

BT-NG-020621-545-0283

Bramford to Twinstead Reinforcement

Volume 8: Examination Submissions

Document 8.8.10: Swept Path Assessment for Alternative Temporary
Access Routes off the A131

Final Issue A
December 2023

Planning Inspectorate Reference: EN020002

The Infrastructure Planning (Examination Procedure) Rules 2010
Regulation 8(1)(k)

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Appendix A Abnormal Indivisible Load Swept Path Assessment (Option 2e)
Appendix B Abnormal Indivisible Load Swept Path Assessment (Option 3d)

1. Introduction

1.1 Overview

- 1.1.1 This document has been produced in response to Action Point AP2 arising from Compulsory Acquisition Hearing 1 **[EV-045]** which required the Applicant to ‘*submit an appendix to the earlier technical note to deal with the environmental comparison and swept path analyses for the Applicant’s preferred route for the A131 construction haul road and the alternative routes suggested by DFP Nott and Sons and Mr PJ Nott for their holdings*’.
- 1.1.2 This document also addresses an action arising from Compulsory Acquisition Hearing 2 which required the Applicant to submit the swept path assessment undertaken in respect of the proposed alternative access routes for the temporary access route off the A131. No formal Action Points were published by the Examining Authority for this hearing, so actions were recorded by the parties to whom actions were addressed.
- 1.1.3 The environmental comparison was addressed by way of an update made to the Technical Note on Temporary Access Route off the A131 at Deadline 4 **[REP4-009]**.
- 1.1.4 The Swept Path Assessment for the Applicant’s preferred route of the temporary access route off the A131 (as represented in Figure 1.1 of the Technical Note on Temporary Access Route off the A131 **[REP4-009]**) was addressed by the submission of the Temporary Access Route off the A131 Concept Design and Swept Path Assessment at Deadline 5 **[REP5-026]**.
- 1.1.5 The Applicant appointed a specialist transportation and access consultant to undertake a swept path assessment for the alternative routes for the temporary access route off the A131 as suggested by DP Nott & Sons (in **[REP2-055]**) and Mr PJ Nott (in **[REP3-087]**). These alternative routes are also shown in Figure 5.3 of the Technical Note on Temporary Access Route off the A131 **[REP4-009]**. For clarity, Figure 5.3 refers to the REP2-055 route as ‘G Nott (Option 3d)’ and the REP3-087 route as ‘P Nott (Option 2e)’.
- 1.1.6 This document, which contains (at Appendices A and B) the Swept Path Assessment for the two alternative options, supplements the information already presented within the Technical Note on Temporary Access Route off the A131 **[REP4-009]** and the Temporary Access Route off the A131 Concept Design and Swept Path Assessment **[REP5-026]** submitted at Deadlines 4 and 5 respectively.

2. Swept Path Assessment (Option 2e)

2.1 Review of Swept Path Assessment

- 2.1.1 Option 2e was proposed by Mr PJ Nott **[REP3-087]**, who is a landowner with interests in the land at the western end of the proposed temporary access route off the A131. The Swept Path Assessment is attached as Appendix A. Drawing 21-1030.SPA04 Sheets 1 to 10 of Appendix A provides the Swept Path Assessment of an abnormal indivisible load (AIL) transport unit travelling from access point H-AP20 through to access point H-AP10 (at Stour Valley West Cable Sealing End (CSE) Compound) along the proposed Option 2e alternative of the temporary access route.
- 2.1.2 The Swept Path Assessment identifies that in a number of places an oversail occurs as a result of an attempt to track the AIL vehicle along the left-hand lane of the temporary access route. If the AIL occupied the full width of the temporary access route, no oversail would be expected, and this is assumed to be the approach adopted by the main works contractor during the AIL deliveries.
- 2.1.3 As noted in the Technical Note on Temporary Access Route off the A131 **[REP4-009]**, the turn north proposed immediately after leaving the A131 would require vehicles to make two tight turns in succession, increasing the time that the back of a vehicle would block the carriageway and the time that the second vehicle would need to wait before leaving the carriageway. This may also apply to a lesser extent at the crossing of Twinstead Road and the sharp right hand turn soon after. It is further noted that, in places, the route of Option 2e sits outside the Order Limits.
- 2.1.4 The overall assessment of Option 2e is presented within the Technical Note on Temporary Access Route off the A131 **[REP4-009]**, with the conclusion being this route is similar to the selected Option 2a, but with changes incorporated that mean it performs worse than the selected option from a highways perspective.

