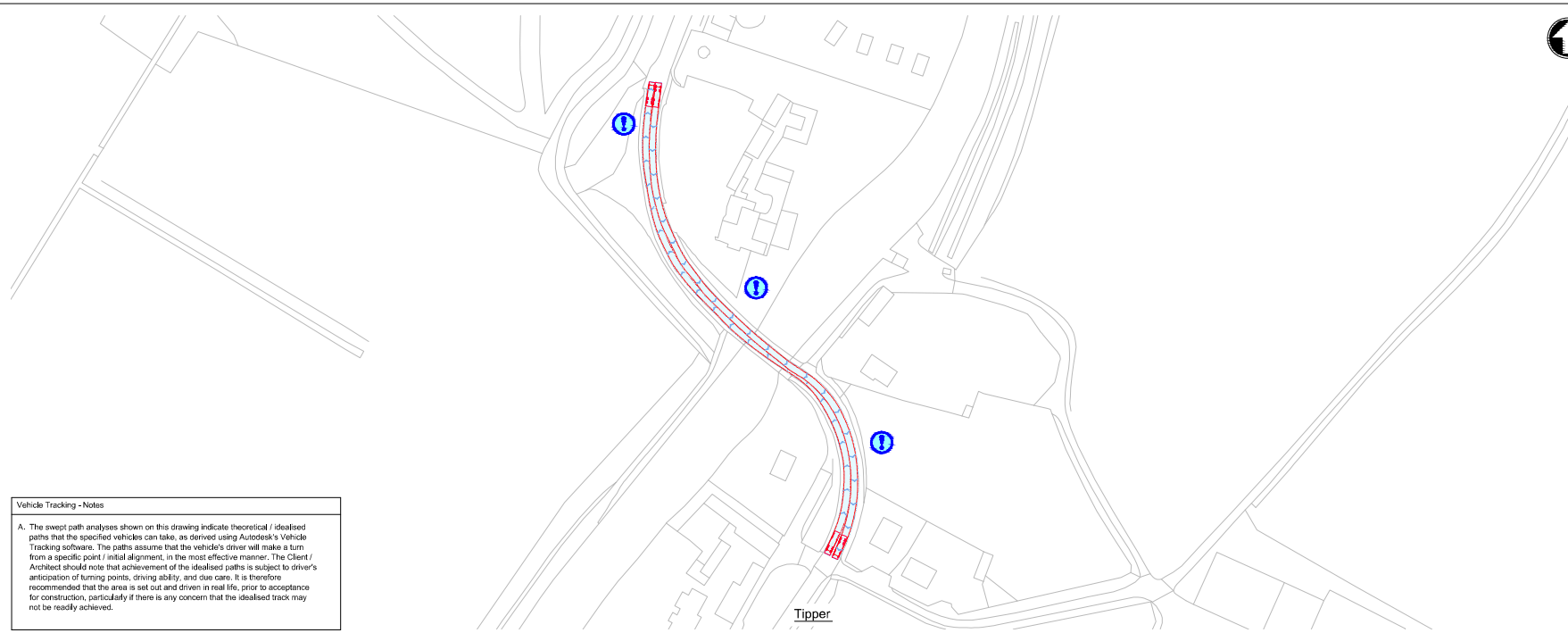


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Clayhithe Bridge  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

|           |           |    |              |   |
|-----------|-----------|----|--------------|---|
| 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      |

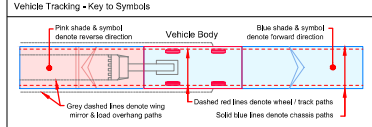
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



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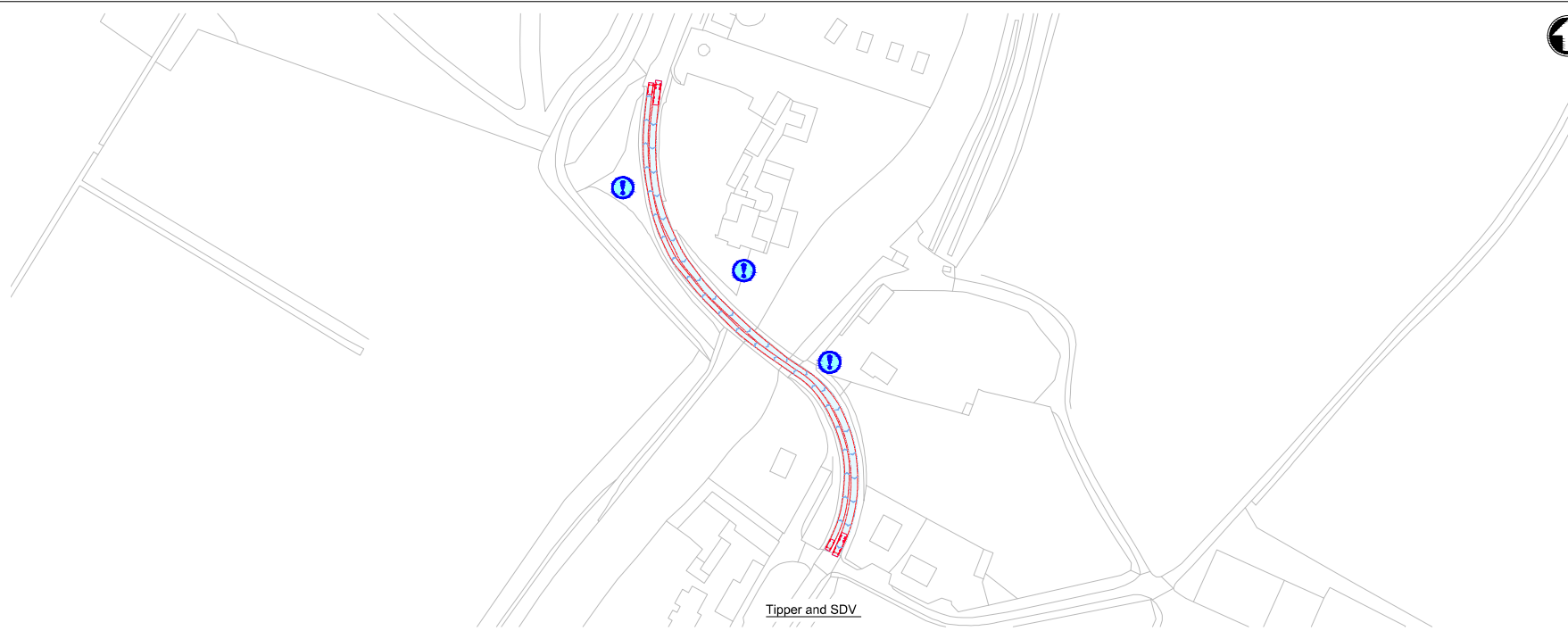
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  15. DRAWING MUST BE READ IN COLOUR



**Vehicle Tracking - Vehicle Details**

|  |  |
|--|--|
| <p>Containerised Low Loader with Trailer Steering (1620m)</p>  | <p>Large Mobile Crane</p>  |
| <p>Overall Length 24.60m<br/>Overall Width 2.90m<br/>Overall Body Height 3.40m<br/>Min Body Ground Clearance 0.30m<br/>Max. Track Sp. 6.00m<br/>Lock to Lock time 4.00m<br/>Kerb to Kerb Turning Radius 10.00m</p> | <p>Overall Length 12.30m<br/>Overall Width 2.40m<br/>Overall Body Height 3.30m<br/>Min Body Ground Clearance 0.20m<br/>Max. Track Sp. 6.00m<br/>Lock to Kerb Radius 10.00m</p> |

|  |  |
|--|--|
| <p>Large Tipper</p>  | <p>Standard Design Vehicle (SDV)</p>   |
| <p>Overall Length 10.00m<br/>Overall Width 2.85m<br/>Overall Body Height 3.50m<br/>Min Body Ground Clearance 0.20m<br/>Max. Track Sp. 11.50m<br/>Lock to Lock time 4.00m<br/>Kerb to Kerb Turning Radius 8.00m</p> | <p>Overall Length 4.80m<br/>Overall Width 2.00m<br/>Overall Body Height 2.90m<br/>Min Body Ground Clearance 0.20m<br/>Max. Track Sp. 6.00m<br/>Lock to Lock time 4.00m<br/>Kerb to Kerb Turning Radius 8.00m</p> |



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

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

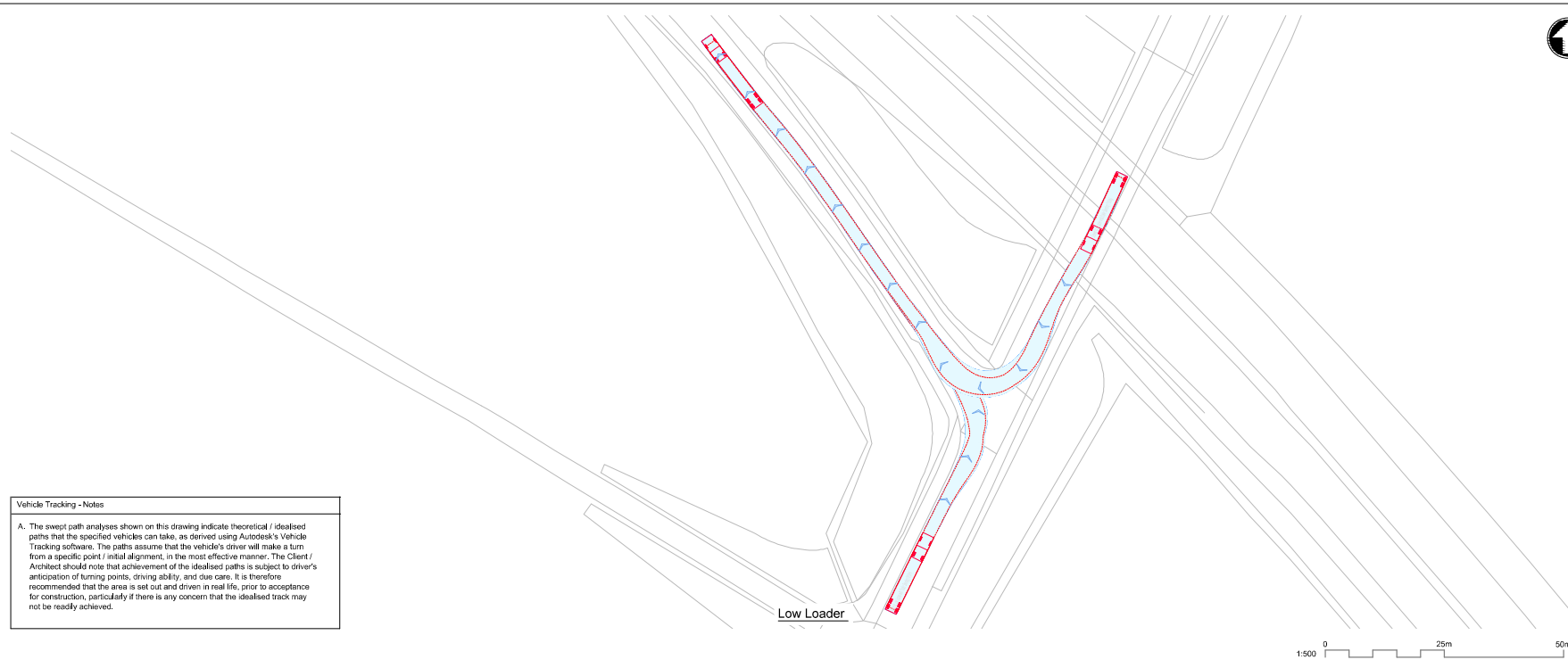


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Clayhithe Bridge  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

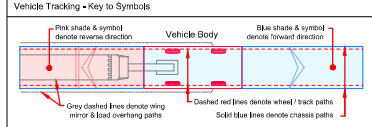
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



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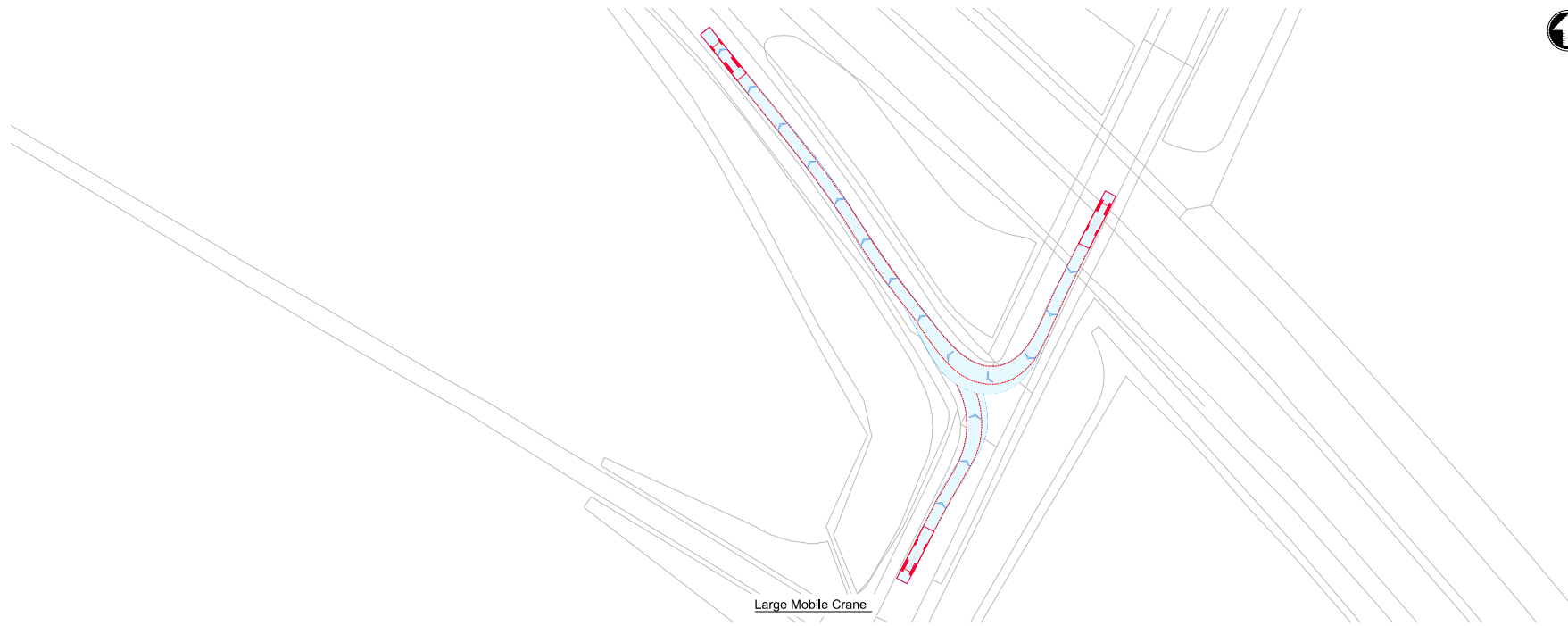
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  11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
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  13. The proposal requires third party land to be constructed. The extent of the land take is to be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



**Vehicle Tracking - Vehicle Details**

|   |   |
|---|---|
|   |   |
| Overall Length<br>24600mm<br>Overall Width<br>24600mm<br>Overall Body Height<br>24300mm<br>Min Body Ground Clearance<br>23200mm<br>Max. Track Spacing<br>6200mm<br>Lock to Lock Time<br>6200mm<br>Kerb to Kerb Turning Radius<br>6200mm | Overall Length<br>12300mm<br>Overall Width<br>24300mm<br>Overall Body Height<br>24300mm<br>Min Body Ground Clearance<br>23200mm<br>Max. Track Spacing<br>6200mm<br>Lock to Lock Time<br>6200mm<br>Kerb to Kerb Turning Radius<br>6200mm |

|  |  |
|--|--|
|  |  |
| Overall Length<br>10,000mm<br>Overall Width<br>2,850mm<br>Overall Body Height<br>2,850mm<br>Min Body Ground Clearance<br>2,570mm<br>Max. Track Spacing<br>11,550mm<br>Lock to Lock Time<br>4,200mm<br>Kerb to Kerb Turning Radius<br>4,200mm | Overall Length<br>4,800mm<br>Overall Width<br>2,000mm<br>Overall Body Height<br>2,000mm<br>Min Body Ground Clearance<br>1,700mm<br>Max. Track Spacing<br>4,200mm<br>Lock to Lock Time<br>4,200mm<br>Kerb to Kerb Turning Radius<br>4,200mm |



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

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



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

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

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

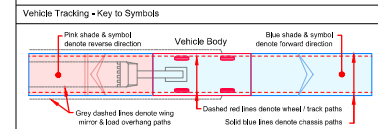
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



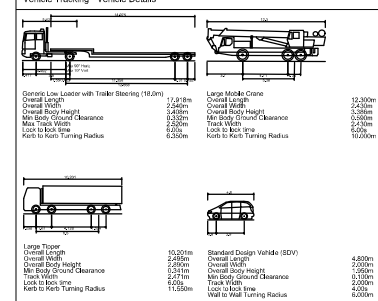


- Notes**
1. Do not scale from this drawing.
  2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
  3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
  4. This drawing has been prepared for the initial high level engineering study for the CWWTW project.
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  6. The information is preliminary and subject to further detailed design.
  7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
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  14. This drawing should be read in conjunction with the Technical Memo, Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

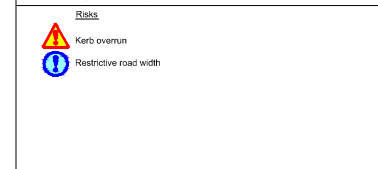
**15. DRAWING MUST BE READ IN COLOUR**



**Vehicle Tracking - Vehicle Details**



**Vehicle Tracking - Risks & Compliance**



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

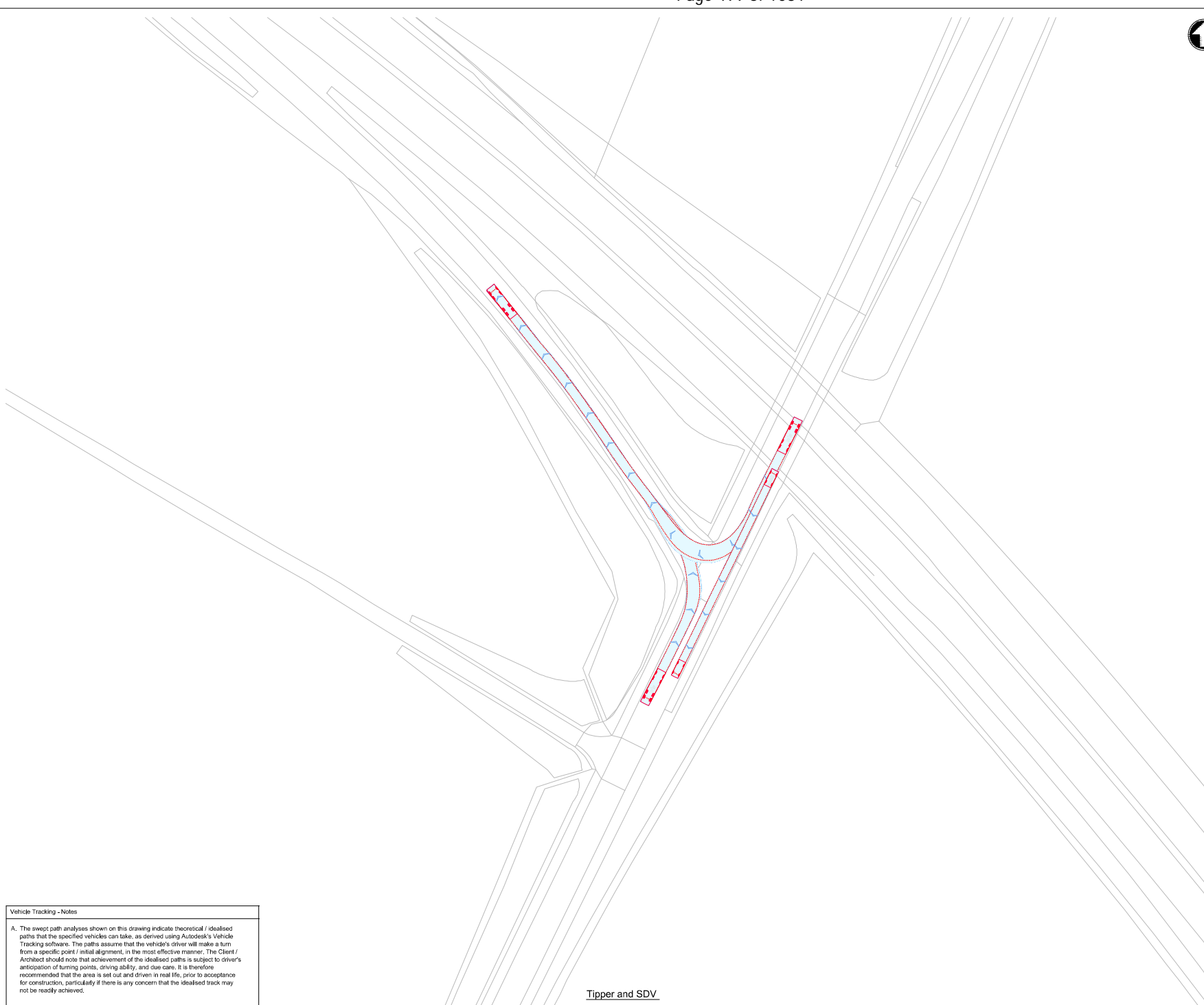


Title  
**Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 B1047 - A14 Junction 34  
 Highways GA, Visibility Splay and  
 Vehicle Tracking**

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

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

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

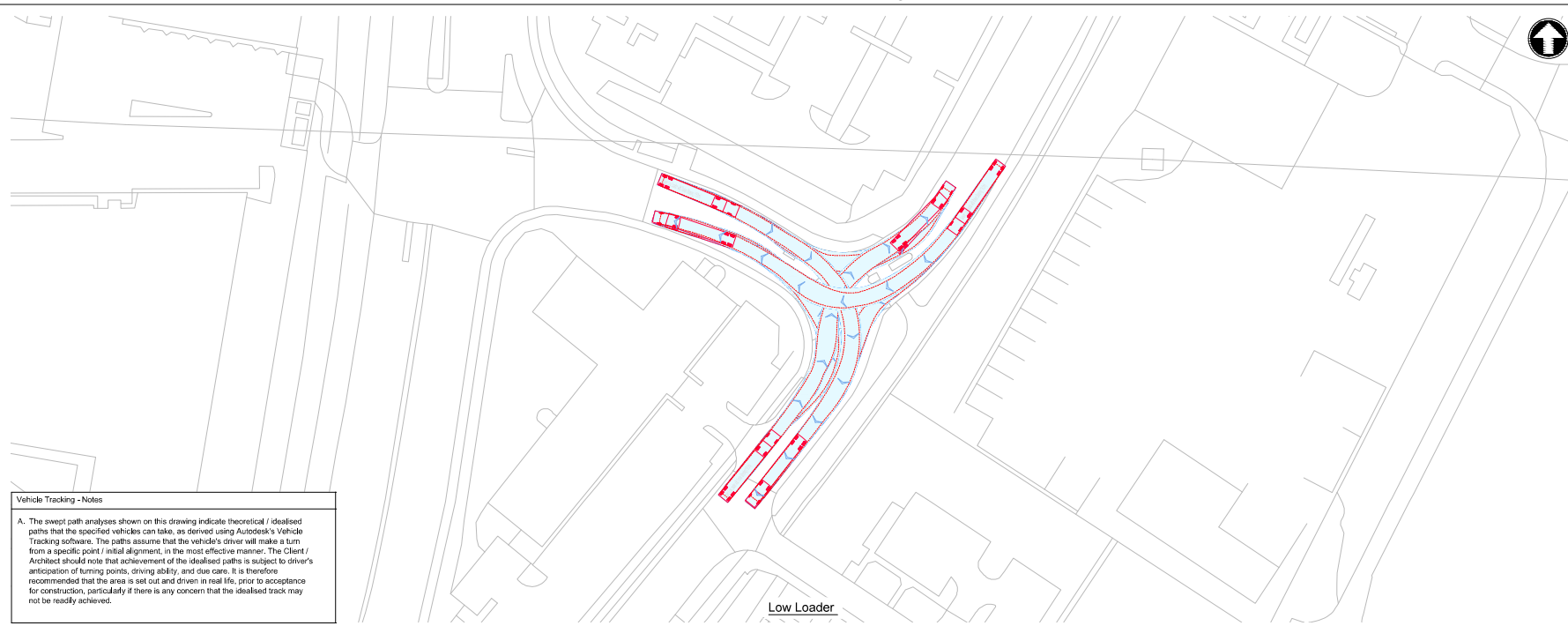


**Vehicle Tracking - Notes**

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.