3. Swept Path Assessment (Option 3d)

3.1 Review of Swept Path Assessment

- 3.1.1 Option 3d was proposed by DP.Nott & Sons [**REP2-055**]. The Swept Path Assessment is attached as Appendix B. Drawing 21-1030.SPA05 Sheets 1 to 11 of Appendix B provides the Swept Path Assessment of an AIL transport unit travelling from access point H-AP20 through to access point H-AP10 along the proposed Option 3d alternative of the temporary access route.
- 3.1.2 The Swept Path Assessment identifies that in a number of places an oversail occurs as a result of an attempt to track the AIL vehicle along the left-hand lane of the temporary access route. If the AIL occupied the full width of the temporary access route, no oversail would be expected, and this is assumed to be the approach adopted by the main works contractor during the AIL deliveries.
- 3.1.3 Option 3d makes use of short sections of the public highway on Oak Road, Twinstead Road and Lorkin's Lane, and although the Swept Path Assessment has assumed an available road width of 7m throughout the route, the sections of public highway which form part of this route have a carriageway width of less than this. It is also noted that significant oversails occur at the points where the route enters and leaves the public highway sections of the route, and these would both require more detailed assessment of suitability. As a minimum substantial additional works would be required to address these issues, although further assessment may deem the route unsuitable for AIL movements. It is further noted that, in places, the route of Option 3d sits outside the Order Limits.
- 3.1.4 The overall assessment of Option 3d is presented within the Technical Note on Temporary Access Route off the A131 [**REP4-009**], where it is referred to as Option 3c within the body of the document. This concludes that the route is longer than Option 2a and would require more materials to construct and hence overall the route is considered to be less preferred than the selected Option 2a from a highways perspective.

4. Conclusion

4.1 Review of Swept Path Assessments

- 4.1.1 Swept path assessment for the alternative routes for the temporary access route off the A131 as suggested by DP Nott & Sons (in **[REP2-055]**) and Mr PJ Nott (in **[REP3-087]**) have been undertaken.
- 4.1.2 Both routes share a common access off the A131 at H-AP20. The concept bellmouth design (as per Appendix A of Temporary Access Route off the A131 Concept Design and Swept Path Assessment **[REP5-026]**) would need to be amended to avoid requiring AIL vehicles to make two tight turns in succession immediately after leaving the A131.
- 4.1.3 The AIL would need to occupy the full width of the temporary access route to avoid oversails on some portions of the routes, although no issues with this are anticipated.
- 4.1.4 The route proposed by DP Nott & Sons (in **[REP2-055]**) makes use of short sections of the public highway on Oak Road, Twinstead Road and Lorkin's Lane. Due to a reduced road width on these sections in comparison to the assumed road width of 7m and the significant oversails at the points where this route enters and leaves the public highway, further assessment of this route would be required to confirm its suitability for AIL movements. Substantial additional works would be required as a minimum to address these issues. As this route was already considered less preferred than the selected Option 2a in the Technical Note on Temporary Access Route off the A131 **[REP4-009]**, from a highways perspective Option 2a remains the preferred route.
- 4.1.5 The route proposed by Mr PJ Nott (in **[REP3-087]**) is similar in a number of respects to the preferred Option 2a, although the route alignment at the A131 and at the Twinstead Road crossing make this less preferred than Option 2a from a highways perspective.
- 4.1.6 Option 2a remains the preferred route.

Appendix A

Abnormal Indivisible Load Swept Path Assessment (Option 2e)



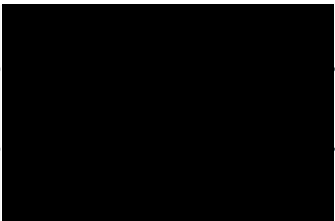
Bramford to Twinstead – Option 2 2e - Abnormal Indivisible Load Swept Path Assessment Considerate of 60te Cable Drum Delivery