Tipper and SDV

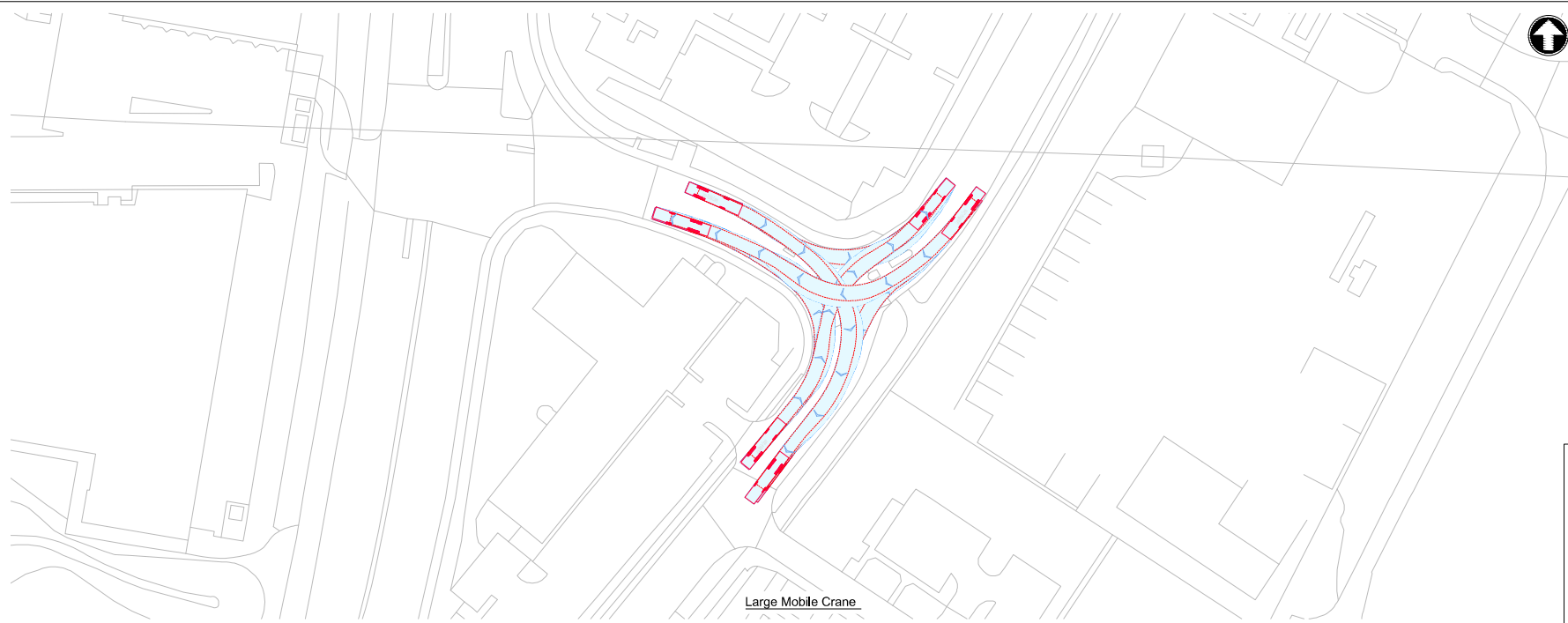




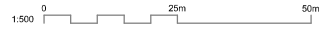
**Vehicle Tracking - Notes**

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

Low Loader

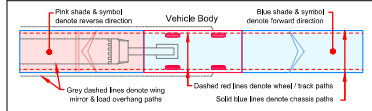


Large Mobile Crane



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

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



**Vehicle Tracking - Vehicle Details**

|   |   |
|---|---|
|   |   |
| <p>General Low Loader with Trailer (1620m)</p> <p>Overall Length 24.60m<br/>Overall Width 2.40m<br/>Overall Body Height 2.40m<br/>Min Body Ground Clearance 0.20m<br/>Max. Rear Overhang 6.00m<br/>Lock to Lock time 6.00m<br/>Kerb to Kerb Turning Radius 16.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.20m<br/>Overall Width 2.40m<br/>Overall Body Height 2.40m<br/>Min Body Ground Clearance 0.20m<br/>Lock to Lock time 6.00m<br/>Kerb to Kerb Turning Radius 16.00m</p> |

|   |  |
|---|--|
|   |  |
| <p>Large Tipper</p> <p>Overall Length 16.00m<br/>Overall Width 2.85m<br/>Overall Body Height 2.50m<br/>Min Body Ground Clearance 0.20m<br/>Lock to Lock time 11.50m<br/>Kerb to Kerb Turning Radius 4.00m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m<br/>Overall Width 1.90m<br/>Overall Body Height 1.90m<br/>Min Body Ground Clearance 0.20m<br/>Lock to Lock time 4.00m<br/>Kerb to Kerb Turning Radius 4.00m</p> |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

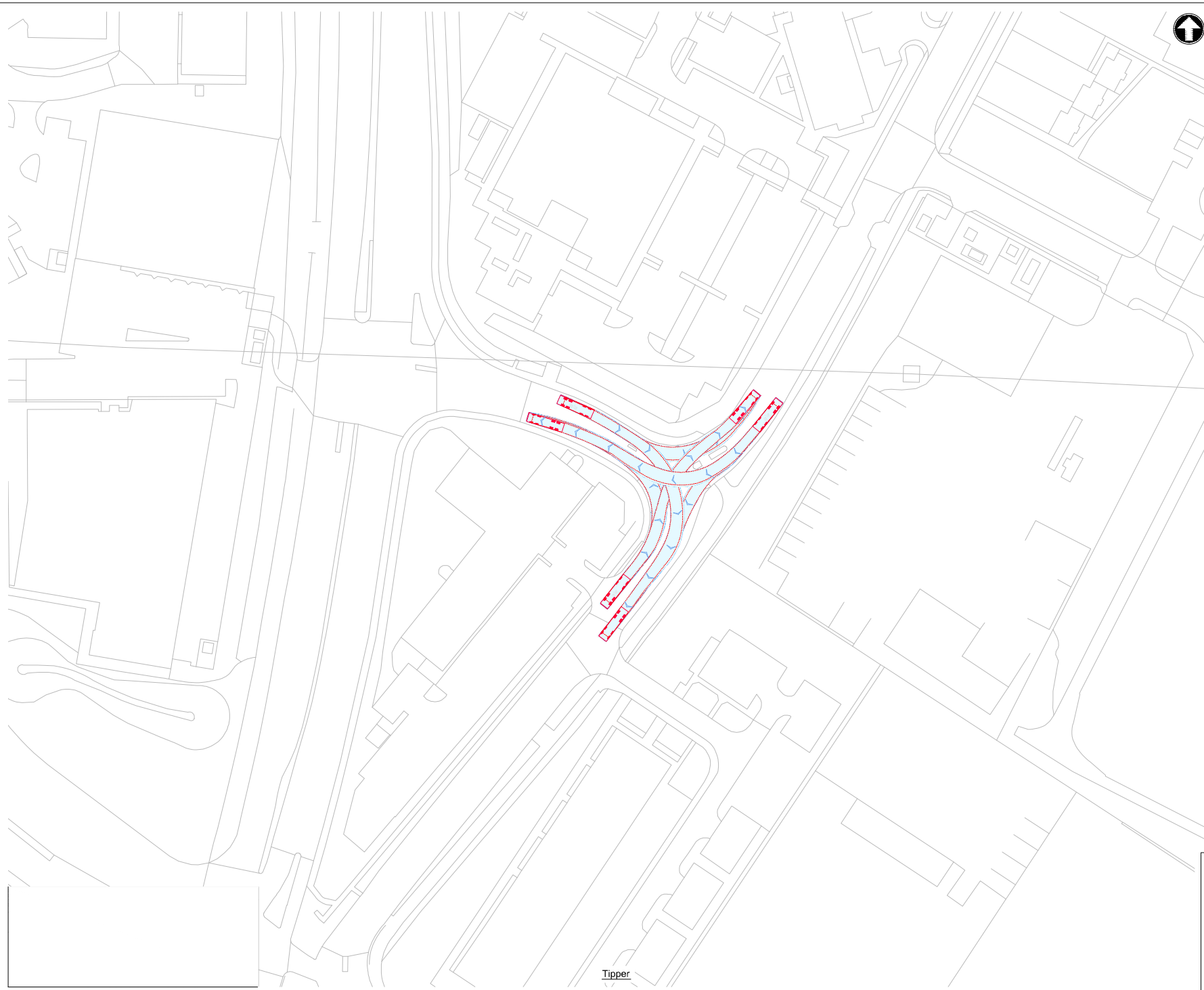


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Cowley Rd Junction  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

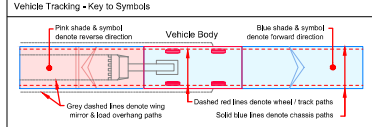
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



Tipper



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



Vehicle Tracking - Vehicle Details

|  |        |                             |         |
|--|--------|-----------------------------|---------|
| Overall Low Loader with Trailer (Steering 1820m) | 2460m  | Large Mobile Crane          | 12.200m |
| Overall Length                                   | 7.910m | Overall Length              | 2.240m  |
| Overall Width                                    | 2.460m | Overall Width               | 2.240m  |
| Overall Body Height                              | 3.400m | Overall Body Height         | 3.300m  |
| Min Body Ground Clearance                        | 0.300m | Min Body Ground Clearance   | 0.300m  |
| Max. Track Width                                 | 2.500m | Max. Track Width            | 2.500m  |
| Lock to Lock Time                                | 6.00m  | Lock to Lock Time           | 6.00m   |
| Kerb to Kerb Turning Radius                      | 6.000m | Kerb to Kerb Turning Radius | 10.000m |

|                             |         |                               |        |
|-----------------------------|---------|-------------------------------|--------|
| Large Tipper                | 10.000m | Standard Design Vehicle (SDV) | 4.600m |
| Overall Width               | 2.460m  | Overall Width                 | 2.240m |
| Overall Body Height         | 3.400m  | Overall Body Height           | 3.300m |
| Min Body Ground Clearance   | 0.300m  | Min Body Ground Clearance     | 0.300m |
| Max. Track Width            | 2.500m  | Max. Track Width              | 2.500m |
| Kerb to Kerb Turning Radius | 11.500m | Lock to Lock Time             | 6.000m |
|                             |         | Vehicle Wheel Turning Radius  | 6.000m |

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

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

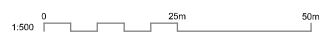


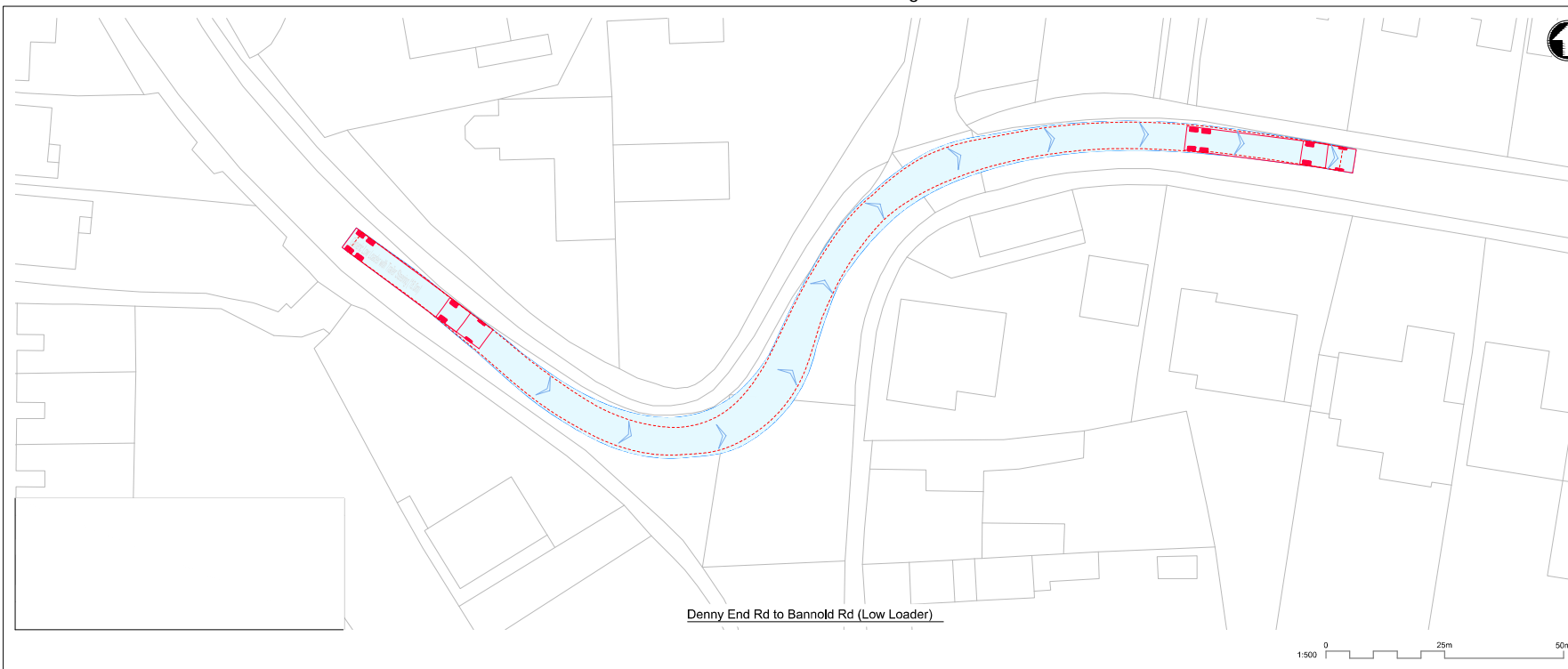
Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Cowley Rd Junction  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

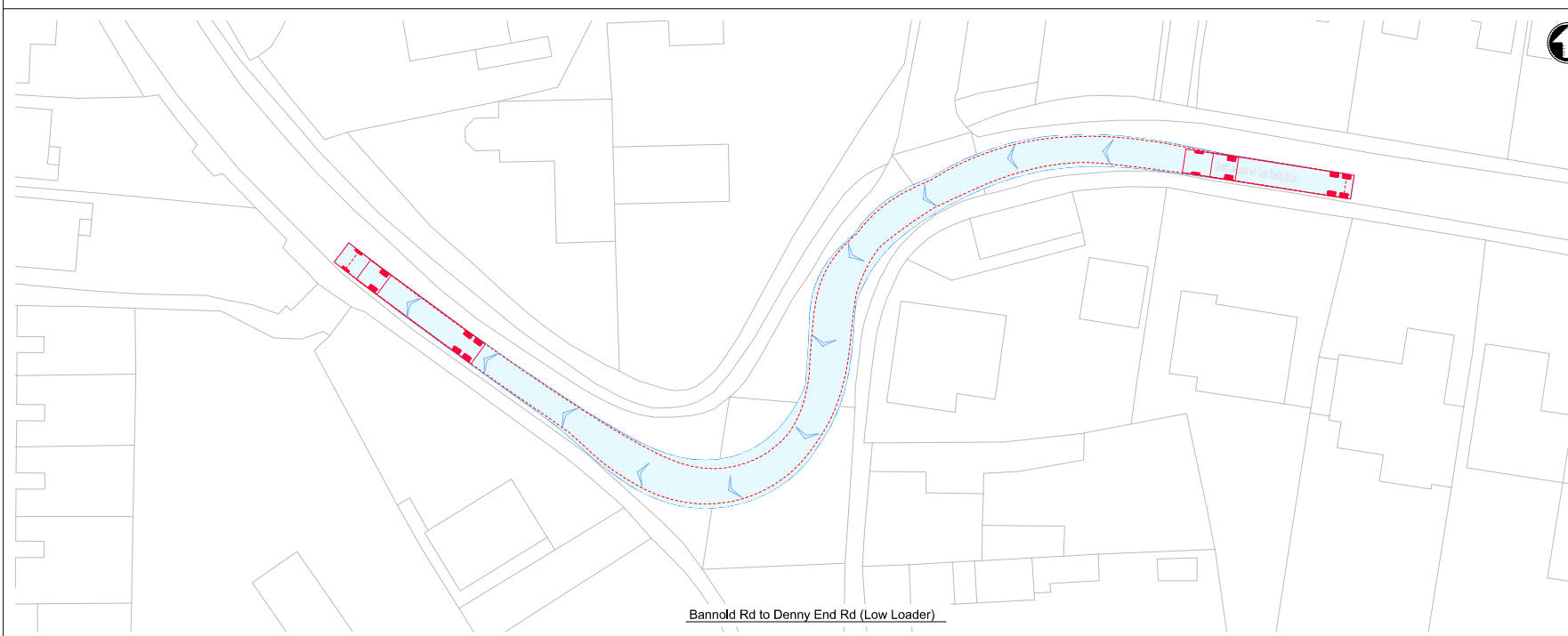
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500       | PRE    | P1  | STD      |

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





Denny End Rd to Bannold Rd (Low Loader)

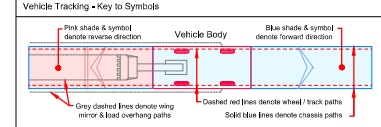


Bannold Rd to Denny End Rd (Low Loader)



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



**Vehicle Tracking - Vehicle Details**

|  |  |
|--|--|
| <p>Standard Low Loader with Trailer (Steering 1820m)</p> <ul style="list-style-type: none"> <li>Overall Width: 2.60m</li> <li>Overall Length: 7.90m</li> <li>Overall Body Height: 3.40m</li> <li>Max Body Ground Clearance: 0.30m</li> <li>Max. Rear Overhang: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 10.00m</li> </ul> | <p>Large Mobile Crane</p> <ul style="list-style-type: none"> <li>Overall Length: 12.00m</li> <li>Overall Width: 2.40m</li> <li>Overall Body Height: 3.50m</li> <li>Max Body Ground Clearance: 0.30m</li> <li>Max. Rear Overhang: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 10.00m</li> </ul>     |
| <p>Large Tipper</p> <ul style="list-style-type: none"> <li>Overall Width: 2.65m</li> <li>Overall Length: 6.50m</li> <li>Overall Body Height: 3.50m</li> <li>Max Body Ground Clearance: 0.30m</li> <li>Max. Rear Overhang: 6.00m</li> <li>Lock to Lock time: 6.00m</li> <li>Kerb to Kerb Turning Radius: 11.50m</li> </ul>                                      | <p>Standard Design Vehicle (SDV)</p> <ul style="list-style-type: none"> <li>Overall Length: 4.60m</li> <li>Overall Width: 1.90m</li> <li>Overall Body Height: 1.90m</li> <li>Max Body Ground Clearance: 0.20m</li> <li>Max. Rear Overhang: 4.00m</li> <li>Lock to Lock time: 4.00m</li> <li>Vehicle Turning Radius: 6.00m</li> </ul> |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

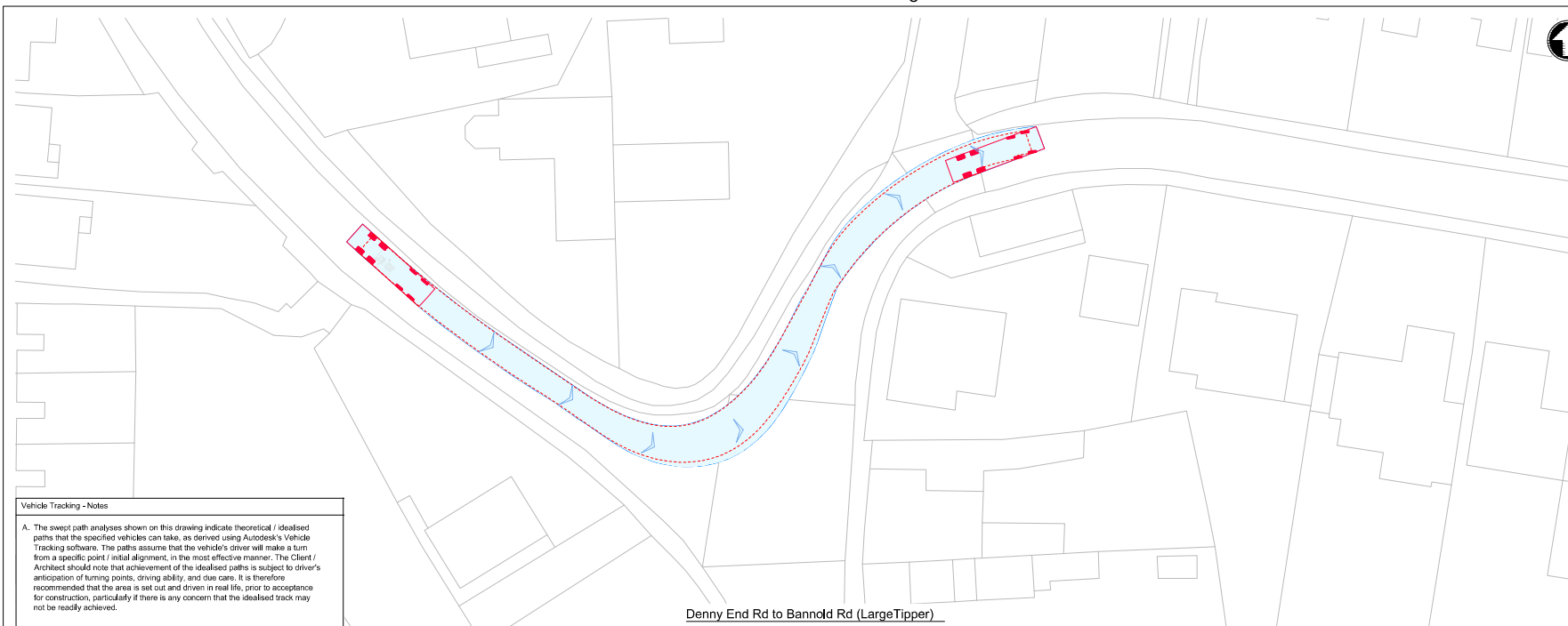


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Denny End Rd - Bannold Rd  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

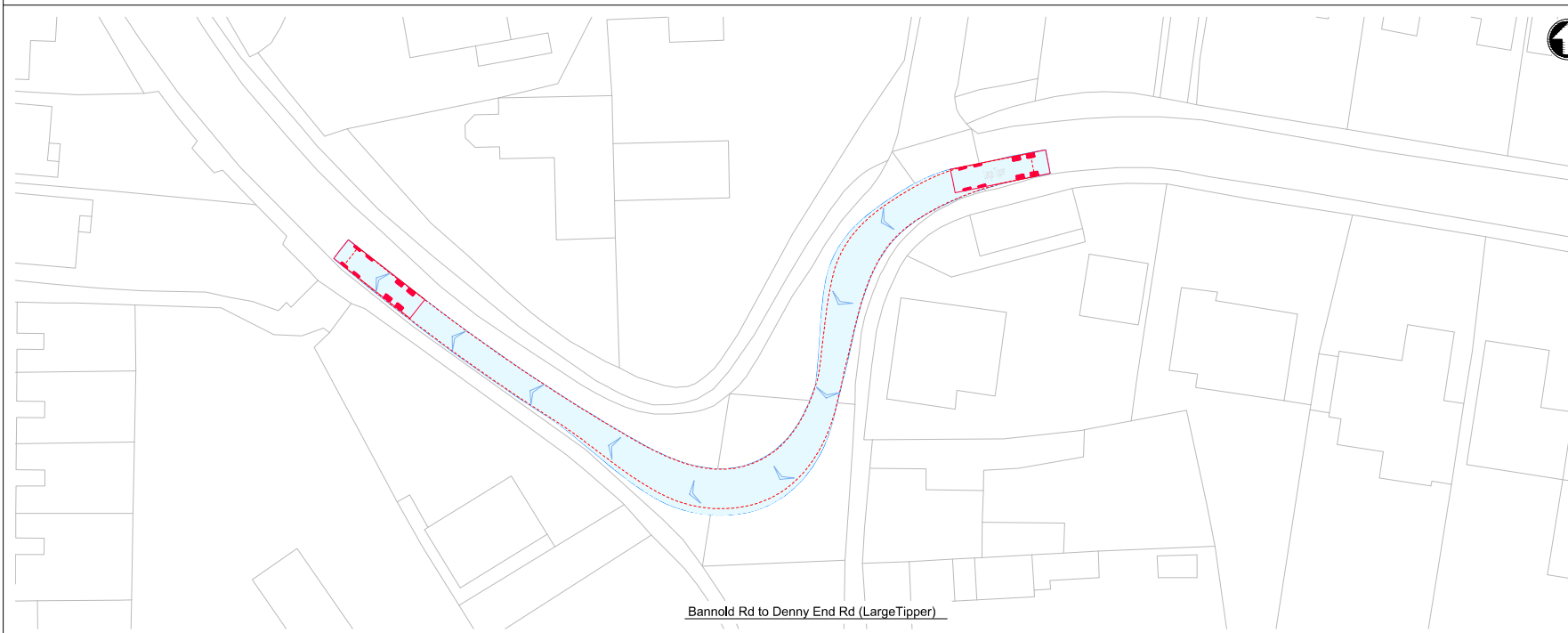
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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

Denny End Rd to Bannold Rd (Large Tipper)

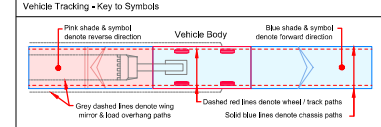


Bannold Rd to Denny End Rd (Large Tipper)



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



**Vehicle Tracking - Vehicle Details**

|   |        |                             |                             |         |
|---|--------|-----------------------------|-----------------------------|---------|
| Overall Load Limit with Trailer (1620m) | 2460m  | Large Mobile Crane          | Overall Length              | 12.300m |
| Overall Length                          | 7.910m | Overall Width               | Overall Width               | 2.430m  |
| Overall Width                           | 2.660m | Overall Height              | Overall Body Height         | 3.300m  |
| Overall Body Height                     | 3.430m | Max Body Ground Clearance   | Max Body Ground Clearance   | 0.900m  |
| Max Body Ground Clearance               | 0.900m | Lock to Lock time           | Lock to Lock time           | 6.00m   |
| Lock to Lock time                       | 6.00m  | Kerb to Kerb Turning Radius | Kerb to Kerb Turning Radius | 10.00m  |
| Kerb to Kerb Turning Radius             | 6.00m  |                             |                             |         |

|                           |         |                               |        |
|---------------------------|---------|-------------------------------|--------|
| Large Tipper              | 10.00m  | Standard Design Vehicle (EDV) | 4.600m |
| Overall Length            | 2.660m  | Overall Width                 | 2.930m |
| Overall Width             | 3.250m  | Overall Body Height           | 3.300m |
| Overall Body Height       | 3.250m  | Max Body Ground Clearance     | 0.900m |
| Max Body Ground Clearance | 0.900m  | Lock to Lock time             | 6.00m  |
| Lock to Lock time         | 11.500m | Kerb to Kerb Turning Radius   | 6.00m  |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

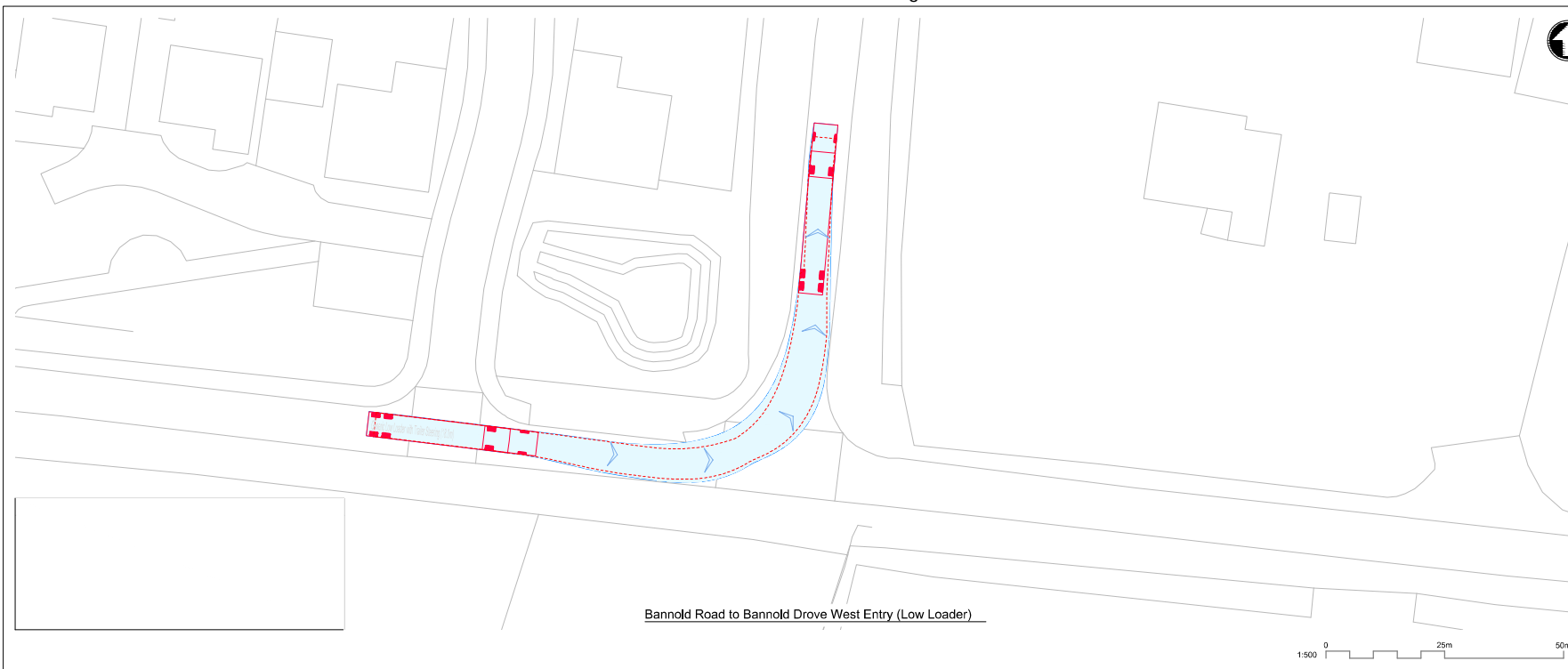


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Denny End Rd - Bannold Rd  
Highways GA, Visibility Splay and  
Vehicle Tracking

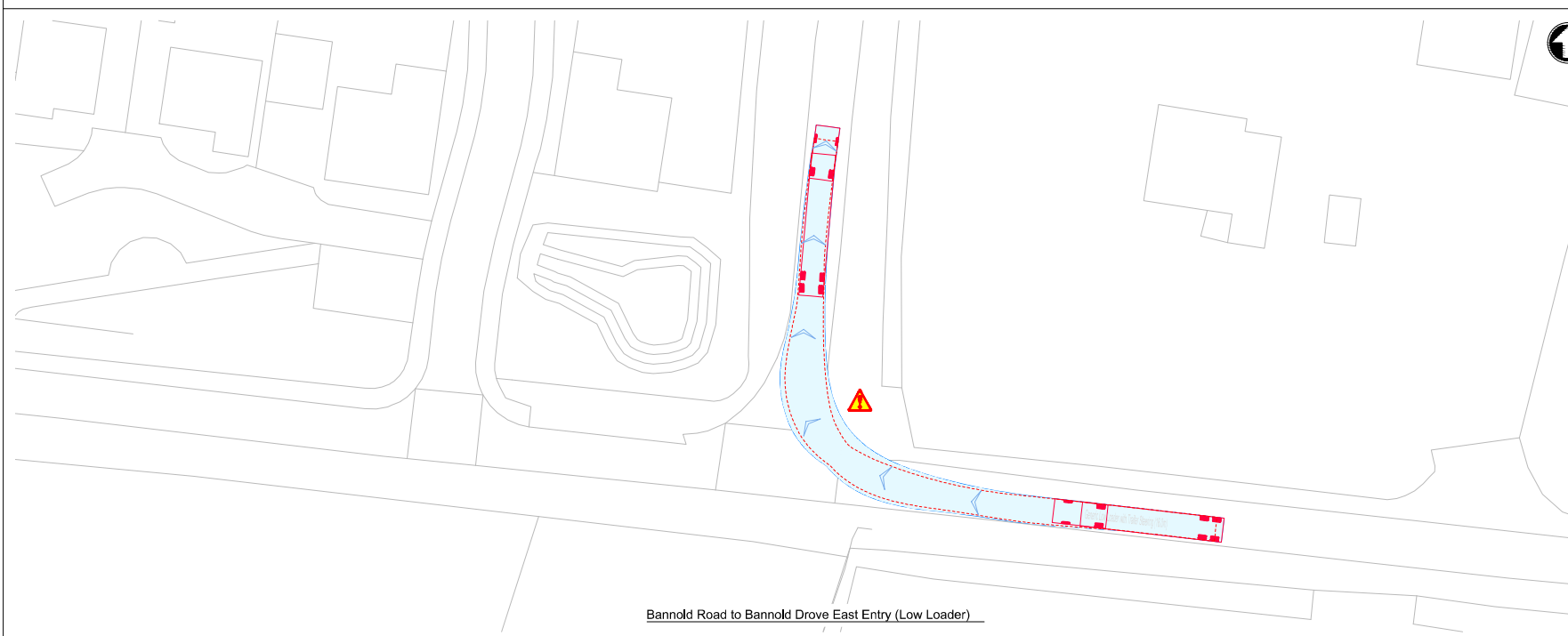
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|-----------|-----------|-----|--------------|---|
| Designed  | M Fonseca | M/F | Eng check    | - |
| Drawn     | M Fonseca | M/F | Coordination | - |
| Dwg check | -         | -   | Approved     | - |

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

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



Bannold Road to Bannold Drove West Entry (Low Loader)

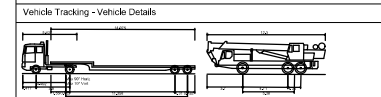
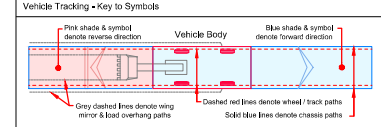


Bannold Road to Bannold Drove East Entry (Low Loader)

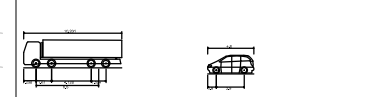


- Notes**
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**15. DRAWING MUST BE READ IN COLOUR**



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



|                             |         |                               |         |
|-----------------------------|---------|-------------------------------|---------|
| Large Tipper                | 10,070m | Standard Design Vehicle (SDV) | 4,650m  |
| Overall Width               | 2,850m  | Overall Width                 | 2,930m  |
| Overall Body Height         | 3,510m  | Overall Body Height           | 3,580m  |
| Min Body Ground Clearance   | 630mm   | Min Body Ground Clearance     | 630mm   |
| Lock to Lock Time           | 6,070m  | Lock to Lock Time             | 6,070m  |
| Kerb to Kerb Turning Radius | 11,550m | Kerb to Kerb Turning Radius   | 11,550m |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

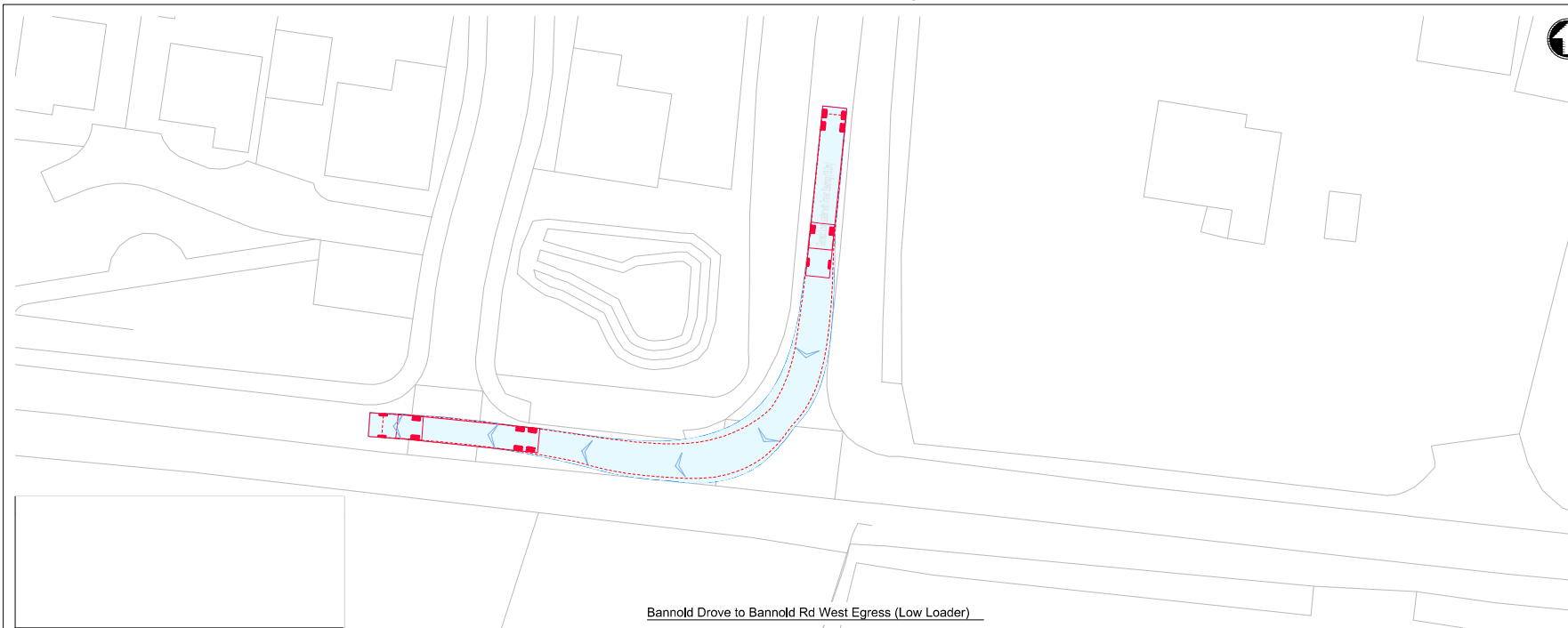


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Bannold Rd - Bannold Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

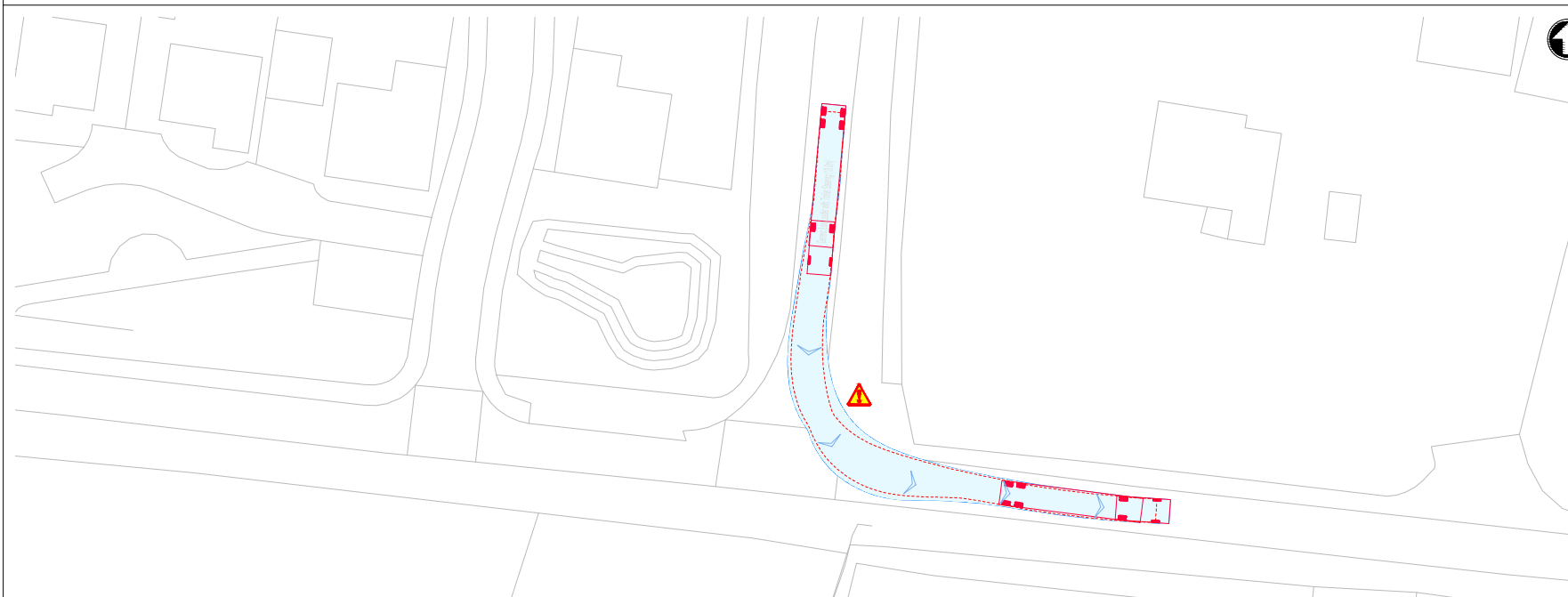
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|-----------|-----------|-----|--------------|---|
| Designed  | M Fonseca | M/F | Eng check    | - |
| Drawn     | M Fonseca | M/F | Coordination | - |
| Dwg check | -         | -   | Approved     | - |

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

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



Bannold Drove to Bannold Rd West Egress (Low Loader)

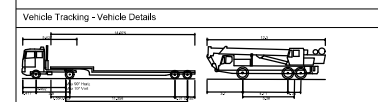
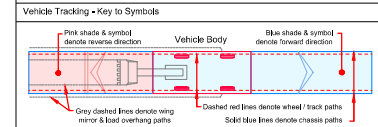


Bannold Drove to Bannold Rd East Egress (Low Loader)



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15. DRAWING MUST BE READ IN COLOUR



|  |        |                             |         |
|--|--------|-----------------------------|---------|
| Overall Low Loader with Trailer (Steering 1820m) | 2460m  | Overall Length              | 12.300m |
| Overall Width                                    | 2.90m  | Overall Width               | 2.90m   |
| Overall Body Height                              | 3.40m  | Overall Body Height         | 3.30m   |
| Min. Body Ground Clearance                       | 0.30m  | Min. Body Ground Clearance  | 0.30m   |
| Max. Trail Over                                  | 6.00m  | Trail Over                  | 2.50m   |
| Lock to Lock Time                                | 6.00m  | Lock to Lock Time           | 6.00m   |
| Kerb to Kerb Turning Radius                      | 11.50m | Kerb to Kerb Turning Radius | 11.00m  |

|                             |        |                               |        |
|-----------------------------|--------|-------------------------------|--------|
| Large Tipper                | 10.00m | Standard Design Vehicle (SDV) | 4.80m  |
| Overall Width               | 2.85m  | Overall Width                 | 2.90m  |
| Overall Body Height         | 3.25m  | Overall Body Height           | 3.30m  |
| Min. Body Ground Clearance  | 0.30m  | Min. Body Ground Clearance    | 0.30m  |
| Trail Over                  | 2.50m  | Trail Over                    | 2.50m  |
| Lock to Lock Time           | 6.00m  | Lock to Lock Time             | 6.00m  |
| Kerb to Kerb Turning Radius | 11.50m | Kerb to Kerb Turning Radius   | 11.00m |

Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
  - Restrictive road width

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

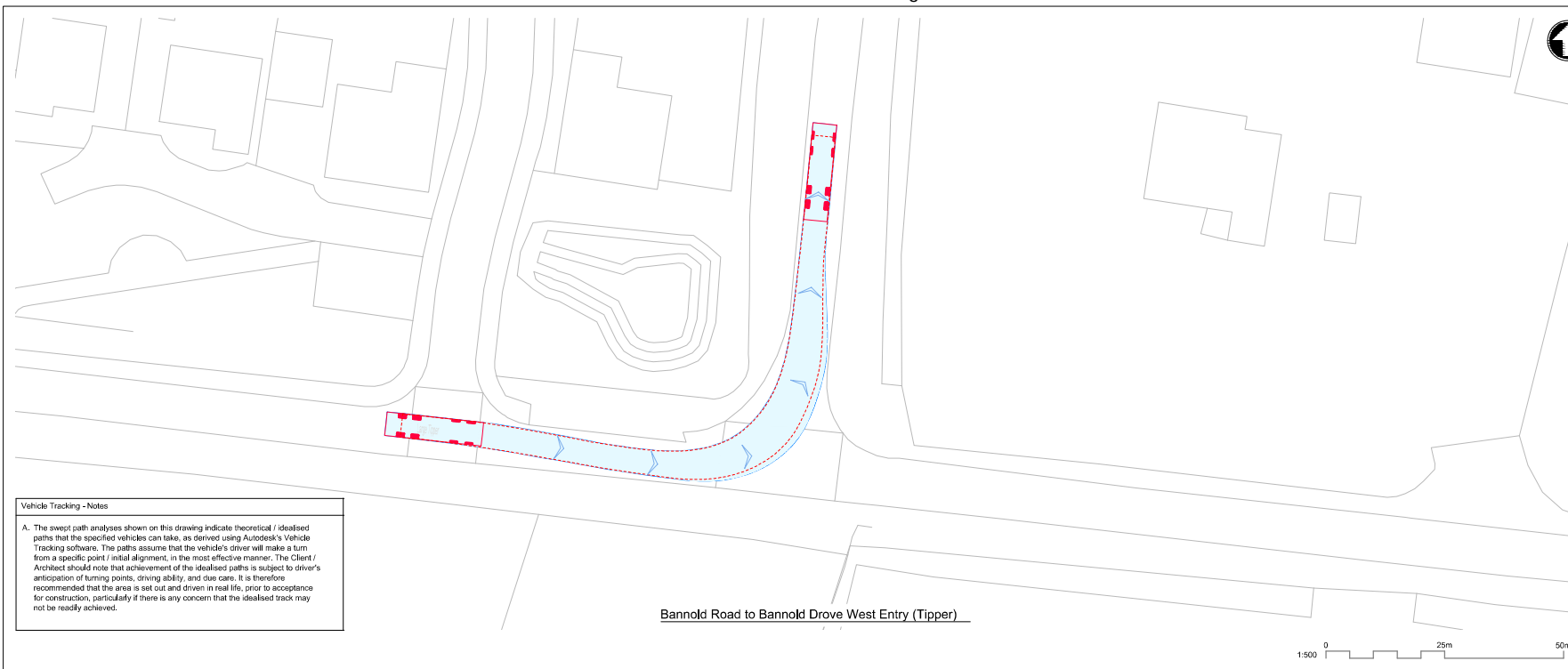


Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Bannold Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

|           |           |    |              |   |
|-----------|-----------|----|--------------|---|
| 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      |

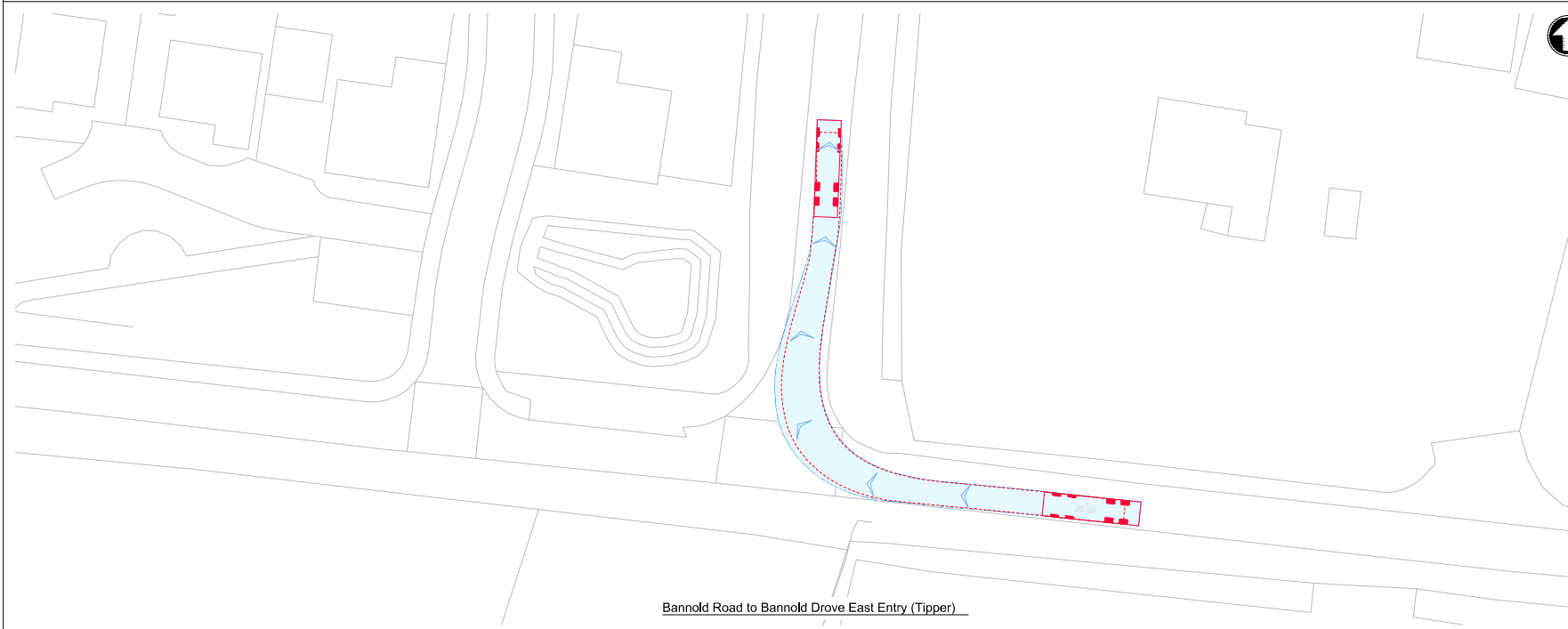
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



**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.

Bannold Road to Bannold Drove West Entry (Tipper)

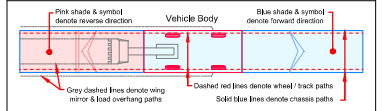


Bannold Road to Bannold Drove East Entry (Tipper)



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



**Vehicle Tracking - Vehicle Details**

|  |         |                             |                |                             |        |
|--|---------|-----------------------------|----------------|-----------------------------|--------|
|  | Tractor | Overall Length              | 7.97m          | Overall Height              | 12.30m |
|  | Tractor | Overall Width               | 2.66m          | Overall Width               | 2.43m  |
|  | Tractor | Overall Body Height         | 2.49m          | Overall Body Height         | 3.38m  |
|  | Tractor | Max Body Ground Clearance   | 0.32m          | Max Body Ground Clearance   | 0.42m  |
|  | Tractor | Lock to Lock Time           | 6.07m          | Lock to Lock Time           | 6.07m  |
|  | Tractor | Kerb to Kerb Turning Radius | 6.53m          | Kerb to Kerb Turning Radius | 10.00m |
|  | Tractor | Large Mobile Crane          | Overall Length | 12.30m                      |        |
|  | Tractor | Overall Width               | 2.43m          | Overall Width               | 2.43m  |
|  | Tractor | Overall Body Height         | 3.38m          | Overall Body Height         | 3.38m  |
|  | Tractor | Max Body Ground Clearance   | 0.42m          | Max Body Ground Clearance   | 0.42m  |
|  | Tractor | Lock to Lock Time           | 6.07m          | Lock to Lock Time           | 6.07m  |
|  | Tractor | Kerb to Kerb Turning Radius | 6.53m          | Kerb to Kerb Turning Radius | 10.00m |

|  |              |                             |        |                               |       |
|--|--------------|-----------------------------|--------|-------------------------------|-------|
|  | Large Tipper | Overall Length              | 10.07m | Standard Design Vehicle (SDV) | 4.60m |
|  | Large Tipper | Overall Width               | 2.85m  | Overall Width                 | 2.93m |
|  | Large Tipper | Overall Body Height         | 3.56m  | Overall Body Height           | 3.56m |
|  | Large Tipper | Max Body Ground Clearance   | 0.27m  | Max Body Ground Clearance     | 0.28m |
|  | Large Tipper | Lock to Lock Time           | 6.07m  | Lock to Lock Time             | 6.07m |
|  | Large Tipper | Kerb to Kerb Turning Radius | 11.55m | Kerb to Kerb Turning Radius   | 6.00m |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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



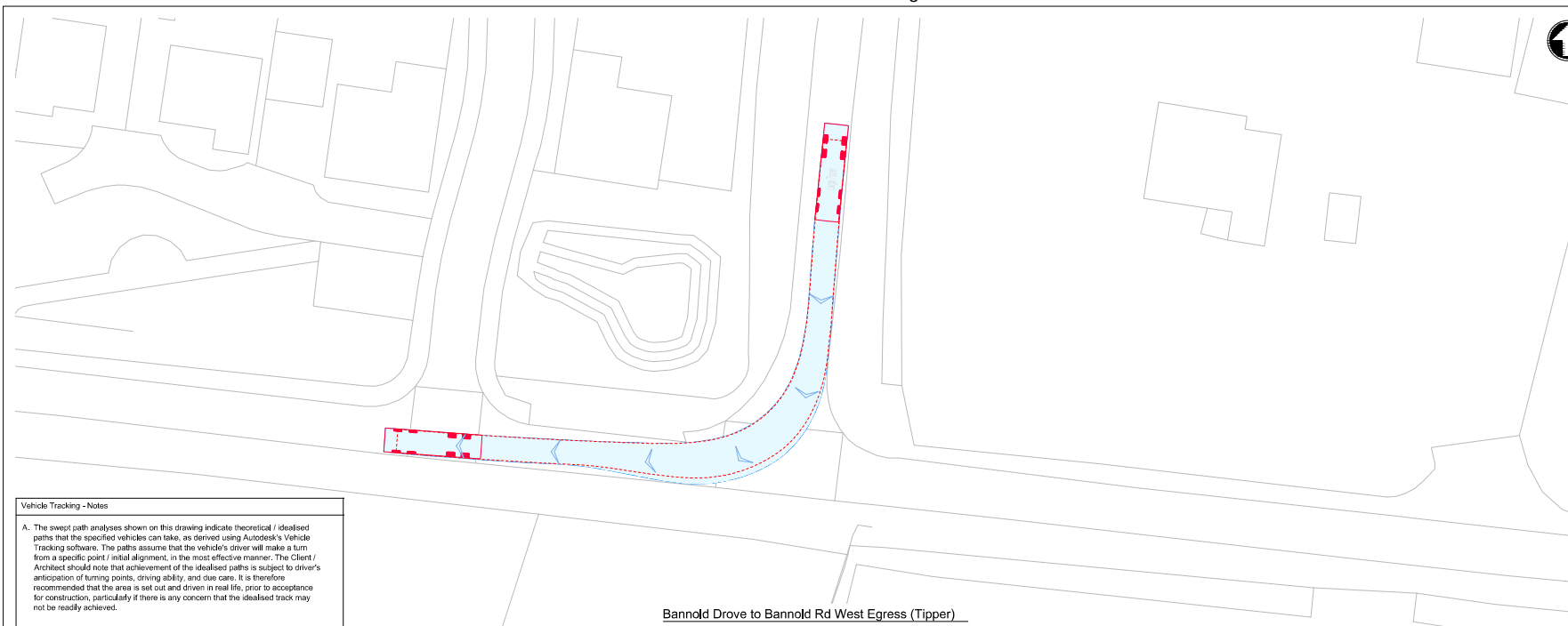
**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Bannold Rd - Bannold Drove  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

|           |           |    |              |   |
|-----------|-----------|----|--------------|---|
| 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

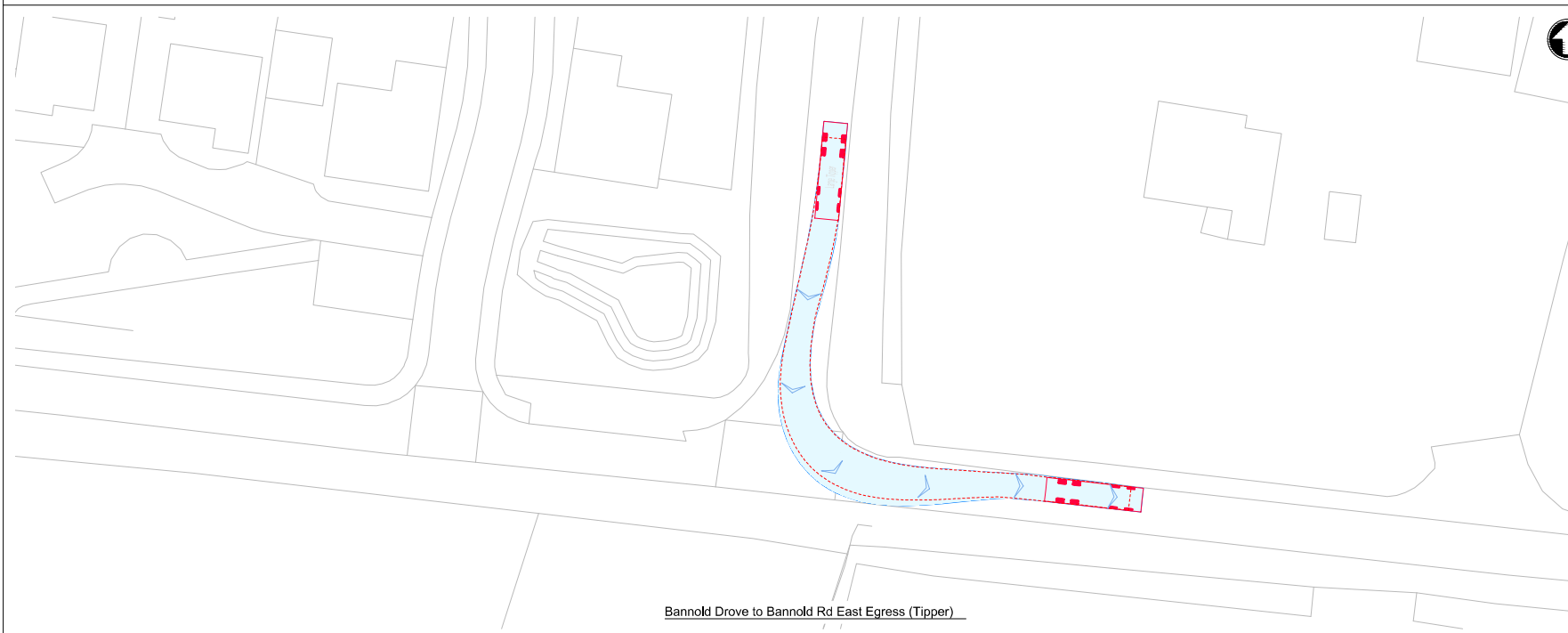




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Bannold Drive to Bannold Rd West Egress (Tipper)



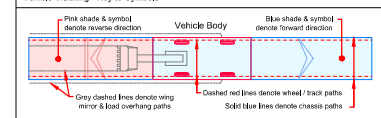
Bannold Drive to Bannold Rd East Egress (Tipper)



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**Vehicle Tracking - Key to Symbols**



**Vehicle Tracking - Vehicle Details**

| Vehicle Type                                      | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Lock to Lock time | Kerb to Kerb Turning Radius |
|---|----------------|---------------|----------------|---------------------------|---------------------------|-------------------|-----------------------------|
| Standard Low Loader with Trailer Steering (1620m) | 24.60m         | 2.90m         | 3.20m          | 0.20m                     | 0.20m                     | 6.00m             | 10.00m                      |
| Large Mobile Crane                                | 12.00m         | 2.40m         | 3.50m          | 0.20m                     | 0.20m                     | 6.00m             | 10.00m                      |
| Large Tipper                                      | 10.00m         | 2.85m         | 4.60m          | 0.20m                     | 0.20m                     | 6.00m             | 8.00m                       |
| Standard Design Vehicle (SDV)                     | 4.60m          | 1.90m         | 2.00m          | 0.20m                     | 0.20m                     | 4.00m             | 6.00m                       |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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