Prepared for National Grid





National Grid I 21-1030 Bramford to Twinstead I SPA Summary I 08.12.23

NAME		SIGNATURE	DATE
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Checked by:	Andy Pearce		08.12.23
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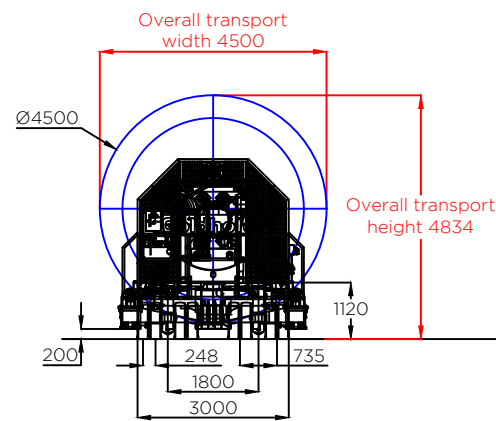
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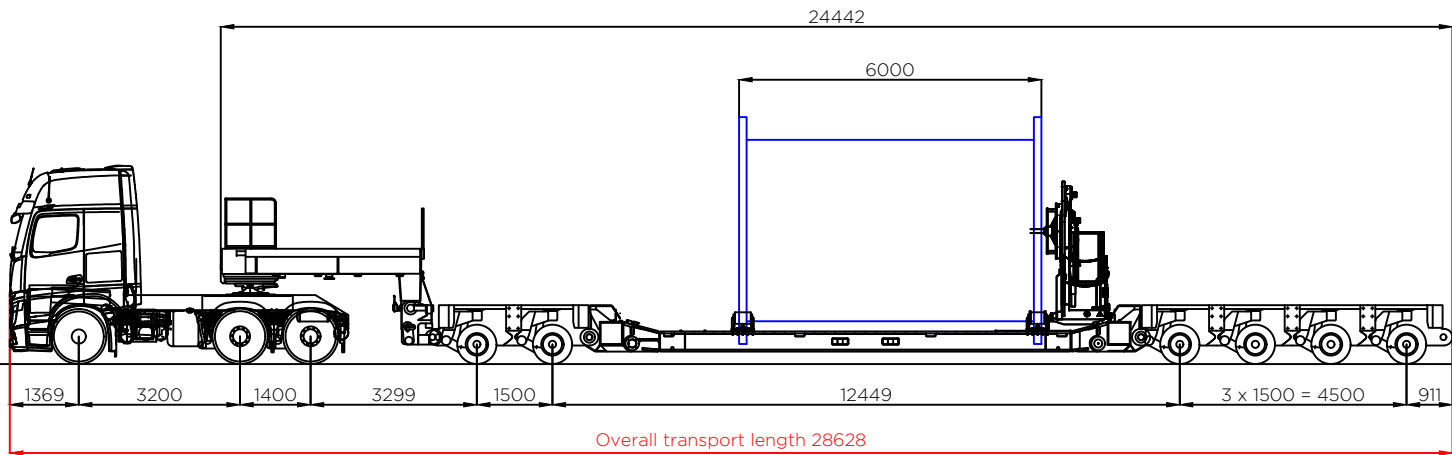
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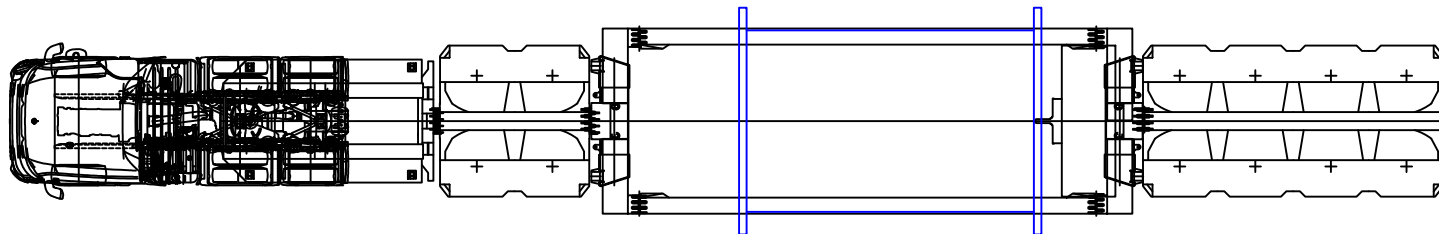
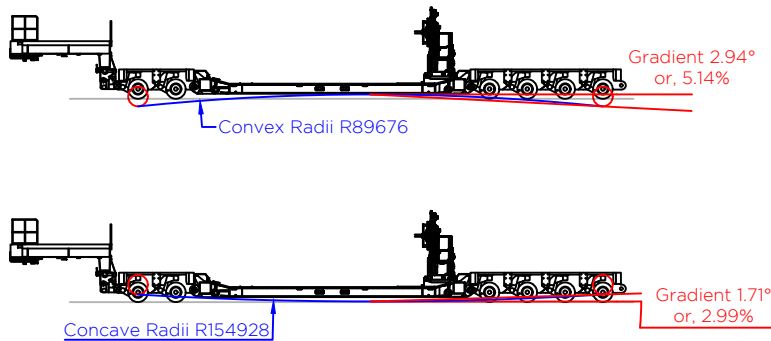
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2		