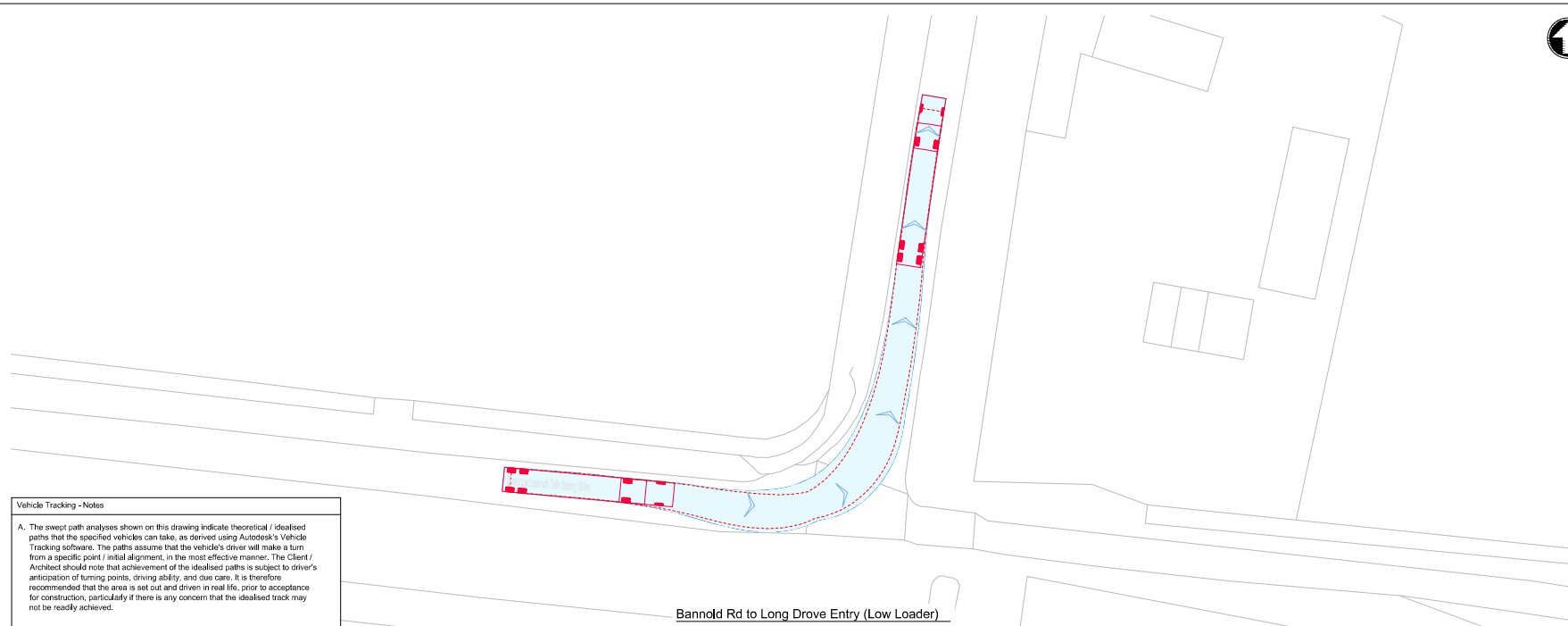


**Title**  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 Bannold Rd - Bannold Drive  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

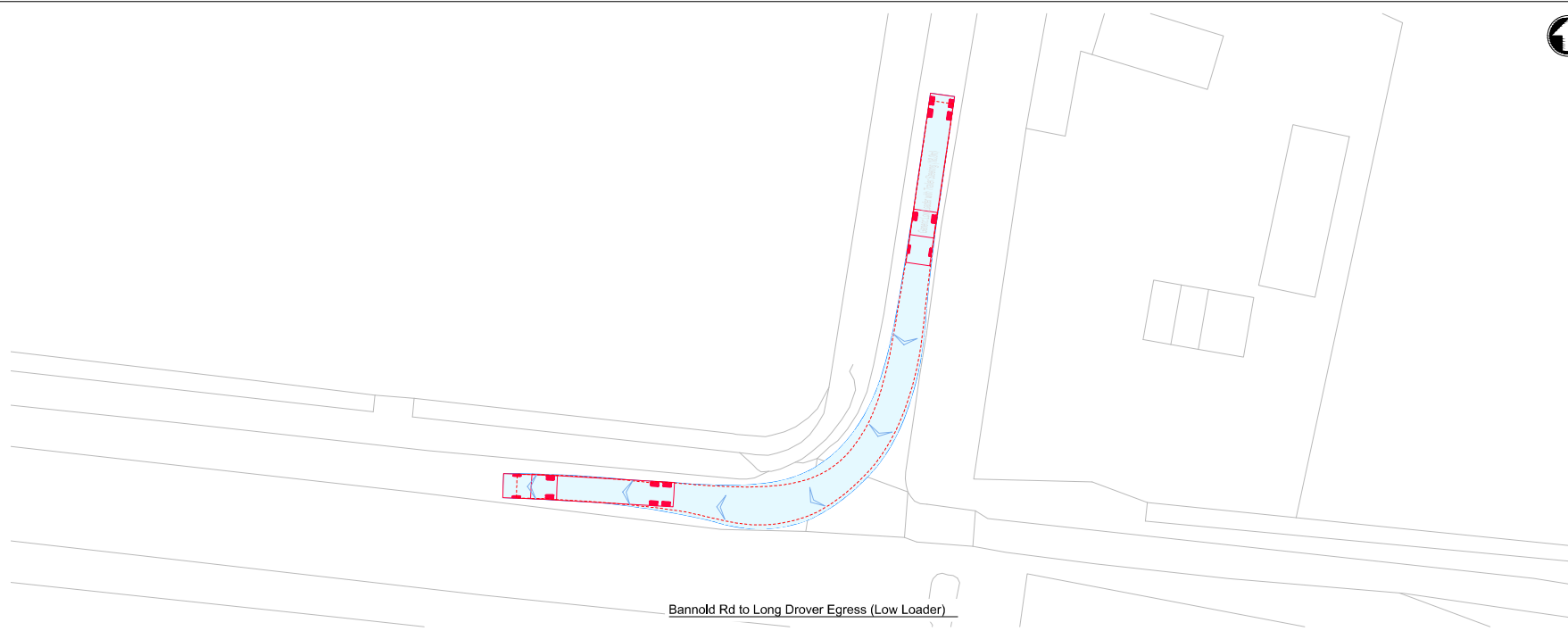
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



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Bannold Rd to Long Drive Entry (Low Loader)

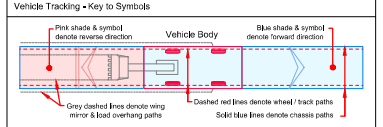


Bannold Rd to Long Drive Egress (Low Loader)



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



**Vehicle Tracking - Vehicle Details**

|  |  |   |  |
|--|--|---|--|
|  |  |   |  |
| <p>General Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m<br/>Overall Width 2.40m<br/>Overall Body Height 3.40m<br/>Min Body Ground Clearance 0.30m<br/>Max. Trail Over 6.00m<br/>Lock to Lock Time 6.00m<br/>Kerb to Kerb Turning Radius 6.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.30m<br/>Overall Width 2.40m<br/>Overall Body Height 3.30m<br/>Min Body Ground Clearance 0.30m<br/>Max. Trail Over 2.50m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 4.00m</p> | <p>Large Tipper</p> <p>Overall Length 10.00m<br/>Overall Width 2.85m<br/>Overall Body Height 3.50m<br/>Min Body Ground Clearance 0.30m<br/>Max. Trail Over 11.50m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 4.00m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m<br/>Overall Width 2.00m<br/>Overall Body Height 1.90m<br/>Min Body Ground Clearance 0.10m<br/>Max. Trail Over 0.00m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 4.00m</p> |

**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

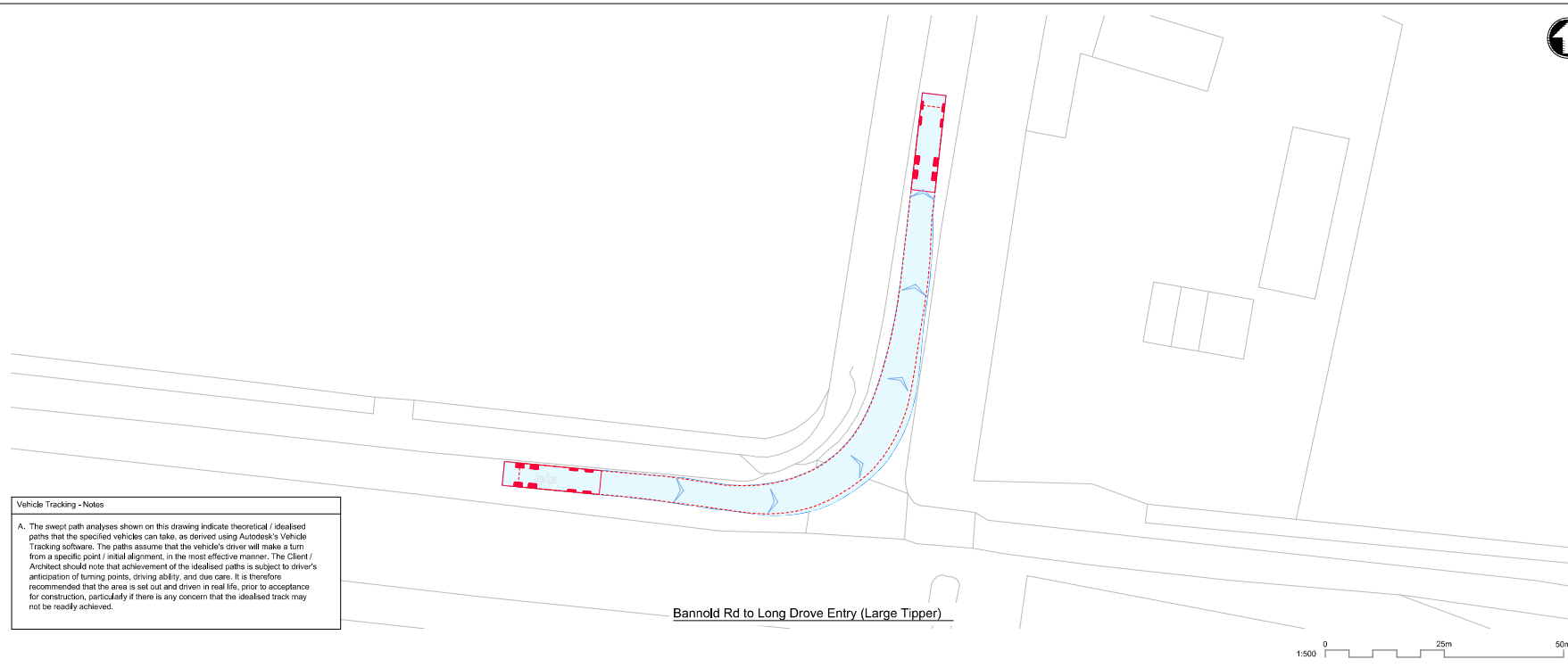


Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Long Drive  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

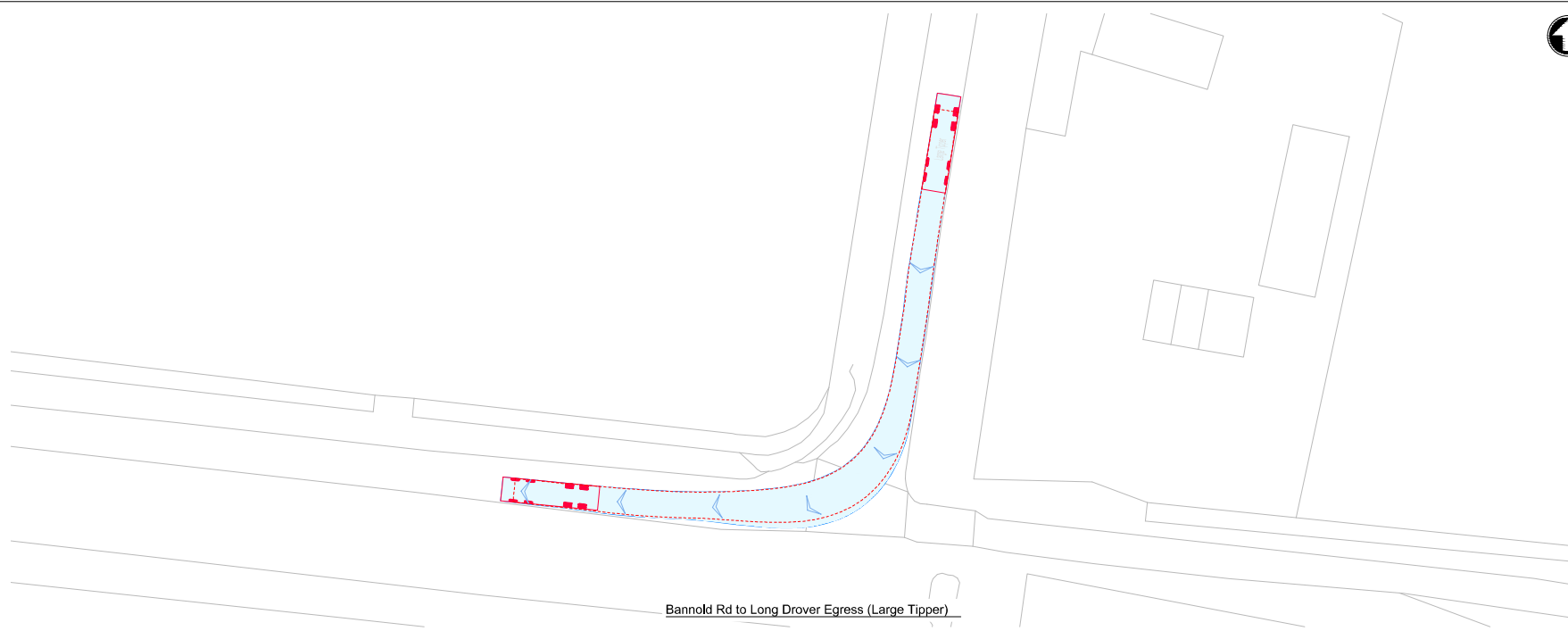
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



**Vehicle Tracking - Notes**

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

Bannold Rd to Long Drove Entry (Large Tipper)

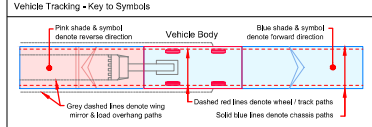


Bannold Rd to Long Drove Egress (Large Tipper)



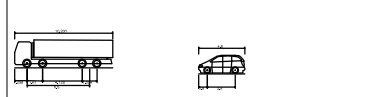
- Notes**
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  14. This drawing should be read in conjunction with the Technical Memo, Cambridge Waste Water Treatment Works Relocation Early assessment and siting of proposed site access options.

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



**Vehicle Tracking - Vehicle Details**

|  |  |
|--|--|
| <p>Standard Low Loader with Trailer (Steering 1820m)</p> <p>Overall Length 24.60m<br/>Overall Width 2.40m<br/>Overall Body Height 3.40m<br/>Max Body Overall Clearance 23.00m<br/>Max. Trail Over 6.00m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 18.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.00m<br/>Overall Width 2.40m<br/>Overall Body Height 3.00m<br/>Max Body Overall Clearance 2.00m<br/>Max. Trail Over 6.00m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 18.00m</p> |
|--|--|



|  |   |
|--|---|
| <p>Large Tipper</p> <p>Overall Length 10.00m<br/>Overall Width 2.85m<br/>Overall Body Height 2.95m<br/>Max Body Overall Clearance 5.50m<br/>Max. Trail Over 11.50m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 8.00m</p> | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.80m<br/>Overall Width 1.90m<br/>Overall Body Height 1.90m<br/>Max Body Overall Clearance 2.00m<br/>Max. Trail Over 4.00m<br/>Lock to Lock Time 4.00m<br/>Kerb to Kerb Turning Radius 8.00m</p> |
|--|---|



**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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

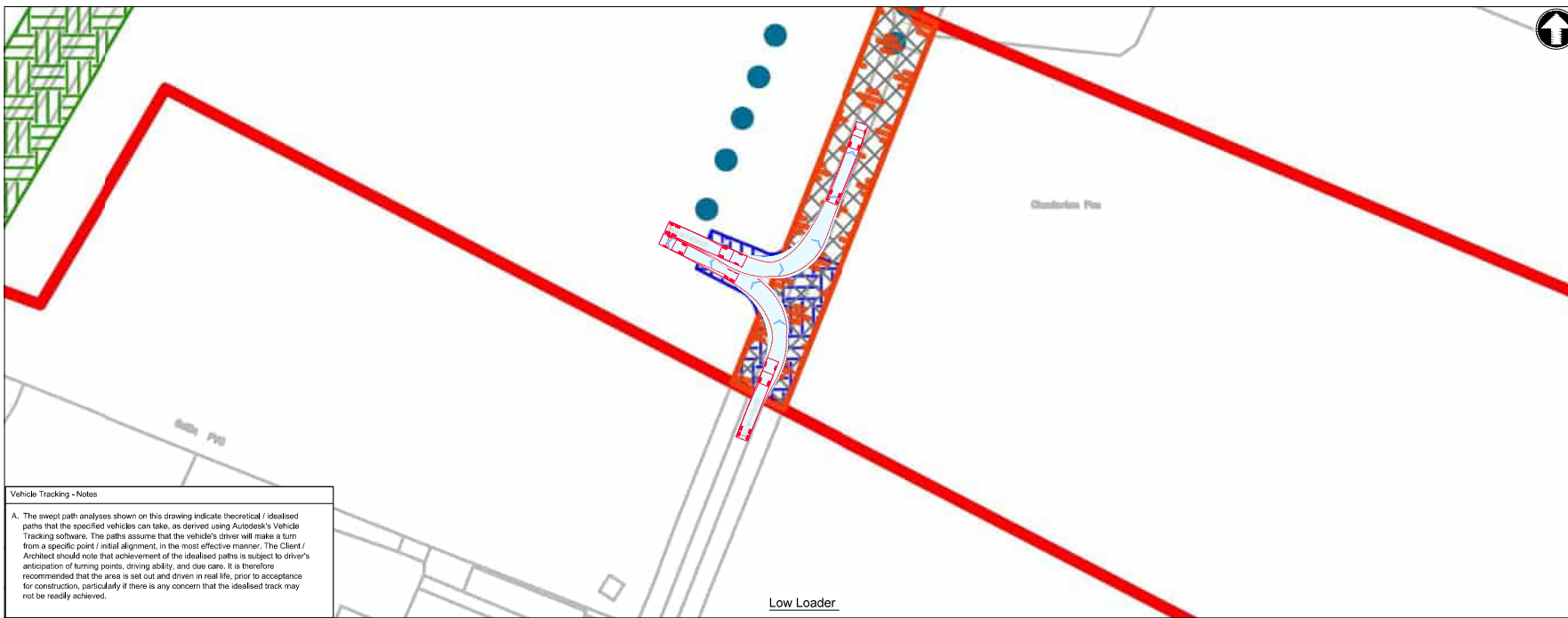


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
Bannold Rd - Long Drove  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

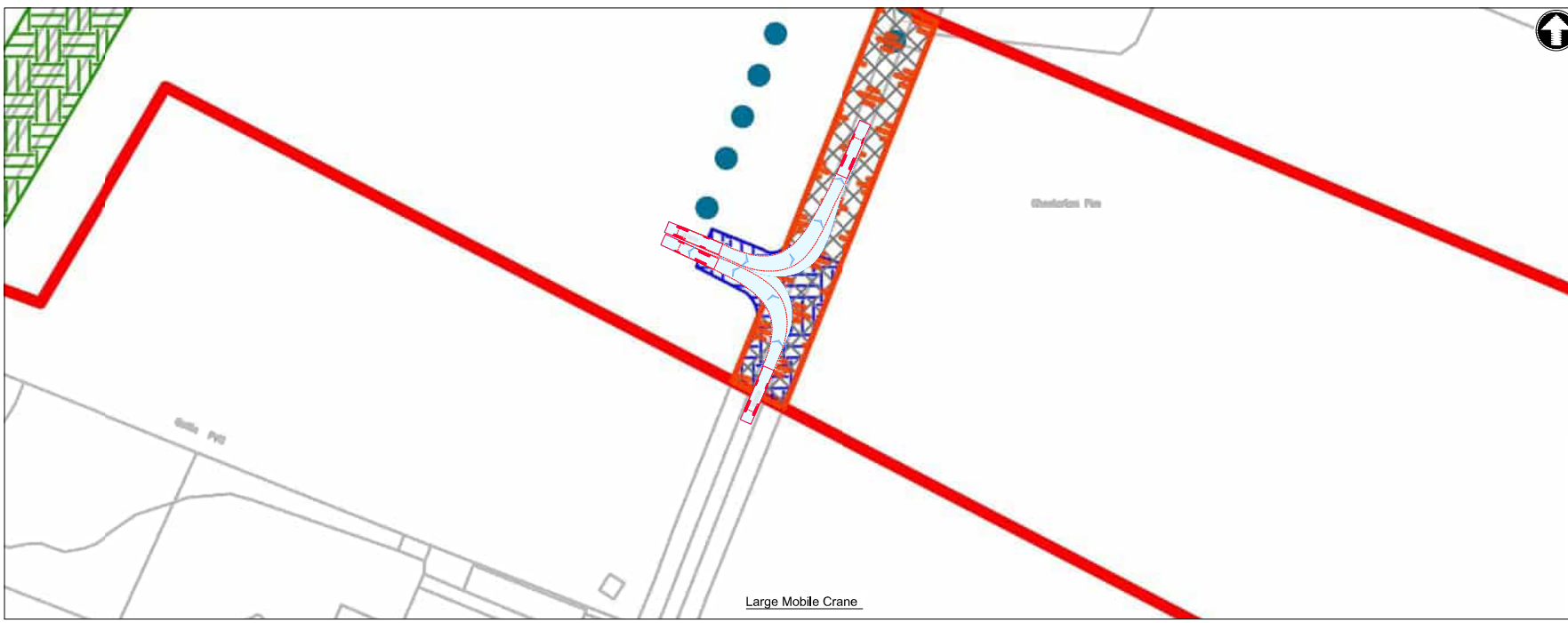
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:250       | PRE    | P1  | STD      |

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

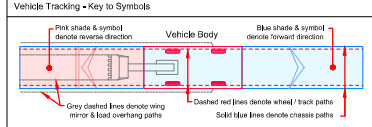


**Vehicle Tracking - Notes**

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



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  15. DRAWING MUST BE READ IN COLOUR



**Vehicle Tracking - Vehicle Details**

|   |                                     |
|---|-------------------------------------|
| General Low Loader with Trailer (Steering 180°) | Large Mobile Crane                  |
| Overall Length 2.960m                           | Overall Length 12.200m              |
| Overall Width 2.040m                            | Overall Width 2.240m                |
| Overall Body Height 2.400m                      | Overall Body Height 3.300m          |
| Min Body Ground Clearance 0.300m                | Min Body Ground Clearance 0.400m    |
| Max. Track Spacing 6.00m                        | Max. Track Spacing 6.00m            |
| Lock to Lock time 6.00m                         | Lock to Lock time 6.00m             |
| Kerb to Kerb Turning Radius 11.500m             | Kerb to Kerb Turning Radius 10.000m |

|                                     |                                    |
|-------------------------------------|------------------------------------|
| Large Tipper                        | Standard Design Vehicle (SDV)      |
| Overall Length 10.000m              | Overall Length 4.800m              |
| Overall Width 2.850m                | Overall Width 2.000m               |
| Overall Body Height 2.950m          | Overall Body Height 2.000m         |
| Min Body Ground Clearance 0.300m    | Min Body Ground Clearance 0.300m   |
| Max. Track Spacing 6.00m            | Max. Track Spacing 6.00m           |
| Lock to Lock time 11.500m           | Lock to Lock time 6.00m            |
| Kerb to Kerb Turning Radius 11.500m | Kerb to Kerb Turning Radius 6.000m |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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

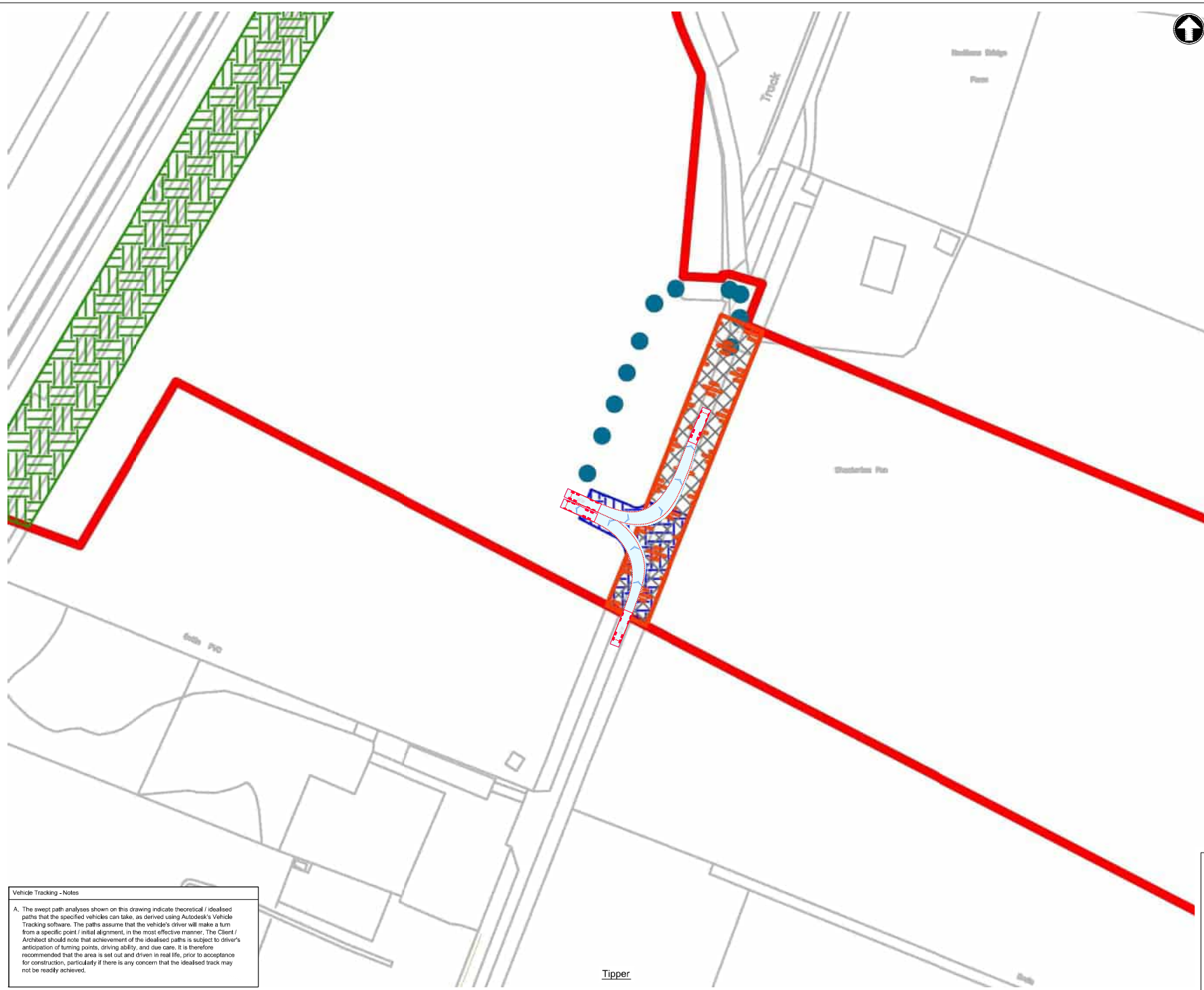


Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 9012  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

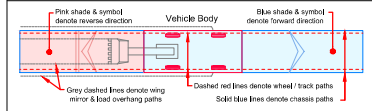
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

|  |  |                           |                         |                               |                                     |                            |  |
|--|--|---------------------------|-------------------------|-------------------------------|-------------------------------------|----------------------------|--|
|  | General Low Loader with Trailer (Steering 1820m) | Overall Length<br>24.60m  | Overall Width<br>2.40m  | Overall Body Height<br>3.30m  | Max Body Ground Clearance<br>0.20m  | Lock to Lock time<br>6.00m | Kerb to Kerb Turning Radius<br>10.00m  |
|  | Large Mobile Crane                               | Overall Length<br>12.200m | Overall Width<br>2.40m  | Overall Body Height<br>3.30m  | Max Body Ground Clearance<br>0.20m  | Lock to Lock time<br>6.00m | Kerb to Kerb Turning Radius<br>10.00m  |
|  | Large Tipper                                     | Overall Length<br>10.000m | Overall Width<br>2.850m | Overall Body Height<br>3.30m  | Max Body Ground Clearance<br>0.20m  | Lock to Lock time<br>6.00m | Kerb to Kerb Turning Radius<br>11.500m |
|  | Standard Design Vehicle (SDV)                    | Overall Length<br>4.800m  | Overall Width<br>2.000m | Overall Body Height<br>1.900m | Max Body Ground Clearance<br>0.200m | Lock to Lock time<br>4.00m | Kerb to Kerb Turning Radius<br>6.000m  |

Vehicle Tracking - Risks & Compliance

- Risks
- Kerb overrun
  - Restrictive road width

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



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

Vehicle Tracking - Notes

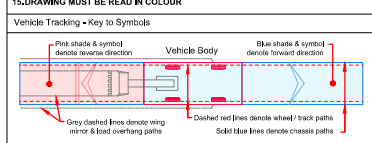
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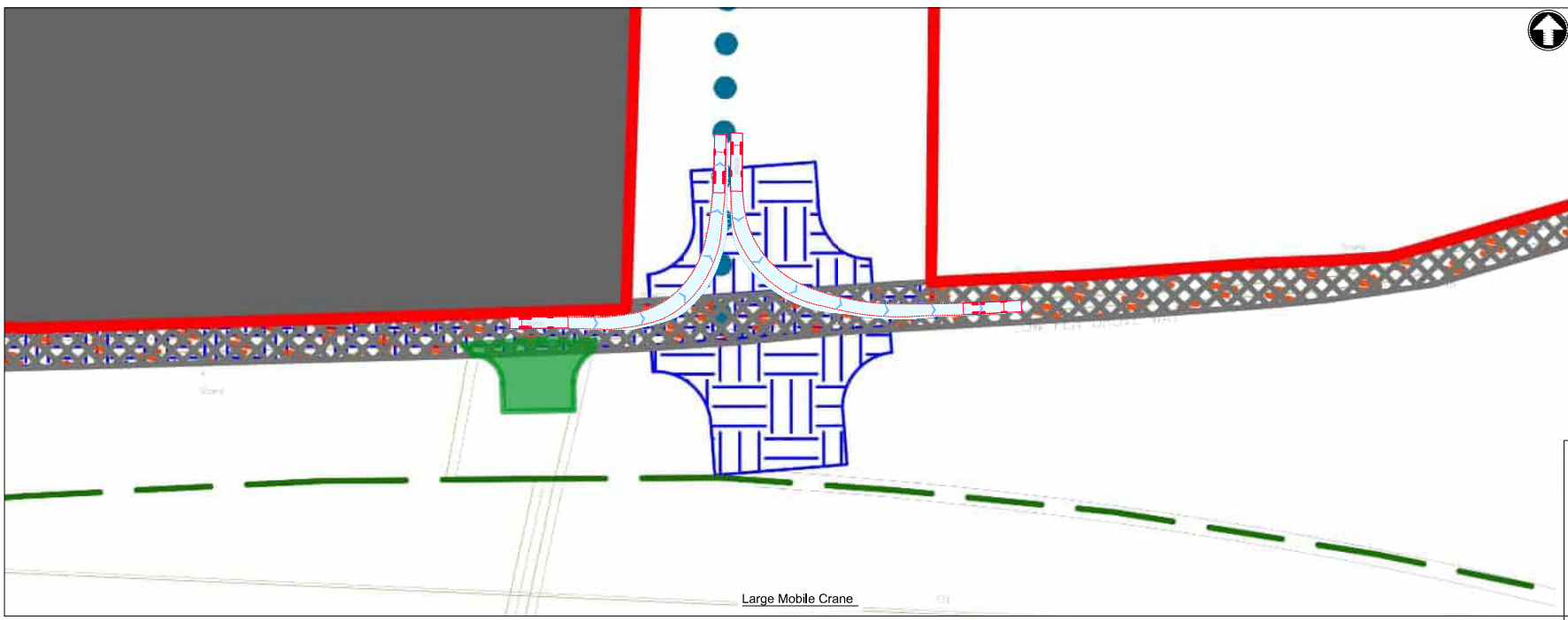
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**Vehicle Tracking - Vehicle Details**

| Vehicle Type                                      | Overall Length | Overall Width | Overall Height | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance | Max Body Ground Clearance |
|---|----------------|---------------|----------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Standard Low Loader with Trailer (Steering 1820m) | 24.60m         | 2.40m         | 3.30m          | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     |
| Large Mobile Crane                                | 12.00m         | 2.40m         | 3.30m          | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     | 0.20m                     |

|                               |        |       |       |       |       |       |       |       |       |       |
|-------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Large Tipper                  | 10.00m | 2.40m | 3.30m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m |
| Standard Design Vehicle (SDV) | 4.80m  | 2.00m | 2.00m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m | 0.20m |



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

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

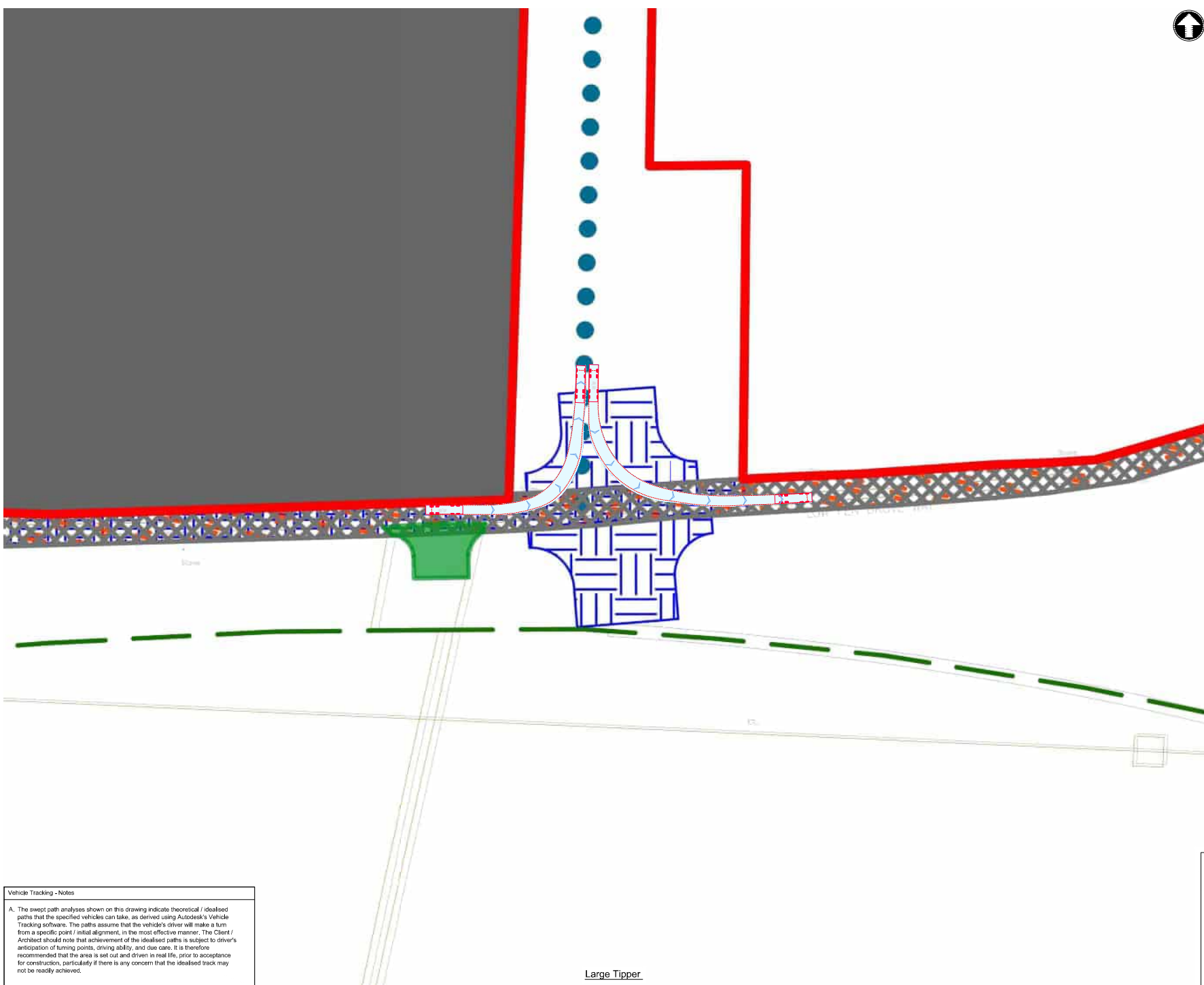


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9013  
Highways GA, Visibility Splay and  
Vehicle Tracking

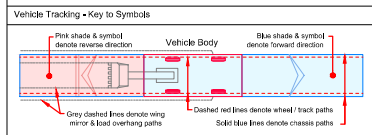
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|-----------|-----------|-----|--------------|---|
| Designed  | M Fonseca | M/F | Eng check    | - |
| Drawn     | M Fonseca | M/F | Coordination | - |
| Dwg check | -         | -   | Approved     | - |

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

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



- Notes**
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**Vehicle Tracking - Vehicle Details**

| Parameter                   | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length              | 10.00m       | 4.80m                         |
| Overall Width               | 2.85m        | 2.00m                         |
| Overall Body Height         | 3.25m        | 1.90m                         |
| Min Body Ground Clearance   | 0.50m        | 0.10m                         |
| Max Wheel Overlap           | 0.50m        | 0.10m                         |
| Lock to Lock Time           | 6.00s        | 4.00s                         |
| Kerb to Kerb Turning Radius | 11.50m       | 6.00m                         |

**Vehicle Tracking - Risks & Compliance**

**Risks**

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

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



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

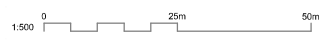
|           |           |    |              |   |
|-----------|-----------|----|--------------|---|
| Designed  | M Fonseca | MF | Eng check    | - |
| Drawn     | M Fonseca | MF | Coordination | - |
| Dwg check | -         |    | Approved     | - |

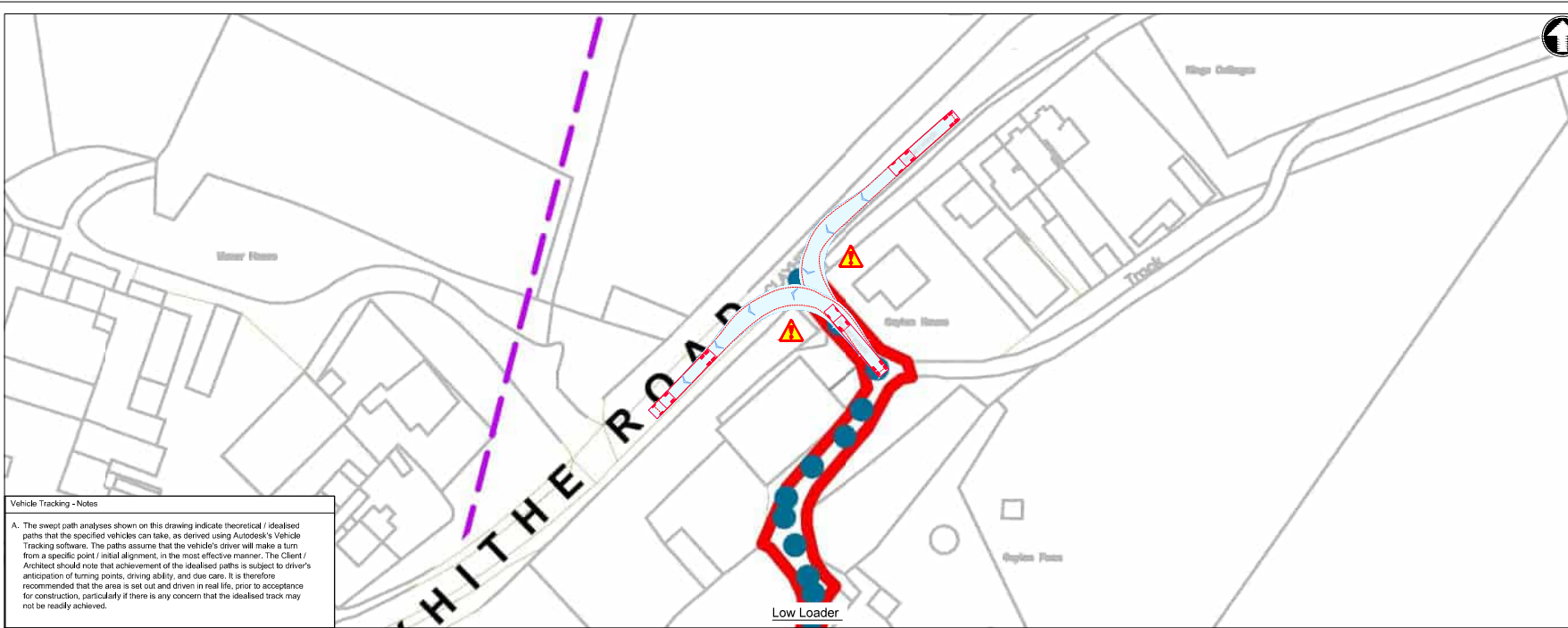
|             |        |     |          |
|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500       | PRE    | P1  | STD      |

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.





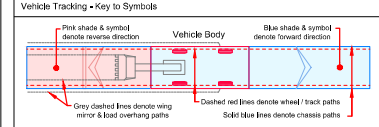
**Vehicle Tracking - Notes**

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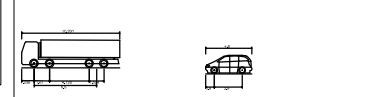
- Notes**
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**15. DRAWING MUST BE READ IN COLOUR**

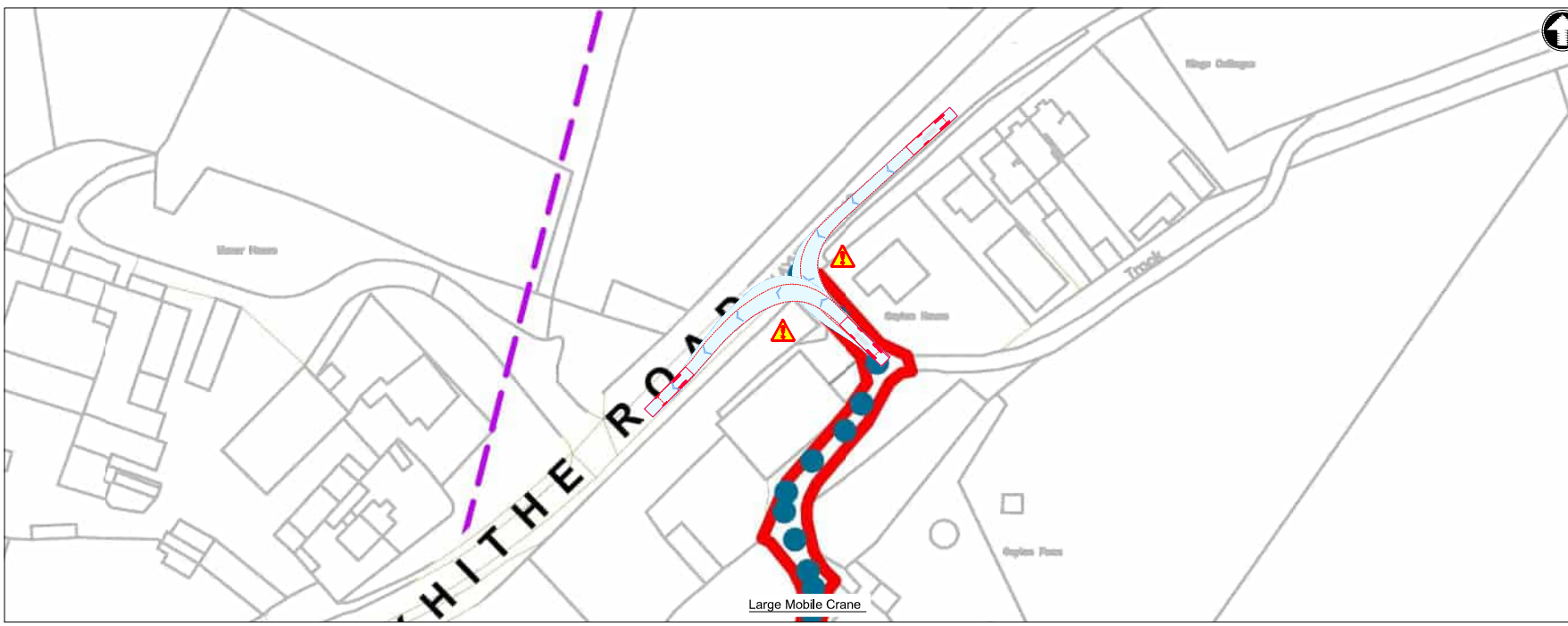


**Vehicle Tracking - Vehicle Details**

|  |                    |                               |         |
|--|--------------------|-------------------------------|---------|
|  |                    |                               |         |
| General Low Loader with Trailer (Steering 1820m) | Large Mobile Crane | Standard Design Vehicle (SDV) |         |
| Overall Length                                   | 24.60m             | Overall Length                | 12.200m |
| Overall Width                                    | 2.460m             | Overall Width                 | 2.400m  |
| Overall Body Height                              | 3.400m             | Overall Body Height           | 3.300m  |
| Min Body Ground Clearance                        | 0.300m             | Min Body Ground Clearance     | 0.300m  |
| Max. Track Spacing                               | 6.00m              | Max. Track Spacing            | 2.500m  |
| Lock to Lock Time                                | 6.00m              | Lock to Lock Time             | 6.00m   |
| Kerb to Kerb Turning Radius                      | 11.500m            | Kerb to Kerb Turning Radius   | 10.000m |



|                             |         |                               |         |
|-----------------------------|---------|-------------------------------|---------|
| Large Tipper                | 10.00m  | Standard Design Vehicle (SDV) | 4.600m  |
| Overall Width               | 2.850m  | Overall Width                 | 2.500m  |
| Overall Body Height         | 3.500m  | Overall Body Height           | 3.300m  |
| Min Body Ground Clearance   | 0.300m  | Min Body Ground Clearance     | 0.300m  |
| Max. Track Spacing          | 6.00m   | Max. Track Spacing            | 2.500m  |
| Lock to Lock Time           | 6.00m   | Lock to Lock Time             | 6.00m   |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius   | 10.000m |



**Vehicle Tracking - Risks & Compliance**

- Risks**
- Kerb overrun
  - Restrictive road width

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



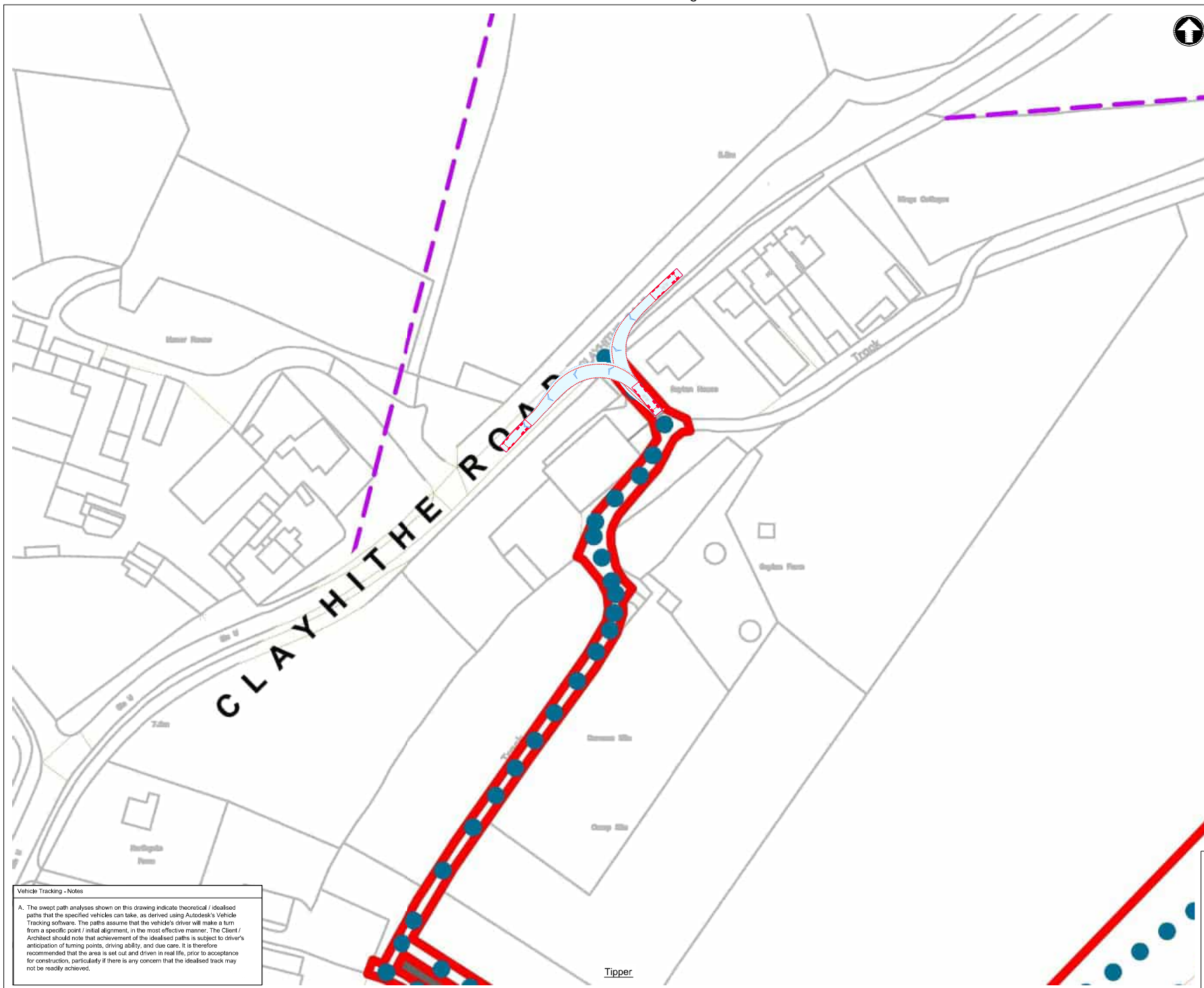
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9016  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

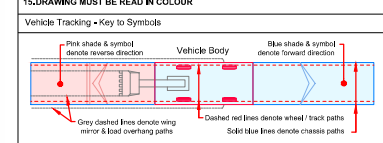
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500       | PRE    | P1  | STD      |

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





- Notes
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  15. DRAWING MUST BE READ IN COLOUR



Vehicle Tracking - Vehicle Details

| Parameter                   | Truck  | Large Mobile Crane |
|-----------------------------|--------|--------------------|
| Overall Length              | 12.00m | 12.00m             |
| Overall Width               | 2.40m  | 2.40m              |
| Overall Height              | 3.50m  | 3.50m              |
| Min Body Ground Clearance   | 0.20m  | 0.20m              |
| Max Body Height             | 2.50m  | 2.50m              |
| Lock to Lock time           | 6.00m  | 6.00m              |
| Kerb to Kerb Turning Radius | 10.00m | 10.00m             |

| Parameter                   | Large Tipper | Standard Design Vehicle (SDV) |
|-----------------------------|--------------|-------------------------------|
| Overall Length              | 10.00m       | 4.80m                         |
| Overall Width               | 2.85m        | 2.00m                         |
| Overall Height              | 3.50m        | 3.50m                         |
| Min Body Ground Clearance   | 0.20m        | 0.20m                         |
| Max Body Height             | 2.50m        | 2.50m                         |
| Lock to Lock time           | 6.00m        | 6.00m                         |
| Kerb to Kerb Turning Radius | 11.50m       | 4.00m                         |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

| Rev   | Date | Drawn | Description                    | Rev | Appr |
|-------|------|-------|--------------------------------|-----|------|
| P1    |      | MF    | Draft for Discussion / Review. | MF  | MF   |
| Rev 1 |      |       |                                | CHV | Aero |

Vehicle Tracking - Notes

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

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

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

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



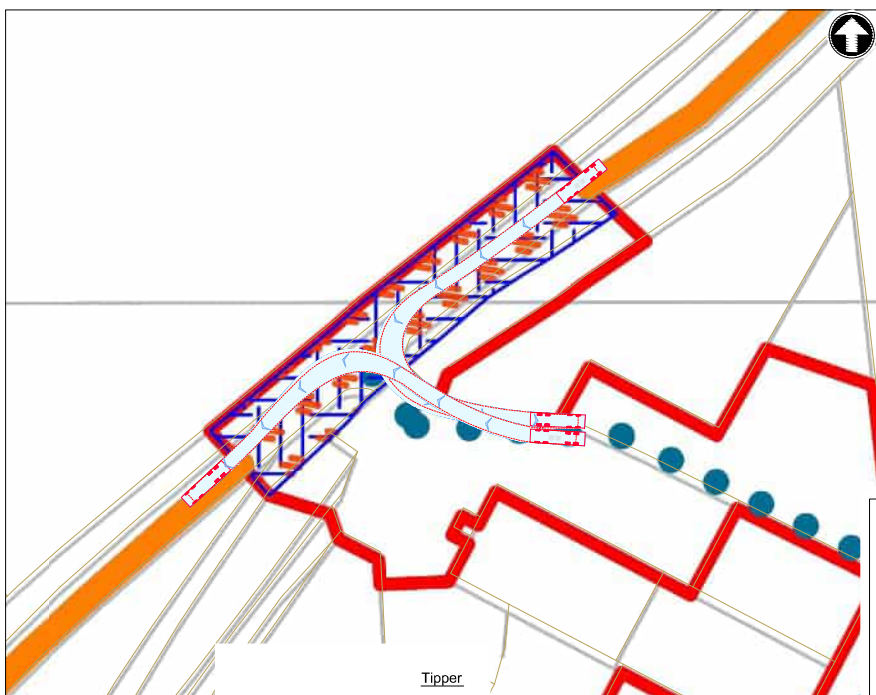
Low Loader



Large Mobile Crane

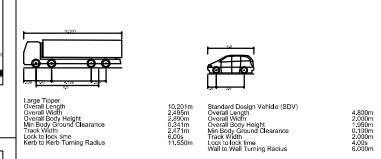
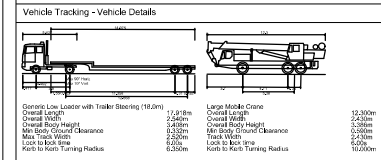
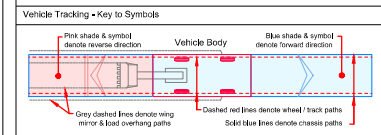