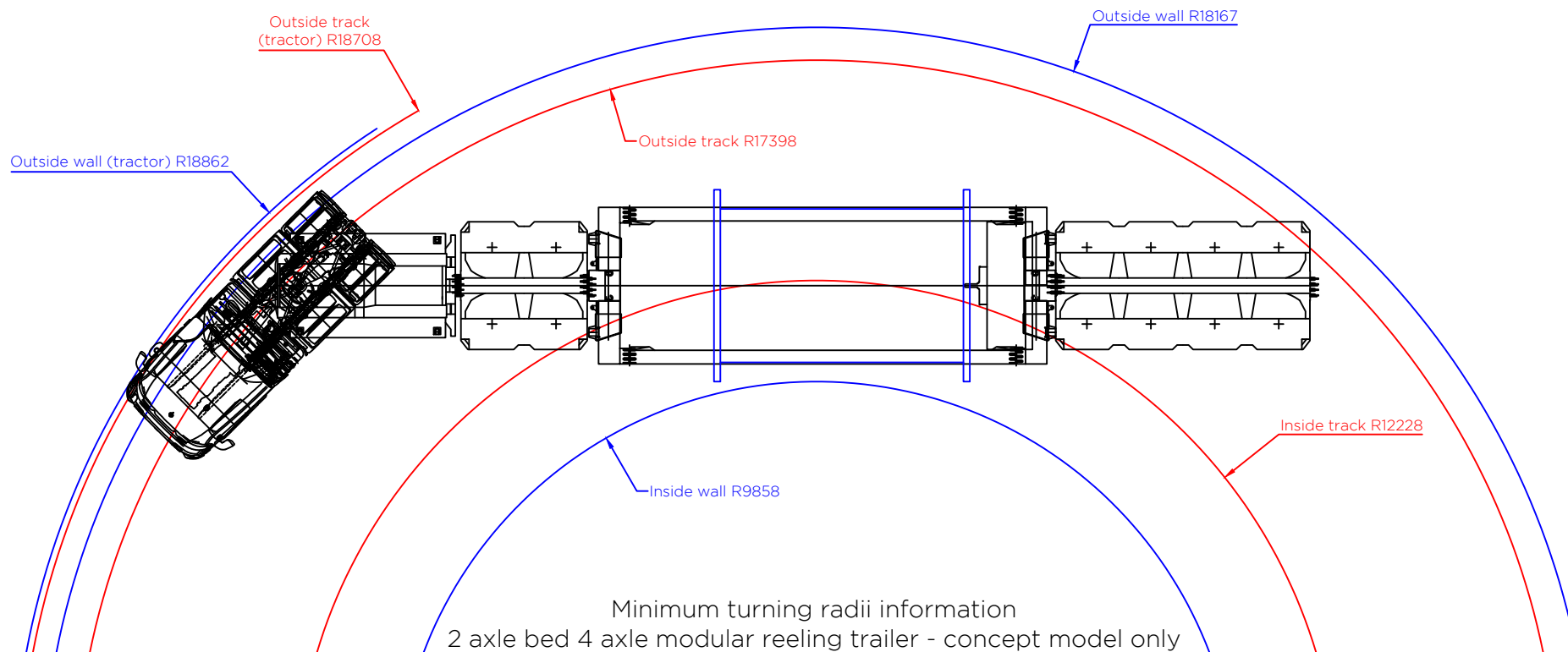
Profile view



Elevation view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Plan view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Minimum turning radii information
2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	60.0 te
Self weight of trailer	39.6 te
Self weight of tractor	12.0 te
Total combined weight	111.6 te
Max. load per axle line (trailer)	14.12 te
Load per axle	7.06 te
Load per wheel (4 per axle)	1.77 te
Max. overall ground bearing pressure (trailer)	4.77 te/m ²

Tractor (12 te)	
Front steer	8.1 te
Rear axle	12.7 te
Rear axle	12.7 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However, as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.


[3] All linear measures in millimetres unless stated otherwise.

[4] Minimum turning radii based upon maximum steering angle of 45 degrees. Some trailers operate to a maximum steering angle of 60 degrees, which will improve negotiability.

2	29.11.23	Vertical Negotiability Updated
1	28.11.23	Vertical Negotiability Added
0	17.06.22	Issued for comment
Rev.	Date	Amendments

Revisions

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Project:

Bramford to Twinstead

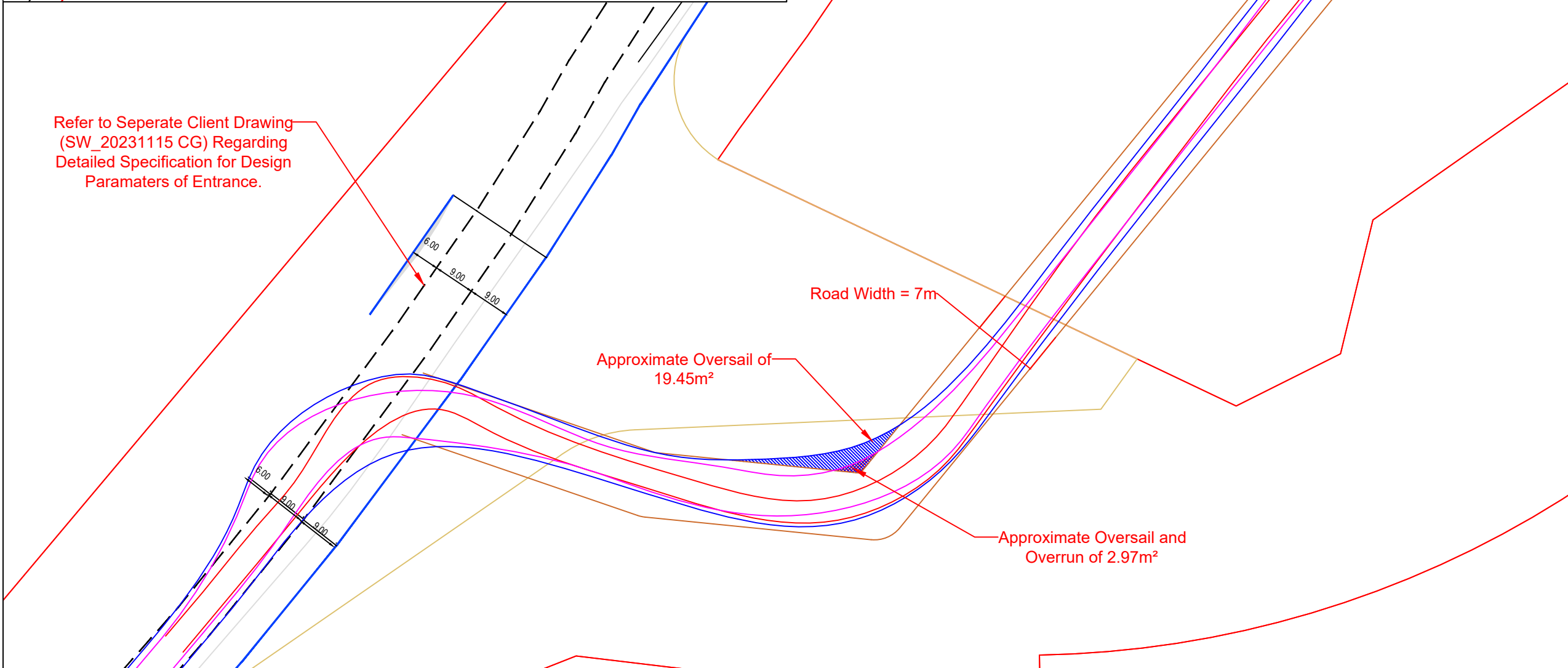