Tipper



Tipper

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

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

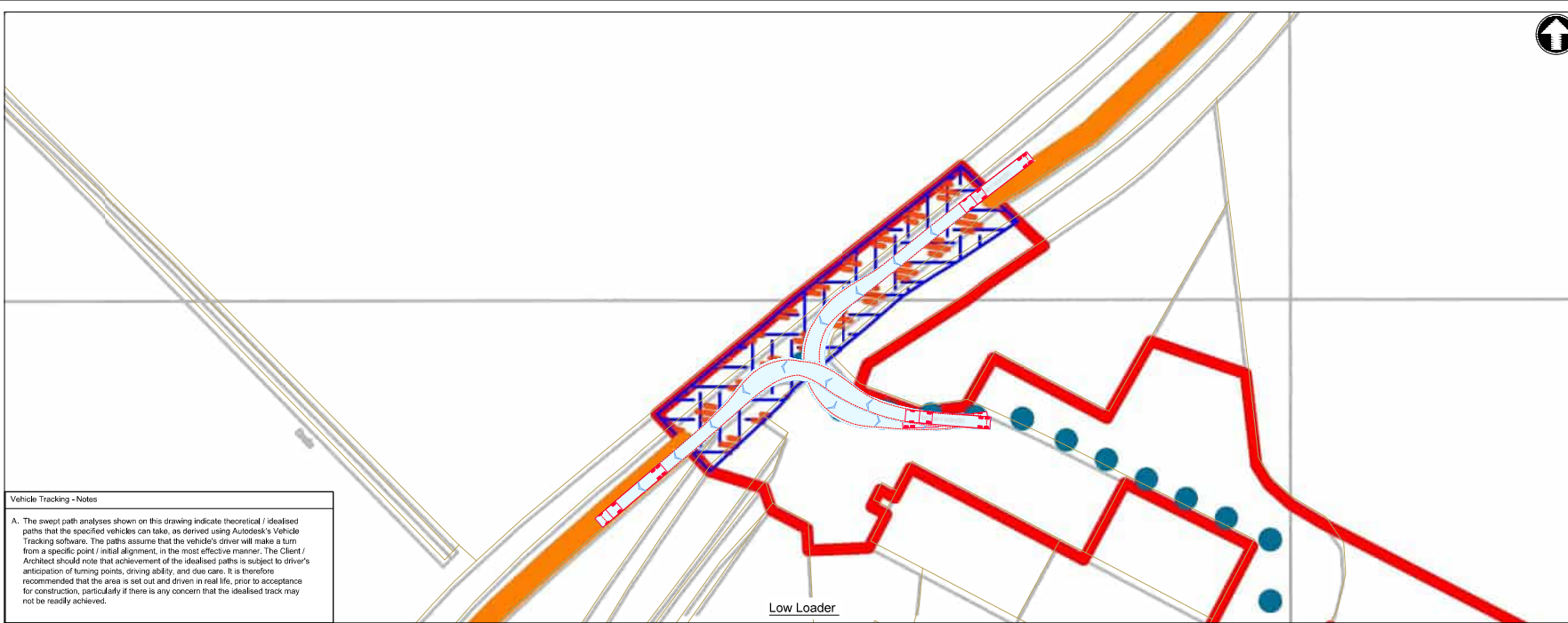


Title  
 Cambridge Waste Water Treatment Works Relocation  
 Temporary Access Junctions  
 9017  
 Highways GA, Visibility Splay and  
 Vehicle Tracking

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

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

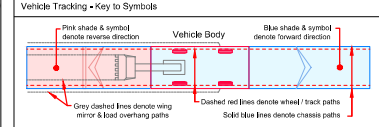
Drawing Number  
 102375-MMD-01-XX-DR-C-DRAFT



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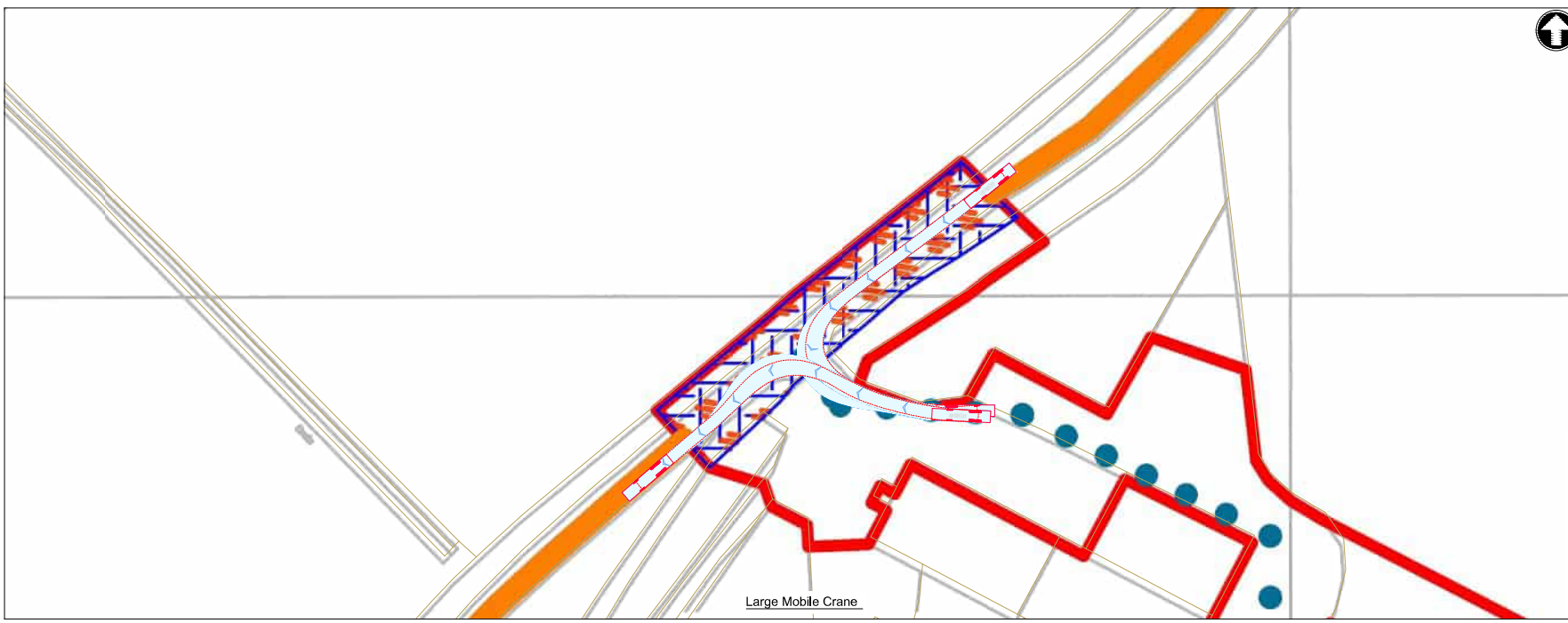
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**Vehicle Tracking - Vehicle Details**

|                             |        |                             |         |
|-----------------------------|--------|-----------------------------|---------|
| Overall Length              | 24.60m | Overall Length              | 12.300m |
| Overall Width               | 2.460m | Overall Width               | 2.460m  |
| Overall Body Height         | 3.400m | Overall Body Height         | 3.400m  |
| Min Body Ground Clearance   | 0.300m | Min Body Ground Clearance   | 0.300m  |
| Max. Trail                  | 6.00m  | Trail                       | 2.500m  |
| Lock to Lock Time           | 6.00m  | Lock to Lock Time           | 6.00m   |
| Kerb to Kerb Turning Radius | 6.00m  | Kerb to Kerb Turning Radius | 10.000m |

|                             |         |                             |        |
|-----------------------------|---------|-----------------------------|--------|
| Overall Length              | 10.00m  | Overall Length              | 4.600m |
| Overall Width               | 2.850m  | Overall Width               | 2.850m |
| Overall Body Height         | 3.500m  | Overall Body Height         | 3.500m |
| Min Body Ground Clearance   | 0.300m  | Min Body Ground Clearance   | 0.300m |
| Max. Trail                  | 2.500m  | Trail                       | 0.300m |
| Lock to Lock Time           | 11.500m | Lock to Lock Time           | 4.000m |
| Kerb to Kerb Turning Radius |         | Kerb to Kerb Turning Radius | 6.000m |



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

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

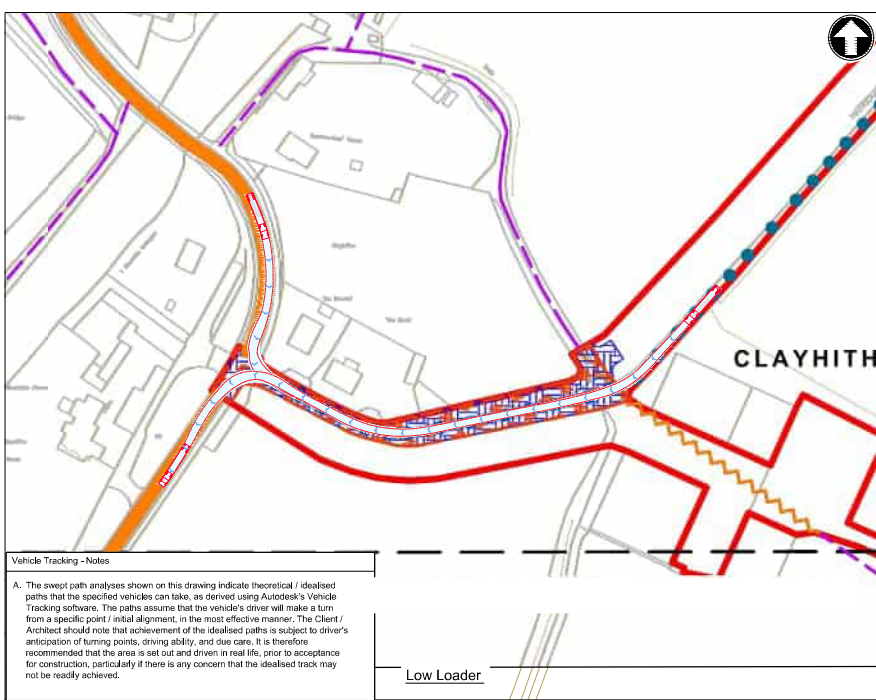


**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9017  
Highways GA, Visibility Splay and  
Vehicle Tracking

|           |           |    |              |   |
|-----------|-----------|----|--------------|---|
| 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      |

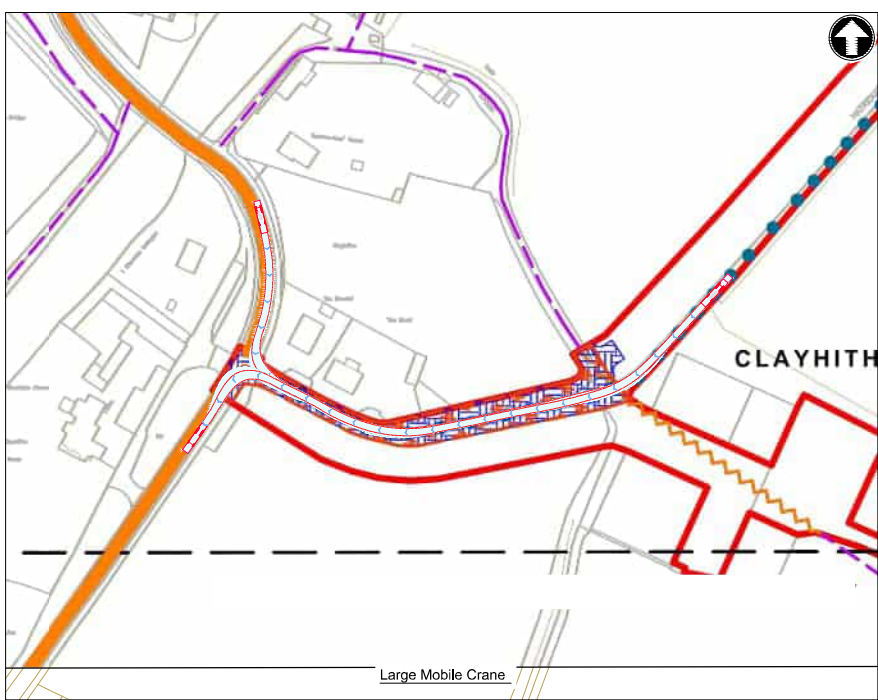
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT



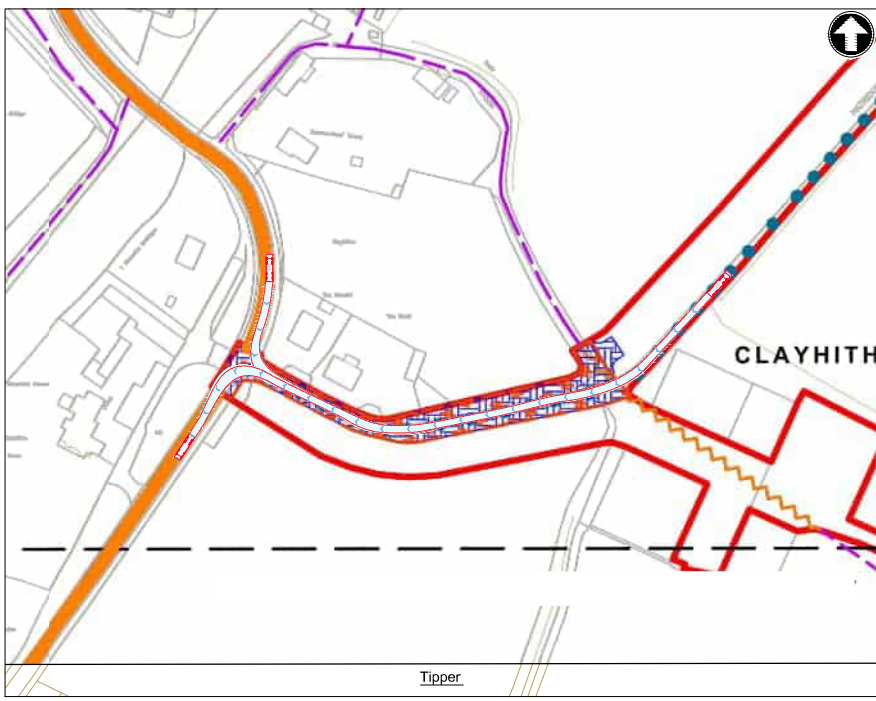
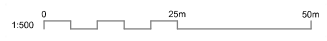
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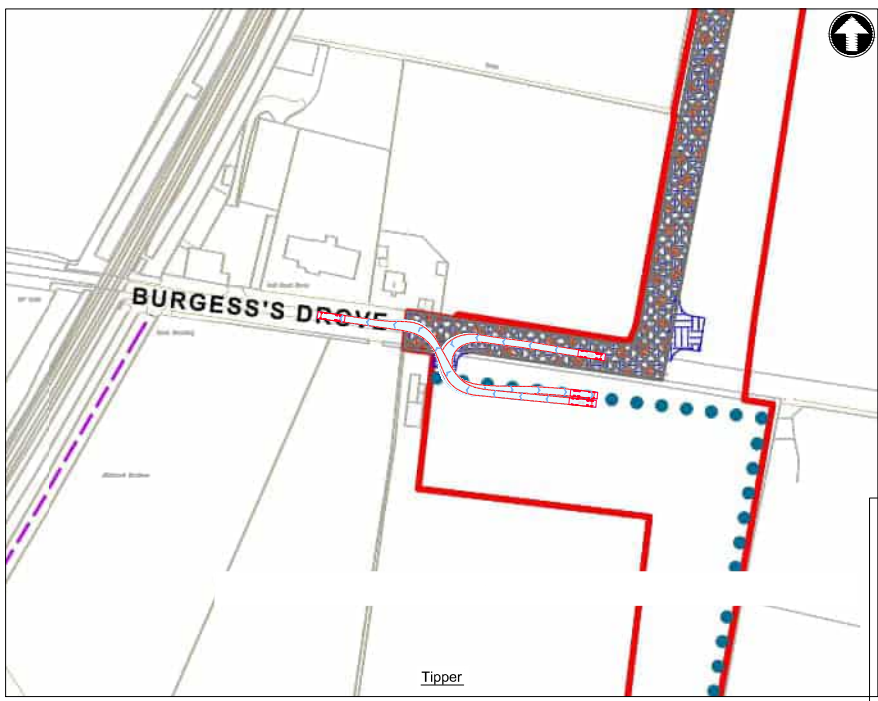
Low Loader



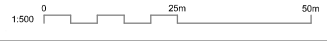
Large Mobile Crane



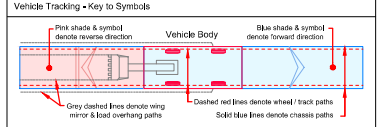
Tipper



Tipper



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**Vehicle Tracking - Vehicle Details**

| Vehicle                                 | Overall Length | Overall Width | Overall Height | Min Body Ground Clearance | Max Body Ground Clearance | Min Body Height | Max Body Height | Min Body Ground Clearance | Max Body Height | Min Body Ground Clearance | Max Body Height |
|---|----------------|---------------|----------------|---------------------------|---------------------------|-----------------|-----------------|---------------------------|-----------------|---------------------------|-----------------|
| Low Loader with Trailer (Steering 180°) | 24.60m         | 2.40m         | 2.40m          | 0.20m                     | 2.40m                     | 0.20m           | 2.40m           | 0.20m                     | 2.40m           | 0.20m                     | 2.40m           |
| Large Mobile Crane                      | 12.00m         | 2.40m         | 2.40m          | 0.20m                     | 2.40m                     | 0.20m           | 2.40m           | 0.20m                     | 2.40m           | 0.20m                     | 2.40m           |
| Large Tipper                            | 10.00m         | 2.40m         | 2.40m          | 0.20m                     | 2.40m                     | 0.20m           | 2.40m           | 0.20m                     | 2.40m           | 0.20m                     | 2.40m           |
| Standard Design Vehicle (SDV)           | 4.50m          | 2.00m         | 2.00m          | 0.20m                     | 2.00m                     | 0.20m           | 2.00m           | 0.20m                     | 2.00m           | 0.20m                     | 2.00m           |

| Vehicle                       | Overall Length | Overall Width | Overall Height | Min Body Ground Clearance | Max Body Ground Clearance | Min Body Height | Max Body Height | Min Body Ground Clearance | Max Body Height | Min Body Ground Clearance | Max Body Height |
|-------------------------------|----------------|---------------|----------------|---------------------------|---------------------------|-----------------|-----------------|---------------------------|-----------------|---------------------------|-----------------|
| Large Tipper                  | 10.00m         | 2.40m         | 2.40m          | 0.20m                     | 2.40m                     | 0.20m           | 2.40m           | 0.20m                     | 2.40m           | 0.20m                     | 2.40m           |
| Standard Design Vehicle (SDV) | 4.50m          | 2.00m         | 2.00m          | 0.20m                     | 2.00m                     | 0.20m           | 2.00m           | 0.20m                     | 2.00m           | 0.20m                     | 2.00m           |

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

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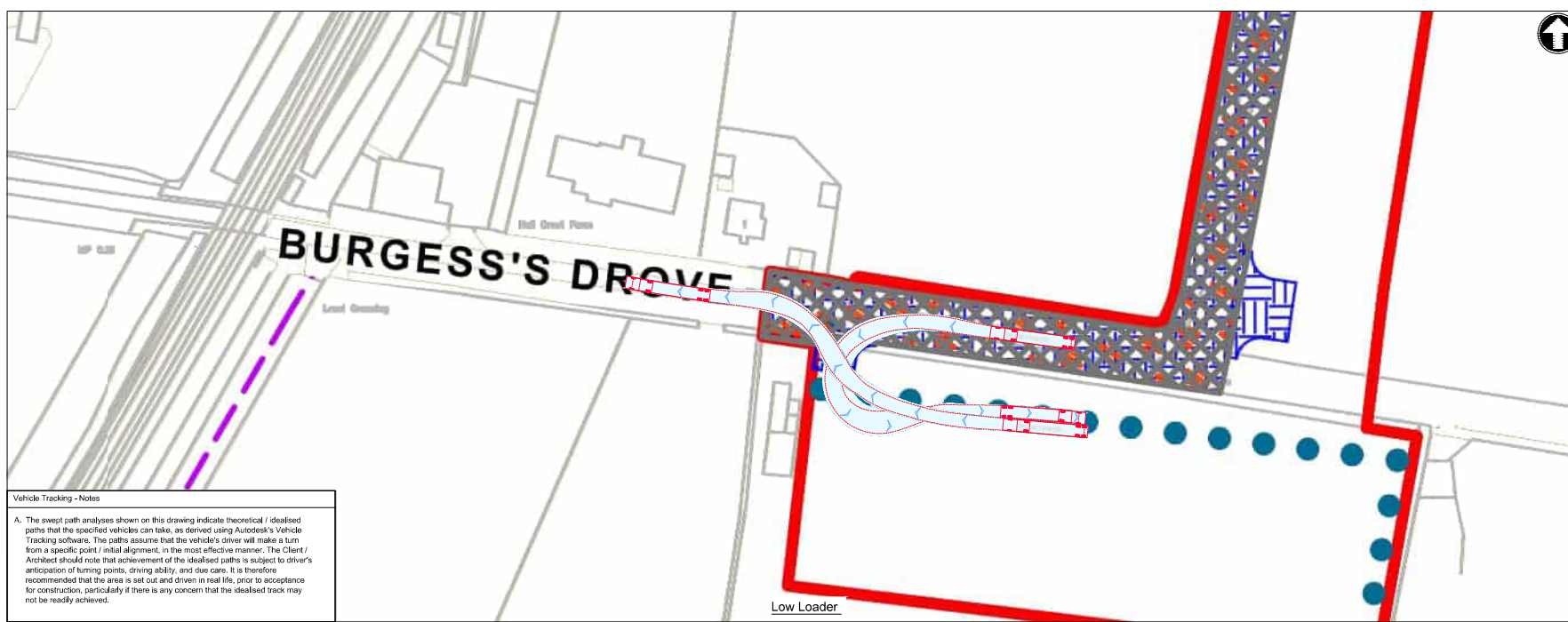


Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9018  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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

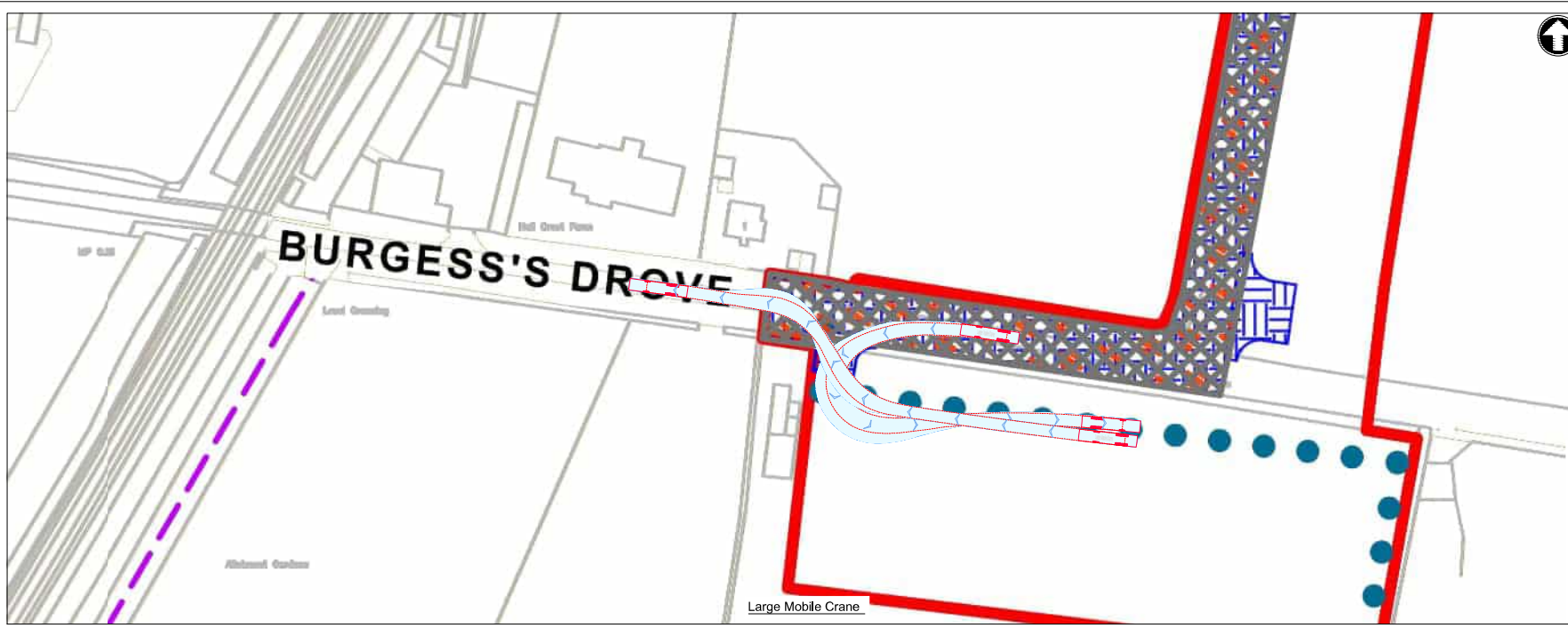
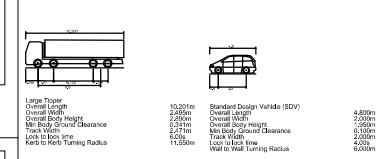
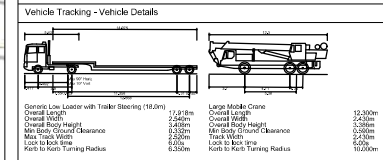
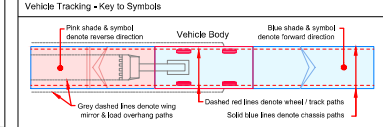


**Vehicle Tracking - Notes**

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  15. DRAWING MUST BE READ IN COLOUR



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

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



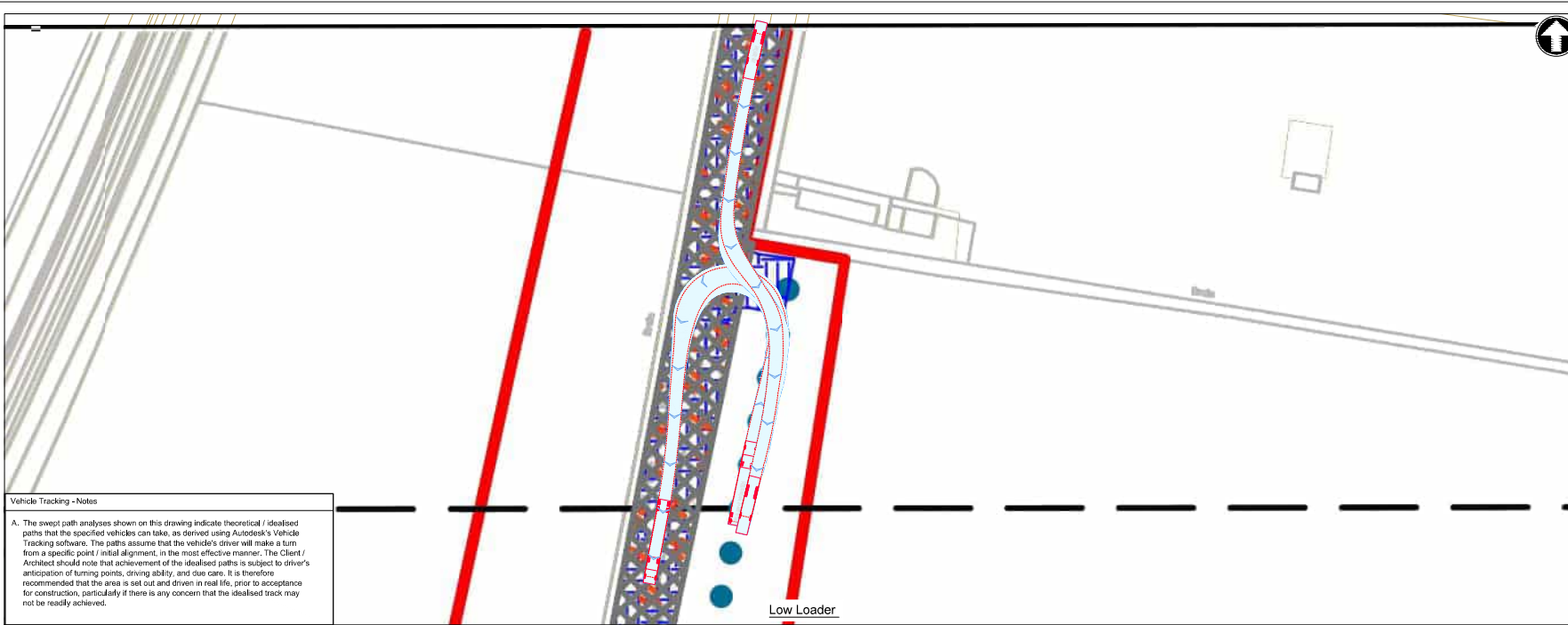
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9018  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

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

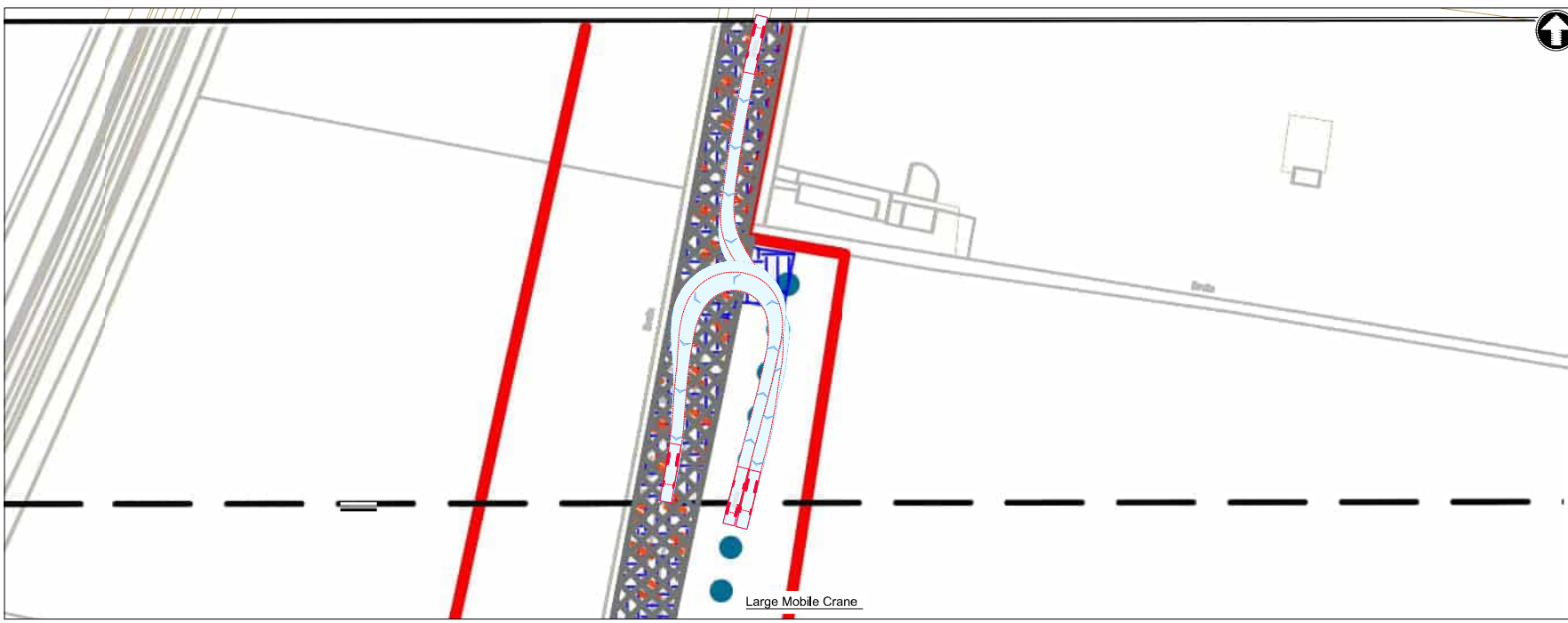
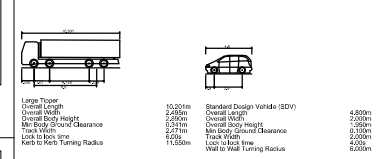
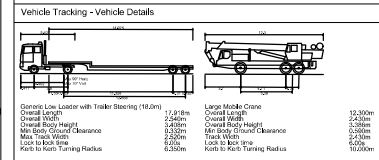
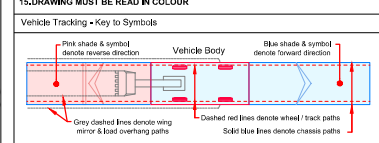
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We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.  
C:\Users\DEB100079\OneDrive - Mott MacDonald\Documents\Projects\Vehicle Tracking\CWWTW\02\_RL\_2204-Model\102375-MMD-01-XX-DR-C-DRAFT Operations\2.dwg Jul 13, 2022 - 2:50PM DEB100079



**Vehicle Tracking - Notes**

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

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

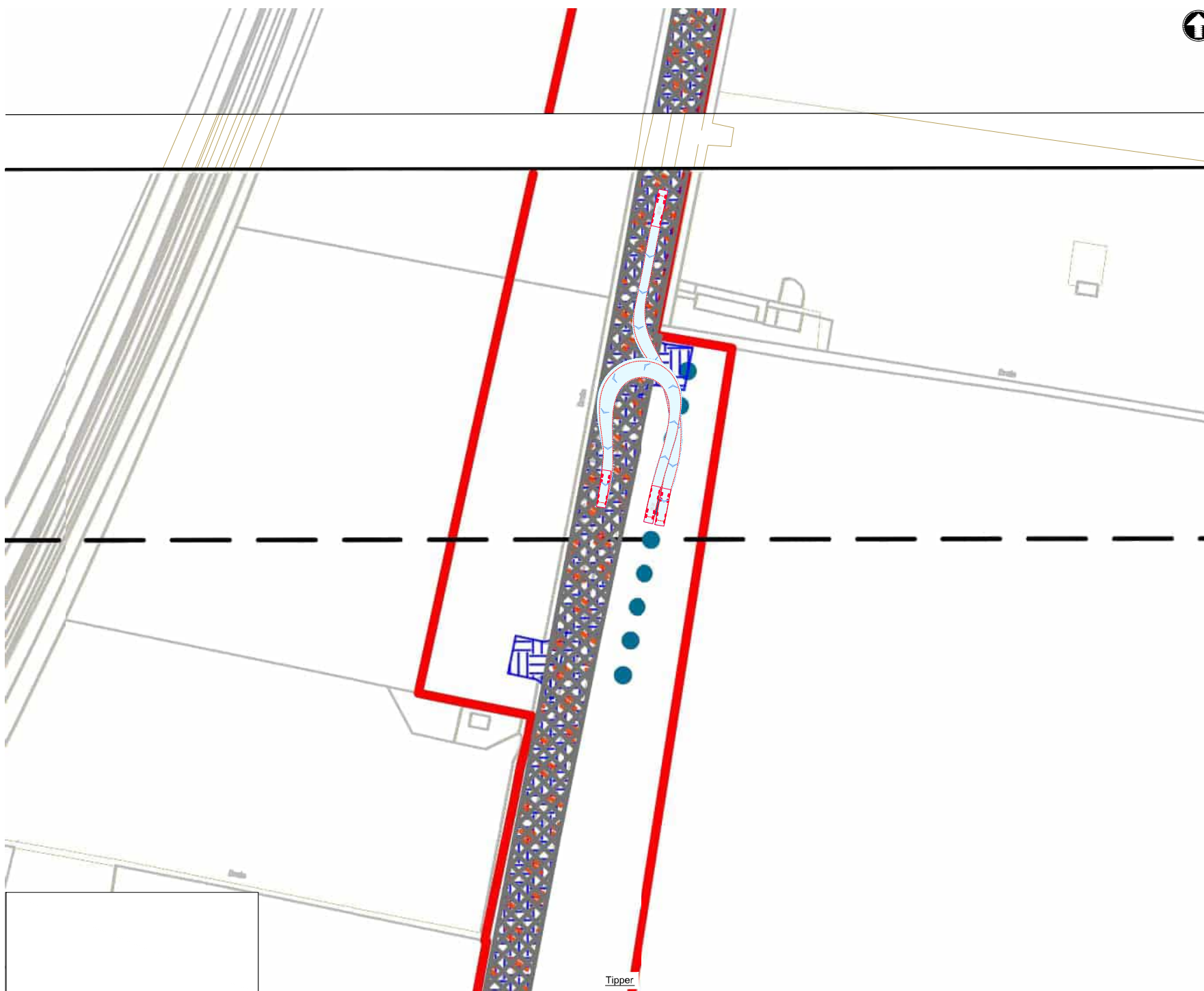


Title  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9018  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

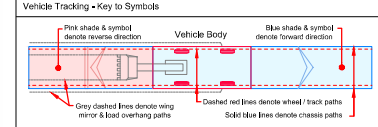
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|-------------|--------|-----|----------|
| Scale at A1 | Status | Rev | Security |
| 1:500       | PRE    | P1  | STD      |

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



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



**Vehicle Tracking - Vehicle Details**

|   |   |
|---|---|
|   |   |
| <p>Tractor Trailer with Trailer (1620m)</p> <p>Overall Length 24.60m<br/>Overall Width 2.40m<br/>Max Body Overall Clearance 3.20m<br/>Max. Track Spacing 2.20m<br/>Lock to Lock time 6.00m<br/>Kerb to Kerb Turning Radius 10.00m</p> | <p>Large Mobile Crane</p> <p>Overall Length 12.300m<br/>Overall Width 2.40m<br/>Overall Body Height 3.200m<br/>Max. Body Overall Clearance 3.200m<br/>Max. Track Spacing 2.20m<br/>Lock to Lock time 6.00m<br/>Kerb to Kerb Turning Radius 10.000m</p>            |
|   |   |
| <p>Large Tipper</p> <p>Overall Length 10.00m<br/>Overall Width 2.850m<br/>Overall Body Height 2.950m<br/>Max. Body Overall Clearance 3.200m<br/>Max. Track Spacing 2.20m<br/>Kerb to Kerb Turning Radius 11.550m</p>                  | <p>Standard Design Vehicle (SDV)</p> <p>Overall Length 4.600m<br/>Overall Width 1.950m<br/>Overall Body Height 1.950m<br/>Max. Body Overall Clearance 2.100m<br/>Max. Track Spacing 1.950m<br/>Lock to Lock time 4.00m<br/>Kerb to Kerb Turning Radius 6.000m</p> |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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



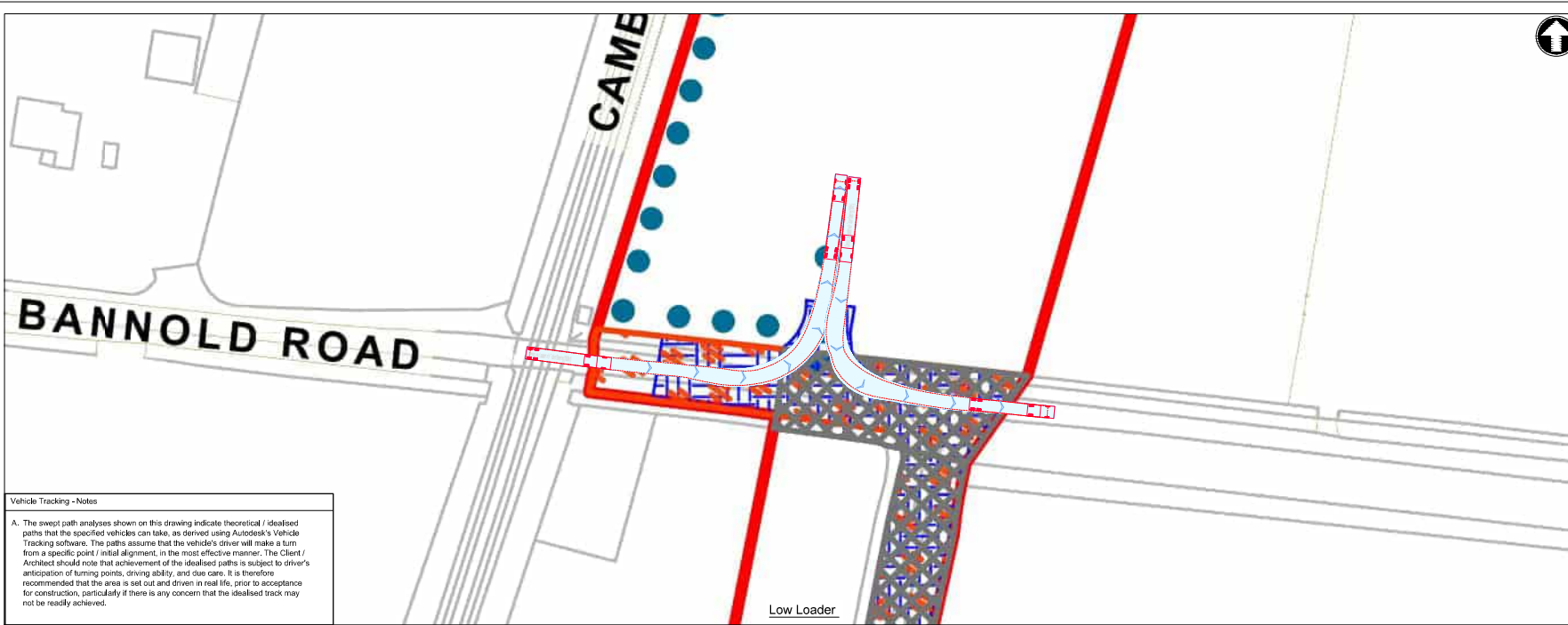
**Title**  
Cambridge Waste Water Treatment Works Relocation  
Temporary Access Junctions  
9018  
Highways GA, Visibility Splay and  
Vehicle Tracking

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

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

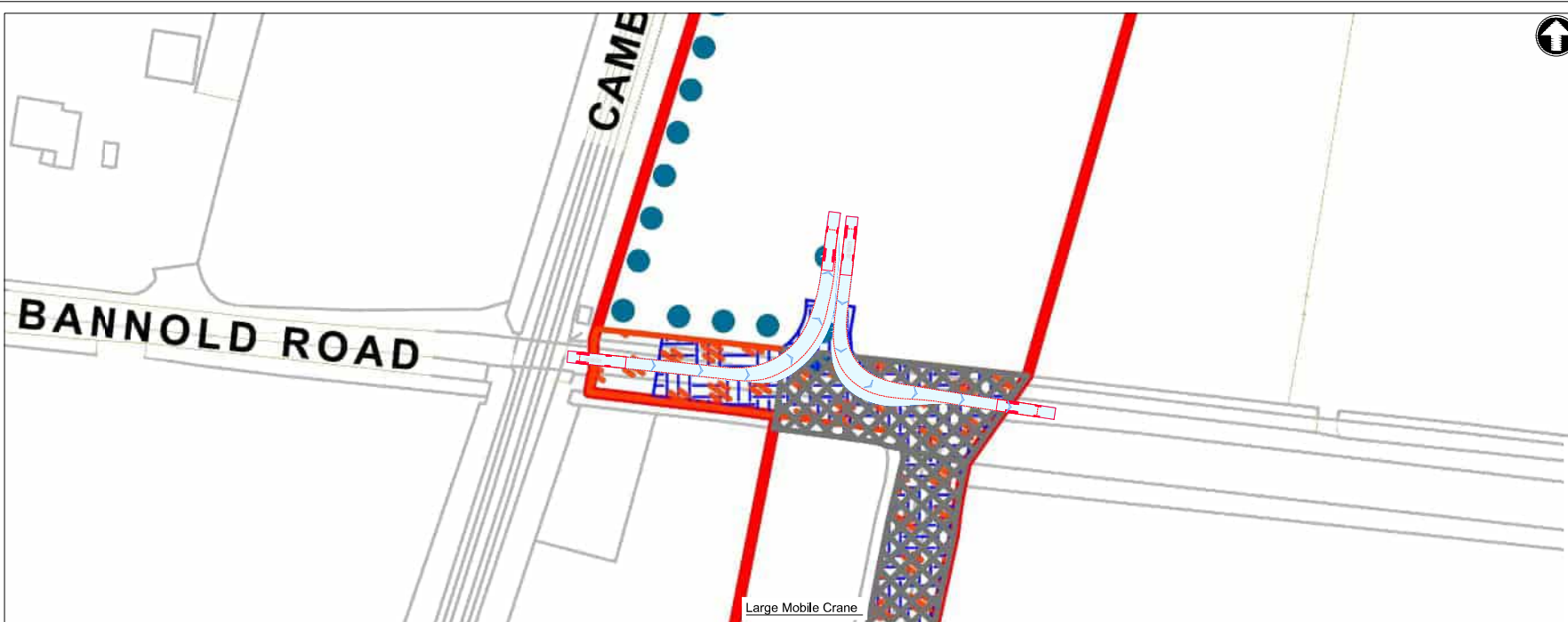
Drawing Number  
**102375-MMD-01-XX-DR-C-DRAFT**



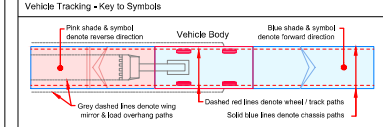


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**Vehicle Tracking - Vehicle Details**

| Parameter                   | Large Mobile Crane | Large Tipper |
|-----------------------------|--------------------|--------------|
| Overall Length              | 7.97m              | 10.07m       |
| Overall Width               | 2.66m              | 2.85m        |
| Overall Height              | 3.49m              | 2.95m        |
| Min Body Ground Clearance   | 0.30m              | 0.35m        |
| Min. Turn Time              | 6.07m              | 4.57m        |
| Lock to Lock Time           | 6.07m              | 4.57m        |
| Kerb to Kerb Turning Radius | 6.07m              | 4.57m        |

| Parameter                   | Standard Design Vehicle (SDV) |
|-----------------------------|-------------------------------|
| Overall Length              | 12.20m                        |
| Overall Width               | 2.40m                         |
| Overall Height              | 3.30m                         |
| Min Body Ground Clearance   | 0.25m                         |
| Min. Turn Time              | 2.5m                          |
| Lock to Lock Time           | 6.07m                         |
| Kerb to Kerb Turning Radius | 6.07m                         |

**Vehicle Tracking - Risks & Compliance**

**Risks**

- Kerb overrun
- Restrictive road width

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



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

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

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

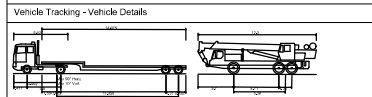
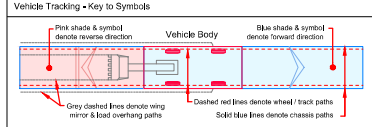
Drawing Number  
102375-MMD-01-XX-DR-C-DRAFT





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



|                             |         |                             |         |
|-----------------------------|---------|-----------------------------|---------|
| Overall Length              | 24.60m  | Overall Length              | 12.200m |
| Overall Width               | 2.460m  | Overall Width               | 2.430m  |
| Overall Body Height         | 3.490m  | Overall Body Height         | 3.300m  |
| Min Body Ground Clearance   | 0.320m  | Min Body Ground Clearance   | 0.250m  |
| Max. Rear Overhang          | 6.00m   | Max. Rear Overhang          | 2.500m  |
| Lock to Lock time           | 6.00m   | Lock to Lock time           | 6.00m   |
| Kerb to Kerb Turning Radius | 11.500m | Kerb to Kerb Turning Radius | 10.000m |

|                             |         |                             |        |
|-----------------------------|---------|-----------------------------|--------|
| Overall Length              | 10.00m  | Overall Length              | 4.600m |
| Overall Width               | 2.850m  | Overall Width               | 2.000m |
| Overall Body Height         | 3.500m  | Overall Body Height         | 3.000m |
| Min Body Ground Clearance   | 0.270m  | Min Body Ground Clearance   | 0.200m |
| Max. Rear Overhang          | 11.500m | Max. Rear Overhang          | 4.000m |
| Lock to Lock time           | -       | Lock to Lock time           | 4.000m |
| Kerb to Kerb Turning Radius | -       | Kerb to Kerb Turning Radius | 8.000m |

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

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



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

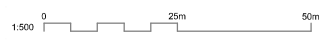
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|-----------|-----------|----|--------------|---|--|
| Designed  | M Fonseca | MF | Eng check    | - |  |
| Drawn     | M Fonseca | MF | Coordination | - |  |
| Dwg check | -         |    | Approved     | - |  |

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

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

Vehicle Tracking - Notes

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The ExA:

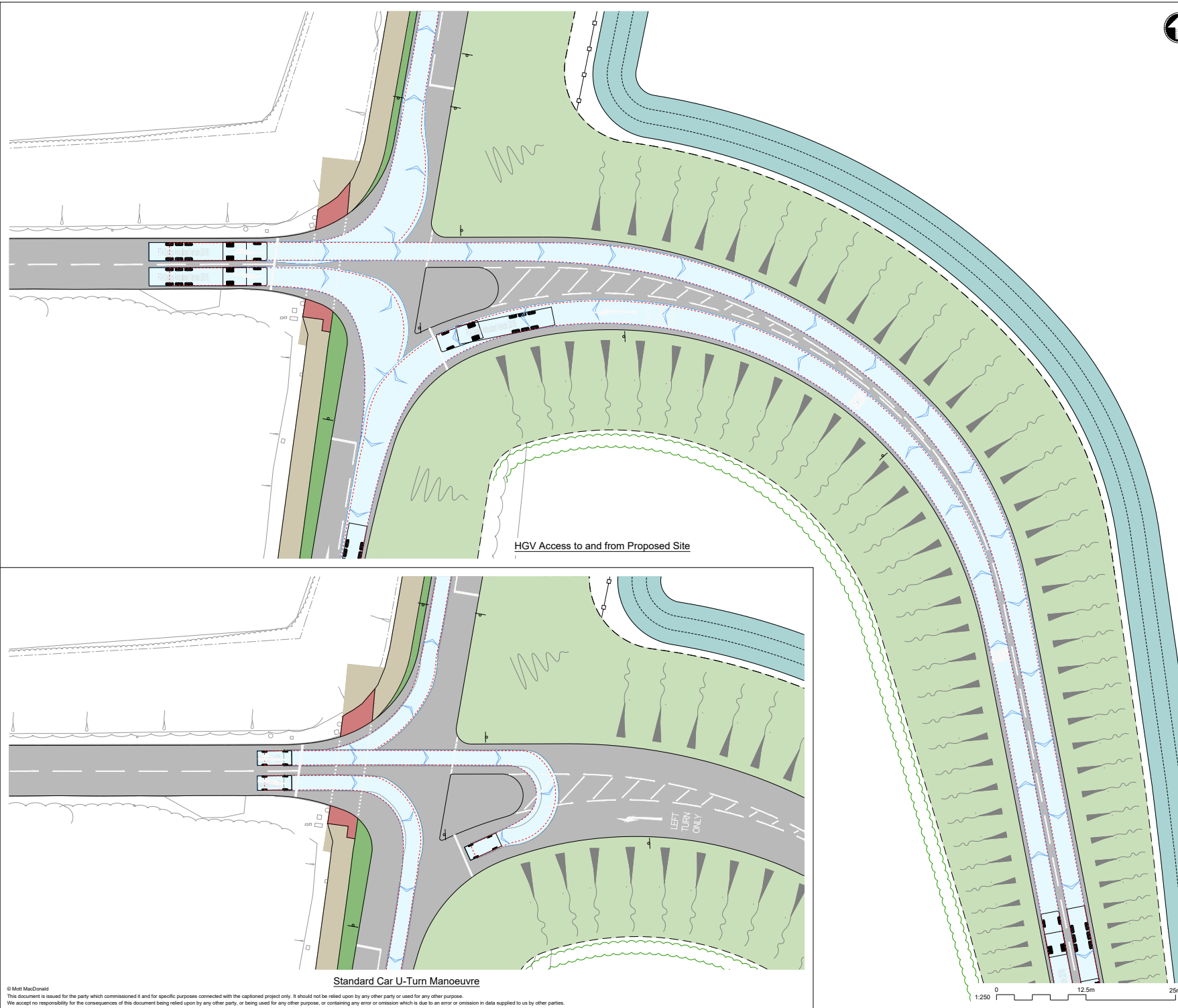
Construction traffic routes – safety

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.

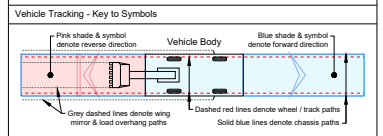


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  4. This drawing has been prepared as an initial technical audit and Road Safety Audit Stage 1 by Cambridgeshire County Council.
  5. The drawing is based on OS mapping and topographic survey information.
  6. The information is preliminary and subject to further detailed design.
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  9. The design is based on the requirements of DMRB.
  10. The design assumes an embankment slope of 1:2 is acceptable to the relevant stakeholders.
  11. The design is based on the requirements of DMRB.
  12. Street lighting on Homingsea 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 Homingsea Road.

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

Key to Symbols

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



Vehicle Tracking - Vehicle Details

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

Reference drawings

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

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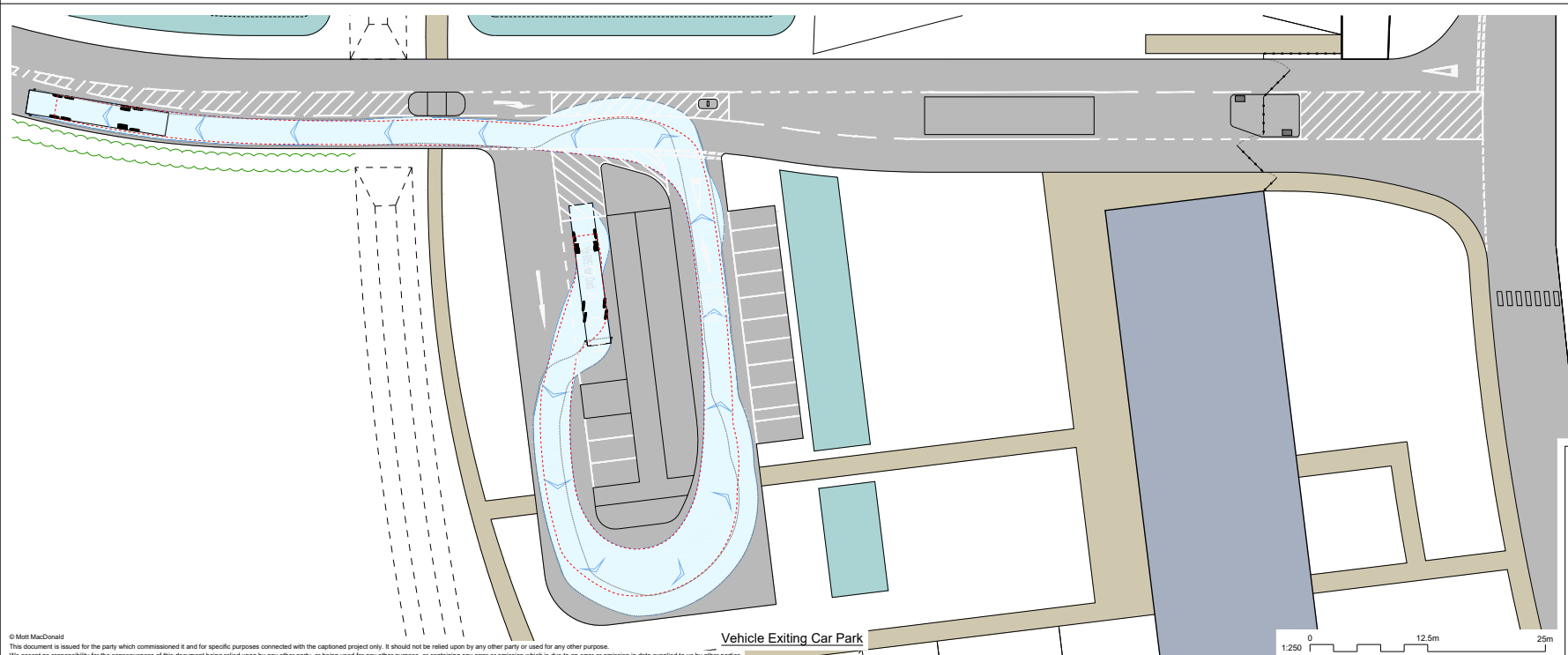
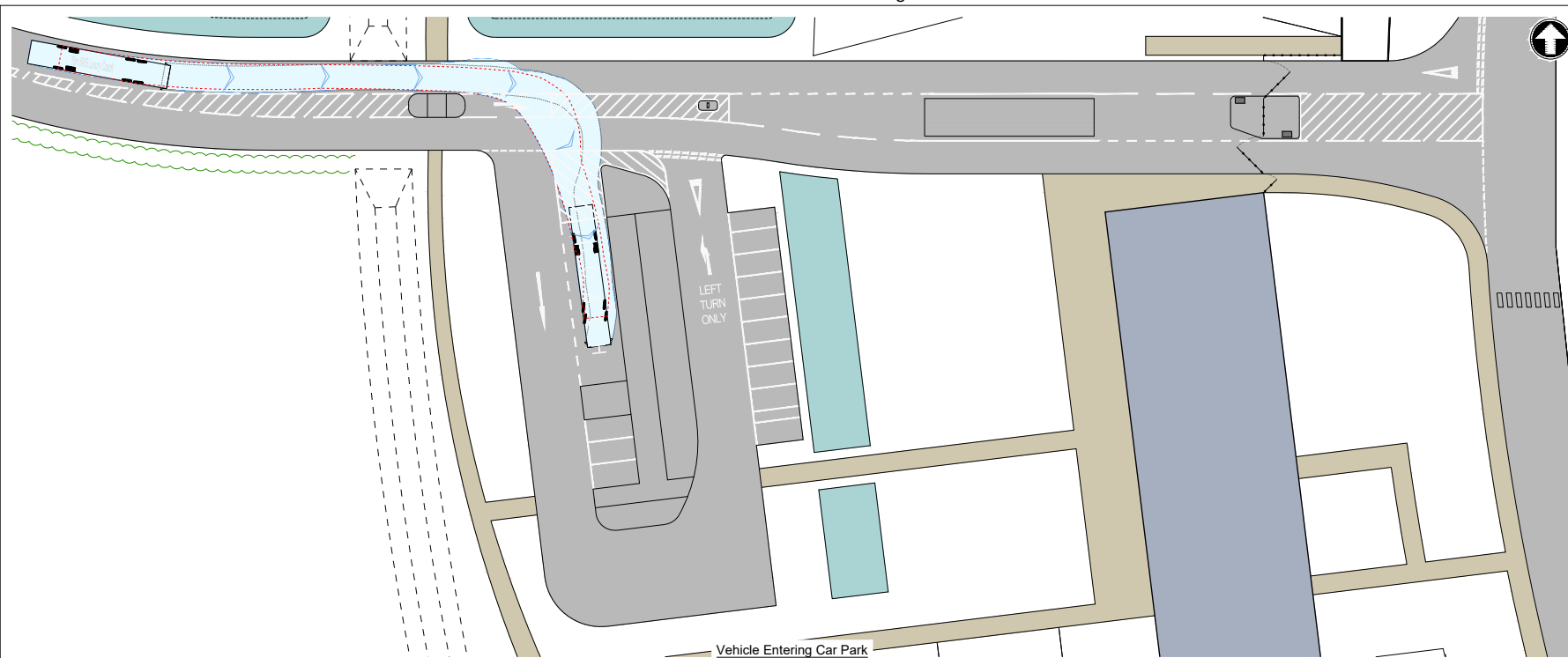


**NOT FOR CONSTRUCTION**

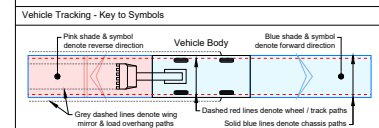
Title  
 Cambridge Waste Water Treatment Works Relocation  
 Vehicle Tracking  
 Homingsea Road Junction

|  |             |     |              |              |     |
|--|-------------|-----|--------------|--------------|-----|
| Designed                                     | J.Reeve     | JJR | Eng check    | W.Tong       | W/T |
| Drawn  | L.W.Russell | LJR | Coordination | A.M.Rawlings | AMR |
| Dwg check                                    | J.D.Seaton  | JDS | Approved     | G.Wicks      | GW  |
| Scale at A1                                  | Status      | Rev | Security     |              |     |
| 1:250  | PRE         | P2  | STD          |              |     |
| Drawing Number<br>102375-MMD-01-XX-DR-C-1121 |             |     |              |              |     |

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



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       | WT | GW |
|-----|----------|-------|-------------------|----|----|
| P1  | 14.12.23 | LJR   | Preliminary Issue |    |    |

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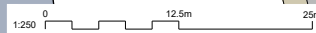
Client

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

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

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

NOT FOR CONSTRUCTION



Cambridge Waste Water Treatment Relocation Project  
Transport Assessment



## Appendix H: Discovery Centre TRICS® Data

Calculation Reference: AUDIT-704113-220804-0830

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

16 ULSTER (REPUBLIC OF IRELAND)  
 DN DONEGAL 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 750 to 750 (units: sqm)  
 Range Selected by User: 200 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

High Street 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

F1(c) 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

5,001 to 25,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No 1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

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

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| DU-07-I-01 | Location unsuitable    |
| ES-07-I-01 | Location unsuitable    |



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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       |          |          |              |            |          |              |          |          |              |
| 08:00 - 09:00       |          |          |              |            |          |              |          |          |              |
| 09:00 - 10:00       | 1        | 750      | 0.267        | 1          | 750      | 0.133        | 1        | 750      | 0.400        |
| 10:00 - 11:00       | 1        | 750      | 0.000        | 1          | 750      | 0.133        | 1        | 750      | 0.133        |
| 11:00 - 12:00       | 1        | 750      | 0.000        | 1          | 750      | 0.000        | 1        | 750      | 0.000        |
| 12:00 - 13:00       | 1        | 750      | 0.133        | 1          | 750      | 0.000        | 1        | 750      | 0.133        |
| 13:00 - 14:00       | 1        | 750      | 0.133        | 1          | 750      | 0.133        | 1        | 750      | 0.266        |
| 14:00 - 15:00       | 1        | 750      | 0.400        | 1          | 750      | 0.267        | 1        | 750      | 0.667        |
| 15:00 - 16:00       | 1        | 750      | 0.533        | 1          | 750      | 0.267        | 1        | 750      | 0.800        |
| 16:00 - 17:00       | 1        | 750      | 0.133        | 1          | 750      | 0.667        | 1        | 750      | 0.800        |
| 17:00 - 18:00       | 1        | 750      | 0.000        | 1          | 750      | 0.133        | 1        | 750      | 0.133        |
| 18:00 - 19:00       |          |          |              |            |          |              |          |          |              |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.599</b> |            |          | <b>1.733</b> |          |          | <b>3.332</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       |          |          |              |            |          |              |          |          |              |
| 08:00 - 09:00       |          |          |              |            |          |              |          |          |              |
| 09:00 - 10:00       | 1        | 750      | 0.267        | 1          | 750      | 0.133        | 1        | 750      | 0.400        |
| 10:00 - 11:00       | 1        | 750      | 0.000        | 1          | 750      | 0.133        | 1        | 750      | 0.133        |
| 11:00 - 12:00       | 1        | 750      | 0.000        | 1          | 750      | 0.000        | 1        | 750      | 0.000        |
| 12:00 - 13:00       | 1        | 750      | 0.133        | 1          | 750      | 0.000        | 1        | 750      | 0.133        |
| 13:00 - 14:00       | 1        | 750      | 0.267        | 1          | 750      | 0.133        | 1        | 750      | 0.400        |
| 14:00 - 15:00       | 1        | 750      | 0.533        | 1          | 750      | 0.533        | 1        | 750      | 1.066        |
| 15:00 - 16:00       | 1        | 750      | 0.933        | 1          | 750      | 0.533        | 1        | 750      | 1.466        |
| 16:00 - 17:00       | 1        | 750      | 0.133        | 1          | 750      | 0.800        | 1        | 750      | 0.933        |
| 17:00 - 18:00       | 1        | 750      | 0.000        | 1          | 750      | 0.133        | 1        | 750      | 0.133        |
| 18:00 - 19:00       |          |          |              |            |          |              |          |          |              |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.266</b> |            |          | <b>2.398</b> |          |          | <b>4.664</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00       |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00       |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 10:00 - 11:00       | 1        | 750      | 0.400     | 1          | 750      | 0.400     | 1        | 750      | 0.800     |
| 11:00 - 12:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 12:00 - 13:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 13:00 - 14:00       | 1        | 750      | 0.400     | 1          | 750      | 0.133     | 1        | 750      | 0.533     |
| 14:00 - 15:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 15:00 - 16:00       | 1        | 750      | 0.000     | 1          | 750      | 0.267     | 1        | 750      | 0.267     |
| 16:00 - 17:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 17:00 - 18:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 18:00 - 19:00       |          |          |           |            |          |           |          |          |           |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.800     |            |          | 0.800     |          |          | 1.600     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 08:00       |          |          |              |            |          |              |          |          |              |
| 08:00 - 09:00       |          |          |              |            |          |              |          |          |              |
| 09:00 - 10:00       | 1        | 750      | 0.267        | 1          | 750      | 0.133        | 1        | 750      | 0.400        |
| 10:00 - 11:00       | 1        | 750      | 0.400        | 1          | 750      | 0.533        | 1        | 750      | 0.933        |
| 11:00 - 12:00       | 1        | 750      | 0.000        | 1          | 750      | 0.000        | 1        | 750      | 0.000        |
| 12:00 - 13:00       | 1        | 750      | 0.133        | 1          | 750      | 0.000        | 1        | 750      | 0.133        |
| 13:00 - 14:00       | 1        | 750      | 0.667        | 1          | 750      | 0.267        | 1        | 750      | 0.934        |
| 14:00 - 15:00       | 1        | 750      | 0.533        | 1          | 750      | 0.533        | 1        | 750      | 1.066        |
| 15:00 - 16:00       | 1        | 750      | 0.933        | 1          | 750      | 0.800        | 1        | 750      | 1.733        |
| 16:00 - 17:00       | 1        | 750      | 0.133        | 1          | 750      | 0.800        | 1        | 750      | 0.933        |
| 17:00 - 18:00       | 1        | 750      | 0.000        | 1          | 750      | 0.133        | 1        | 750      | 0.133        |
| 18:00 - 19:00       |          |          |              |            |          |              |          |          |              |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>3.066</b> |            |          | <b>3.199</b> |          |          | <b>6.265</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00       |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00       |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00       | 1        | 750      | 0.267     | 1          | 750      | 0.133     | 1        | 750      | 0.400     |
| 10:00 - 11:00       | 1        | 750      | 0.000     | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 11:00 - 12:00       | 1        | 750      | 0.000     | 1          | 750      | 0.000     | 1        | 750      | 0.000     |
| 12:00 - 13:00       | 1        | 750      | 0.133     | 1          | 750      | 0.000     | 1        | 750      | 0.133     |
| 13:00 - 14:00       | 1        | 750      | 0.133     | 1          | 750      | 0.133     | 1        | 750      | 0.266     |
| 14:00 - 15:00       | 1        | 750      | 0.400     | 1          | 750      | 0.267     | 1        | 750      | 0.667     |
| 15:00 - 16:00       | 1        | 750      | 0.533     | 1          | 750      | 0.267     | 1        | 750      | 0.800     |
| 16:00 - 17:00       | 1        | 750      | 0.133     | 1          | 750      | 0.667     | 1        | 750      | 0.800     |
| 17:00 - 18:00       | 1        | 750      | 0.000     | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 18:00 - 19:00       |          |          |           |            |          |           |          |          |           |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 1.599     |            |          | 1.733     |          |          | 3.332     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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

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

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

| Time Range        | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                   | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00       |          |          |           |            |          |           |          |          |           |
| 01:00-02:00       |          |          |           |            |          |           |          |          |           |
| 02:00-03:00       |          |          |           |            |          |           |          |          |           |
| 03:00-04:00       |          |          |           |            |          |           |          |          |           |
| 04:00-05:00       |          |          |           |            |          |           |          |          |           |
| 05:00-06:00       |          |          |           |            |          |           |          |          |           |
| 06:00-07:00       |          |          |           |            |          |           |          |          |           |
| 07:00-08:00       |          |          |           |            |          |           |          |          |           |
| 08:00-09:00       |          |          |           |            |          |           |          |          |           |
| 09:00-10:00       | 1        | 750      | 0.267     | 1          | 750      | 0.133     | 1        | 750      | 0.4       |
| 10:00-11:00       | 1        | 750      | 0         | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 11:00-12:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 12:00-13:00       | 1        | 750      | 0.133     | 1          | 750      | 0         | 1        | 750      | 0.133     |
| 13:00-14:00       | 1        | 750      | 0.133     | 1          | 750      | 0.133     | 1        | 750      | 0.266     |
| 14:00-15:00       | 1        | 750      | 0.4       | 1          | 750      | 0.267     | 1        | 750      | 0.667     |
| 15:00-16:00       | 1        | 750      | 0.533     | 1          | 750      | 0.267     | 1        | 750      | 0.8       |
| 16:00-17:00       | 1        | 750      | 0.133     | 1          | 750      | 0.667     | 1        | 750      | 0.8       |
| 17:00-18:00       | 1        | 750      | 0         | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 18:00-19:00       |          |          |           |            |          |           |          |          |           |
| 19:00-20:00       |          |          |           |            |          |           |          |          |           |
| 20:00-21:00       |          |          |           |            |          |           |          |          |           |
| 21:00-22:00       |          |          |           |            |          |           |          |          |           |
| 22:00-23:00       |          |          |           |            |          |           |          |          |           |
| 23:00-24:00       |          |          |           |            |          |           |          |          |           |
| Daily Trip Rates: |          |          | 1.599     |            |          | 1.733     |          |          | 3.332     |

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

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

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

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

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

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

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

| Time Range        | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                   | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00       |          |          |           |            |          |           |          |          |           |
| 01:00-02:00       |          |          |           |            |          |           |          |          |           |
| 02:00-03:00       |          |          |           |            |          |           |          |          |           |
| 03:00-04:00       |          |          |           |            |          |           |          |          |           |
| 04:00-05:00       |          |          |           |            |          |           |          |          |           |
| 05:00-06:00       |          |          |           |            |          |           |          |          |           |
| 06:00-07:00       |          |          |           |            |          |           |          |          |           |
| 07:00-08:00       |          |          |           |            |          |           |          |          |           |
| 08:00-09:00       |          |          |           |            |          |           |          |          |           |
| 09:00-10:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 10:00-11:00       | 1        | 750      | 0.4       | 1          | 750      | 0.4       | 1        | 750      | 0.8       |
| 11:00-12:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 12:00-13:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 13:00-14:00       | 1        | 750      | 0.4       | 1          | 750      | 0.133     | 1        | 750      | 0.533     |
| 14:00-15:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 15:00-16:00       | 1        | 750      | 0         | 1          | 750      | 0.267     | 1        | 750      | 0.267     |
| 16:00-17:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 17:00-18:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 18:00-19:00       |          |          |           |            |          |           |          |          |           |
| 19:00-20:00       |          |          |           |            |          |           |          |          |           |
| 20:00-21:00       |          |          |           |            |          |           |          |          |           |
| 21:00-22:00       |          |          |           |            |          |           |          |          |           |
| 22:00-23:00       |          |          |           |            |          |           |          |          |           |
| 23:00-24:00       |          |          |           |            |          |           |          |          |           |
| Daily Trip Rates: |          |          | 0.8       |            |          | 0.8       |          |          | 1.6       |



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

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

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

| Time Range        | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                   | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00       |          |          |           |            |          |           |          |          |           |
| 01:00-02:00       |          |          |           |            |          |           |          |          |           |
| 02:00-03:00       |          |          |           |            |          |           |          |          |           |
| 03:00-04:00       |          |          |           |            |          |           |          |          |           |
| 04:00-05:00       |          |          |           |            |          |           |          |          |           |
| 05:00-06:00       |          |          |           |            |          |           |          |          |           |
| 06:00-07:00       |          |          |           |            |          |           |          |          |           |
| 07:00-08:00       |          |          |           |            |          |           |          |          |           |
| 08:00-09:00       |          |          |           |            |          |           |          |          |           |
| 09:00-10:00       | 1        | 750      | 0.267     | 1          | 750      | 0.133     | 1        | 750      | 0.4       |
| 10:00-11:00       | 1        | 750      | 0.4       | 1          | 750      | 0.533     | 1        | 750      | 0.933     |
| 11:00-12:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 12:00-13:00       | 1        | 750      | 0.133     | 1          | 750      | 0         | 1        | 750      | 0.133     |
| 13:00-14:00       | 1        | 750      | 0.667     | 1          | 750      | 0.267     | 1        | 750      | 0.934     |
| 14:00-15:00       | 1        | 750      | 0.533     | 1          | 750      | 0.533     | 1        | 750      | 1.066     |
| 15:00-16:00       | 1        | 750      | 0.933     | 1          | 750      | 0.8       | 1        | 750      | 1.733     |
| 16:00-17:00       | 1        | 750      | 0.133     | 1          | 750      | 0.8       | 1        | 750      | 0.933     |
| 17:00-18:00       | 1        | 750      | 0         | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 18:00-19:00       |          |          |           |            |          |           |          |          |           |
| 19:00-20:00       |          |          |           |            |          |           |          |          |           |
| 20:00-21:00       |          |          |           |            |          |           |          |          |           |
| 21:00-22:00       |          |          |           |            |          |           |          |          |           |
| 22:00-23:00       |          |          |           |            |          |           |          |          |           |
| 23:00-24:00       |          |          |           |            |          |           |          |          |           |
| Daily Trip Rates: |          |          | 3.066     |            |          | 3.199     |          |          | 6.265     |

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

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

GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: CARS

| Time Range        | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|-------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                   | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00-01:00       |          |          |           |            |          |           |          |          |           |
| 01:00-02:00       |          |          |           |            |          |           |          |          |           |
| 02:00-03:00       |          |          |           |            |          |           |          |          |           |
| 03:00-04:00       |          |          |           |            |          |           |          |          |           |
| 04:00-05:00       |          |          |           |            |          |           |          |          |           |
| 05:00-06:00       |          |          |           |            |          |           |          |          |           |
| 06:00-07:00       |          |          |           |            |          |           |          |          |           |
| 07:00-08:00       |          |          |           |            |          |           |          |          |           |
| 08:00-09:00       |          |          |           |            |          |           |          |          |           |
| 09:00-10:00       | 1        | 750      | 0.267     | 1          | 750      | 0.133     | 1        | 750      | 0.4       |
| 10:00-11:00       | 1        | 750      | 0         | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 11:00-12:00       | 1        | 750      | 0         | 1          | 750      | 0         | 1        | 750      | 0         |
| 12:00-13:00       | 1        | 750      | 0.133     | 1          | 750      | 0         | 1        | 750      | 0.133     |
| 13:00-14:00       | 1        | 750      | 0.133     | 1          | 750      | 0.133     | 1        | 750      | 0.266     |
| 14:00-15:00       | 1        | 750      | 0.4       | 1          | 750      | 0.267     | 1        | 750      | 0.667     |
| 15:00-16:00       | 1        | 750      | 0.533     | 1          | 750      | 0.267     | 1        | 750      | 0.8       |
| 16:00-17:00       | 1        | 750      | 0.133     | 1          | 750      | 0.667     | 1        | 750      | 0.8       |
| 17:00-18:00       | 1        | 750      | 0         | 1          | 750      | 0.133     | 1        | 750      | 0.133     |
| 18:00-19:00       |          |          |           |            |          |           |          |          |           |
| 19:00-20:00       |          |          |           |            |          |           |          |          |           |
| 20:00-21:00       |          |          |           |            |          |           |          |          |           |
| 21:00-22:00       |          |          |           |            |          |           |          |          |           |
| 22:00-23:00       |          |          |           |            |          |           |          |          |           |
| 23:00-24:00       |          |          |           |            |          |           |          |          |           |
| Daily Trip Rates: |          |          | 1.599     |            |          | 1.733     |          |          | 3.332     |

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

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

## Total people

Calculation factor: 100sqm

| Time Range        | ARRIVALS |          |           |                     | DEPARTURES |           |            |                     | TOTALS    |           |            |            |
|-------------------|----------|----------|-----------|---------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|------------|
|                   | No. Days | Ave. GFA | Trip Rate | Trip rate for site1 | No. Days2  | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip Rate2 |
| 00:00-01:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 01:00-02:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 02:00-03:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 03:00-04:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 04:00-05:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 05:00-06:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 06:00-07:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 07:00-08:00       |          |          |           | 0                   |            |           |            | 0                   |           |           |            | 0          |
| 08:00-09:00       |          |          |           | 0                   |            |           |            | 0                   |           |           |            | 0          |
| 09:00-10:00       | 1        | 750      | 0.267     | 1                   | 1          | 750       | 0.133      | 0                   | 1         | 750       | 0.4        | 1          |
| 10:00-11:00       | 1        | 750      | 0.4       | 1                   | 1          | 750       | 0.533      | 1                   | 1         | 750       | 0.933      | 2          |
| 11:00-12:00       | 1        | 750      | 0         | 0                   | 1          | 750       | 0          | 0                   | 1         | 750       | 0          | 0          |
| 12:00-13:00       | 1        | 750      | 0.133     | 0                   | 1          | 750       | 0          | 0                   | 1         | 750       | 0.133      | 0          |
| 13:00-14:00       | 1        | 750      | 0.667     | 1                   | 1          | 750       | 0.267      | 1                   | 1         | 750       | 0.934      | 2          |
| 14:00-15:00       | 1        | 750      | 0.533     | 1                   | 1          | 750       | 0.533      | 1                   | 1         | 750       | 1.066      | 2          |
| 15:00-16:00       | 1        | 750      | 0.933     | 2                   | 1          | 750       | 0.8        | 2                   | 1         | 750       | 1.733      | 4          |
| 16:00-17:00       | 1        | 750      | 0.133     | 0                   | 1          | 750       | 0.8        | 2                   | 1         | 750       | 0.933      | 2          |
| 17:00-18:00       | 1        | 750      | 0         | 0                   | 1          | 750       | 0.133      | 0                   | 1         | 750       | 0.133      | 0          |
| 18:00-19:00       |          |          |           | 0                   |            |           |            | 0                   |           |           |            | 0          |
| 19:00-20:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 20:00-21:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 21:00-22:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 22:00-23:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| 23:00-24:00       |          |          |           |                     |            |           |            |                     |           |           |            |            |
| Daily Trip Rates: |          |          | 3.066     | 6                   |            |           | 3.199      | 7                   |           |           | 6.265      | 13         |

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

## Total vehicles

Calculation factor: 100sqm

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

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

**Taxis**

**Calculation factor: 100sqm**

| Time Range        | ARRIVALS |          |           |                    | DEPARTURES |           |            |                     | TOTALS    |           |            |                      |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|----------------------|
|                   | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2  | Ave. GFA3 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA4 | Trip Rate2 | Trip rate for site22 |
| 00:00-01:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 01:00-02:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 02:00-03:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 03:00-04:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 04:00-05:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 05:00-06:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 06:00-07:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 07:00-08:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 08:00-09:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 09:00-10:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 10:00-11:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 11:00-12:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 12:00-13:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 13:00-14:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 14:00-15:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 15:00-16:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 16:00-17:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 17:00-18:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 18:00-19:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |
| 19:00-20:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 20:00-21:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 21:00-22:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 22:00-23:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| 23:00-24:00       |          |          |           |                    |            |           |            |                     |           |           |            |                      |
| Daily Trip Rates: |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                    |

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

## Vehicle occupants

Calculation factor: 100sqm

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

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

## Cars

Calculation factor: 100sqm

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

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



## Pedestrians

Calculation factor: 100sqm

| Time Range        | ARRIVALS |          |           |                    | DEPARTURES |           |            |                     | TOTALS    |           |            |                     |
|-------------------|----------|----------|-----------|--------------------|------------|-----------|------------|---------------------|-----------|-----------|------------|---------------------|
|                   | No. Days | Ave. GFA | Trip Rate | Trip rate for site | No. Days2  | Ave. GFA2 | Trip Rate3 | Trip rate for site2 | No. Days3 | Ave. GFA3 | Trip Rate2 | Trip rate for site3 |
| 00:00-01:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 01:00-02:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 02:00-03:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 03:00-04:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 04:00-05:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 05:00-06:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 06:00-07:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 07:00-08:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                   |
| 08:00-09:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                   |
| 09:00-10:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 0.4        | 1                   |
| 10:00-11:00       | 1        | 750      | 0.4       | 1                  | 1          | 750       | 0.4        | 1                   | 1         | 750       | 0.933      | 2                   |
| 11:00-12:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 0          | 0                   |
| 12:00-13:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 0.133      | 0                   |
| 13:00-14:00       | 1        | 750      | 0.4       | 1                  | 1          | 750       | 0.133      | 0                   | 1         | 750       | 0.934      | 2                   |
| 14:00-15:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 1.066      | 2                   |
| 15:00-16:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0.267      | 1                   | 1         | 750       | 1.733      | 4                   |
| 16:00-17:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 0.933      | 2                   |
| 17:00-18:00       | 1        | 750      | 0         | 0                  | 1          | 750       | 0          | 0                   | 1         | 750       | 0.133      | 0                   |
| 18:00-19:00       |          |          |           | 0                  |            |           |            | 0                   |           |           |            | 0                   |
| 19:00-20:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 20:00-21:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 21:00-22:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 22:00-23:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| 23:00-24:00       |          |          |           |                    |            |           |            |                     |           |           |            |                     |
| Daily Trip Rates: |          |          | 0.8       | 2                  |            |           | 0.8        | 2                   |           |           | 6.265      | 13                  |

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

**OGVs**

**Calculation factor: 100sqm**

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

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

**PSVs**

Calculation factor: 100sqm

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

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

**LGVs**

**Calculation factor: 100sqm**

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

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

**Bus passengers**

**Calculation factor: 100sqm**

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

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

**0**

**Cyclists**

Calculation factor: 100sqm

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

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

**Motorcyclists**

Calculation factor: 100sqm

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

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

**Rail passengers**

**Calculation factor: 100sqm**

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

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

**0**





## Appendix I: MCC and ATC comparisons



## Document Control

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

## Version History

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

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## Tables

|                   |  |          |
|-------------------|--|----------|
| <b>Table 1.1:</b> | <b>Summary of sites surveyed .....</b> | <b>1</b> |
|-------------------|--|----------|

# 1 Sites surveyed

## 1.1 Overview

**Table 1.1: Summary of sites surveyed**

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

## 1.2 ATC Site – Denny End Road

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

ATC Site 1 location



ATC location



MCC location



### 1.3 ATC Site 2 – Car Dyke Road

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

### 1.4 ATC Site 3 – Clayhithe Road

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

### 1.5 ATC Site 4 – Clayhithe Road

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

## 1.6 ATC Site 5 – Horningsea Road

|           | 3-day Average (Tue-Thur) |      |                       | Summary  |
|-----------|--------------------------|------|-----------------------|--|
|           | ATC                      | MCC  | Percentage difference |  |
| 7000-1000 | 1108                     | 1147 | 3.5%                  | MCC is around 109% higher than ATC counts in AM peak and 91% higher in PM peak |
| 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 |  |
| 7000-1000 | 4369                     | 4542 | 4.0%                  | MCC is 4% higher than ATC counts in AM peak, however ATC is 3% higher in PM peak |
| 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 |   |
| 7000-1000 | 1848                     | 2055                      | 11.2%                 | MCC is 11% higher than ATC counts in AM peak, however ATC is 5% higher in PM peak |
| 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<br>(Water<br>Street) | MCC (Site 20<br>Water Lane<br>(SE)) | Percentage<br>difference |   |
| 7000-<br>1000 | 998                      | 1135                                | 13.7%                    | MCC is around 14% higher than ATC counts in AM peak and around 8% higher in PM peak |
| 1600-<br>1800 | 1100                     | 1183                                | 7.6%                     |   |
| Total         | 2098                     | 2318                                | 10.5%                    |   |



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## Appendix J: Consultation 2 Stakeholder Feedback

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

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

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

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Appendix J: Consultation 2 stakeholder feedback

| Date           | Consultee                 | Points raised   | How and where addressed  |
|----------------|---------------------------|---|--|
| 17 August 2021 | Fen Ditton Parish Council | FDPC considers extra mitigation is required and should include: <ul style="list-style-type: none"> <li>• 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.</li> </ul>  | 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  |

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Appendix J: Consultation 2 stakeholder feedback

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

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## Appendix K: TEMPro Growth Factor Technical Note

## Document Control

|                                   |   |
|-----------------------------------|---|
| <b>Document title</b>             | Technical Note: Modelling Overview and TEMPro Growth Factor |
| <b>Version No.</b>                | 1   |
| <b>Date Approved</b>              |   |
| <b>Date 1<sup>st</sup> Issued</b> | 12/01/2022  |

## Version History

| <b>Version</b> | <b>Date</b> | <b>Author</b> | <b>Description of change</b>  |
|----------------|-------------|---------------|---|
| 0              | 12/01/2022  | -             | Technical note at PEI.  |
| 1              | 15/02/2024  | -             | Revisions to TEMPro growth factors following modelling review and formatting updates. |



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# 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 scoped 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 South Cambridgeshire have been applied to the base flows. The applied factors are outlined in Table 1-1 below:

**Table 1-1: TEMPro growth factors**

| Base Year to Scenario Year | TEMPro growth factors |
|----------------------------|-----------------------|
| 2021 – 2026                | 1.060                 |
| 2021 – 2028                | 1.082                 |
| 2021 – 2033                | 1.1362                |
| 2021 – 2038                | 1.1857                |

- 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.

## Get in touch

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

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