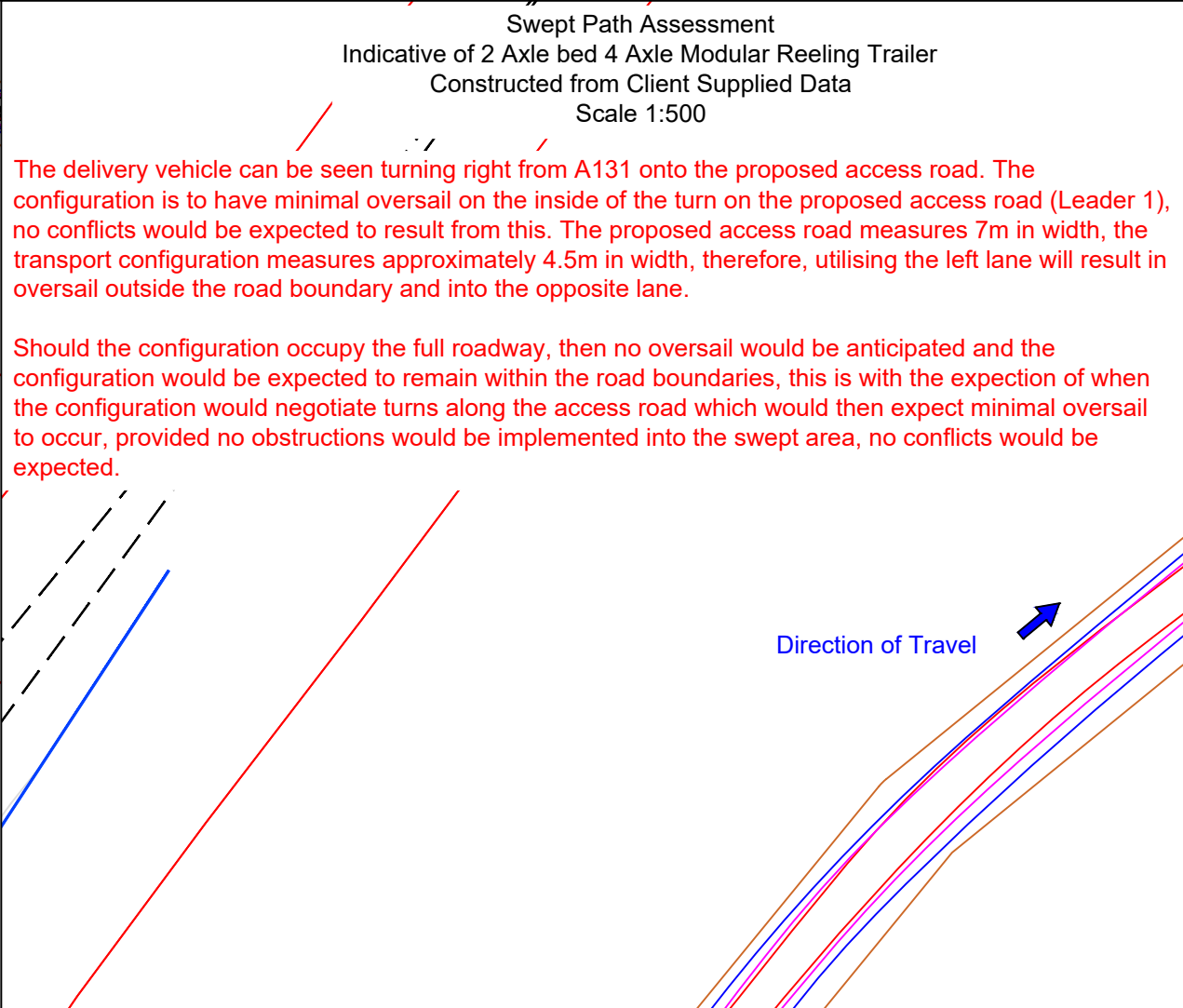
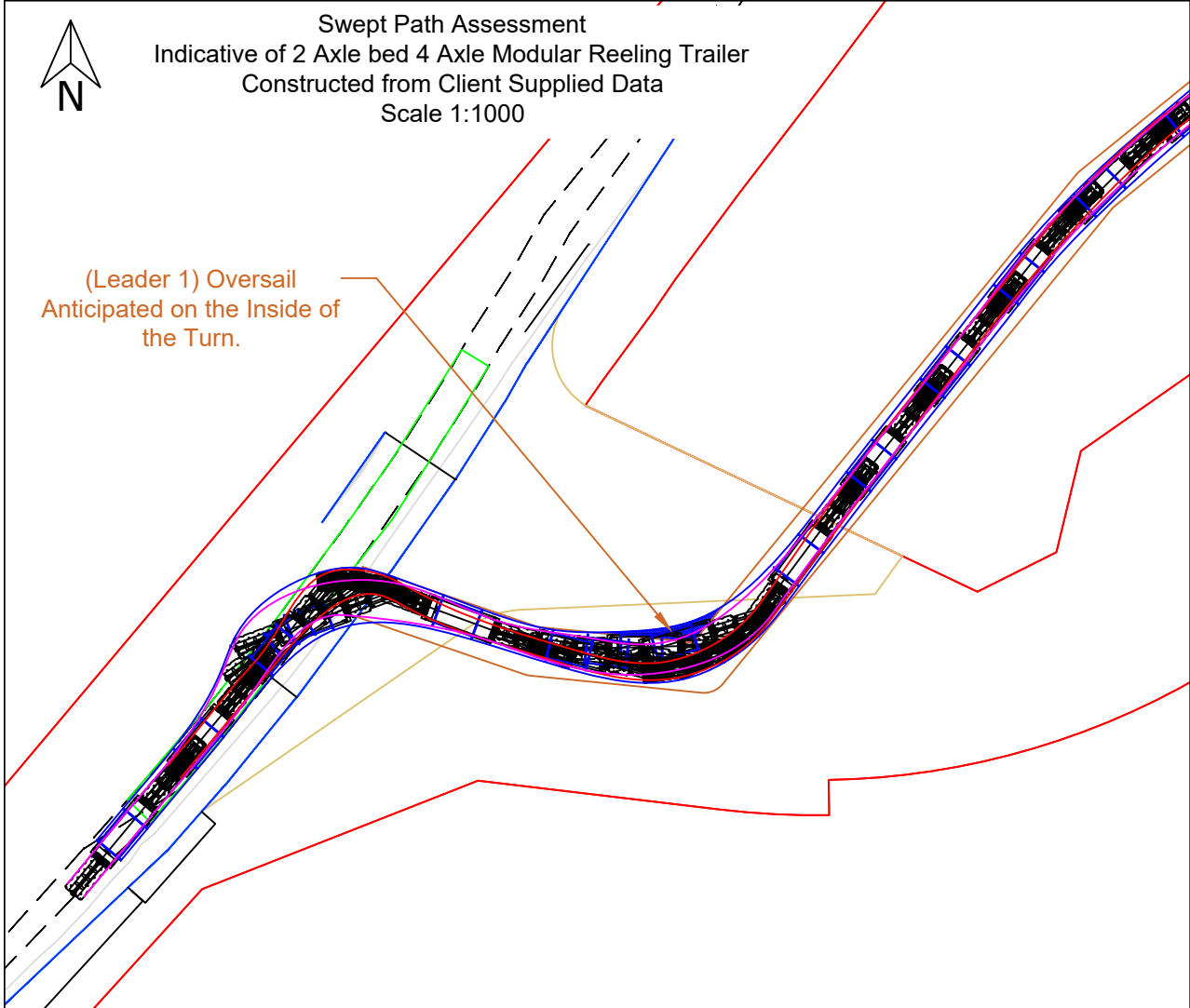
Title:

Indicative transport configuration
Indicative 60.0 te cable drum carried on
2 axle bed 4 axle modular reeling trailer
showing minimum turning radii

Drawing status:

Final report

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21-1030.TC07	1 of 1	2



Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
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Revisions

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Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 2, 2e Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.

Drawing status:

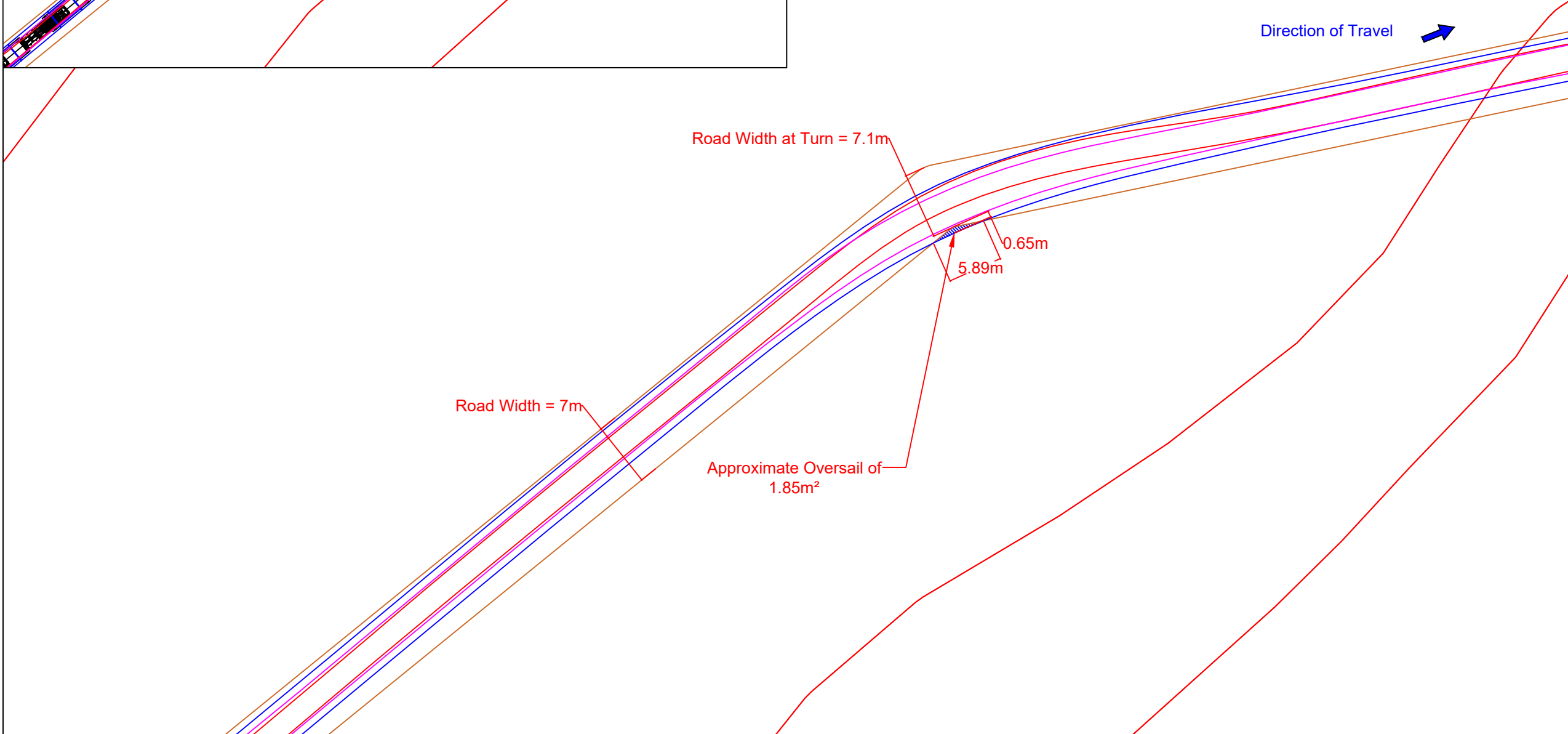
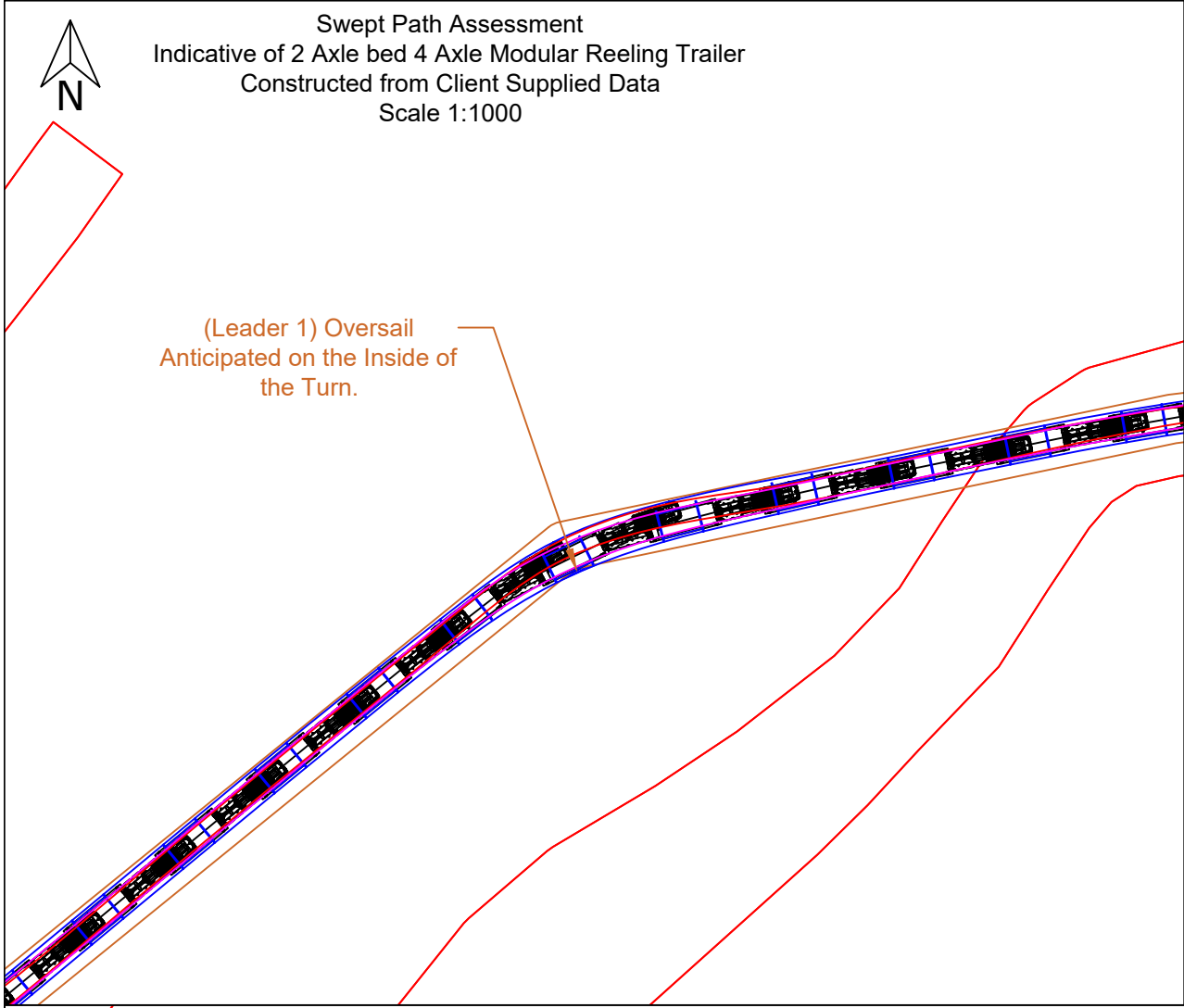
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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

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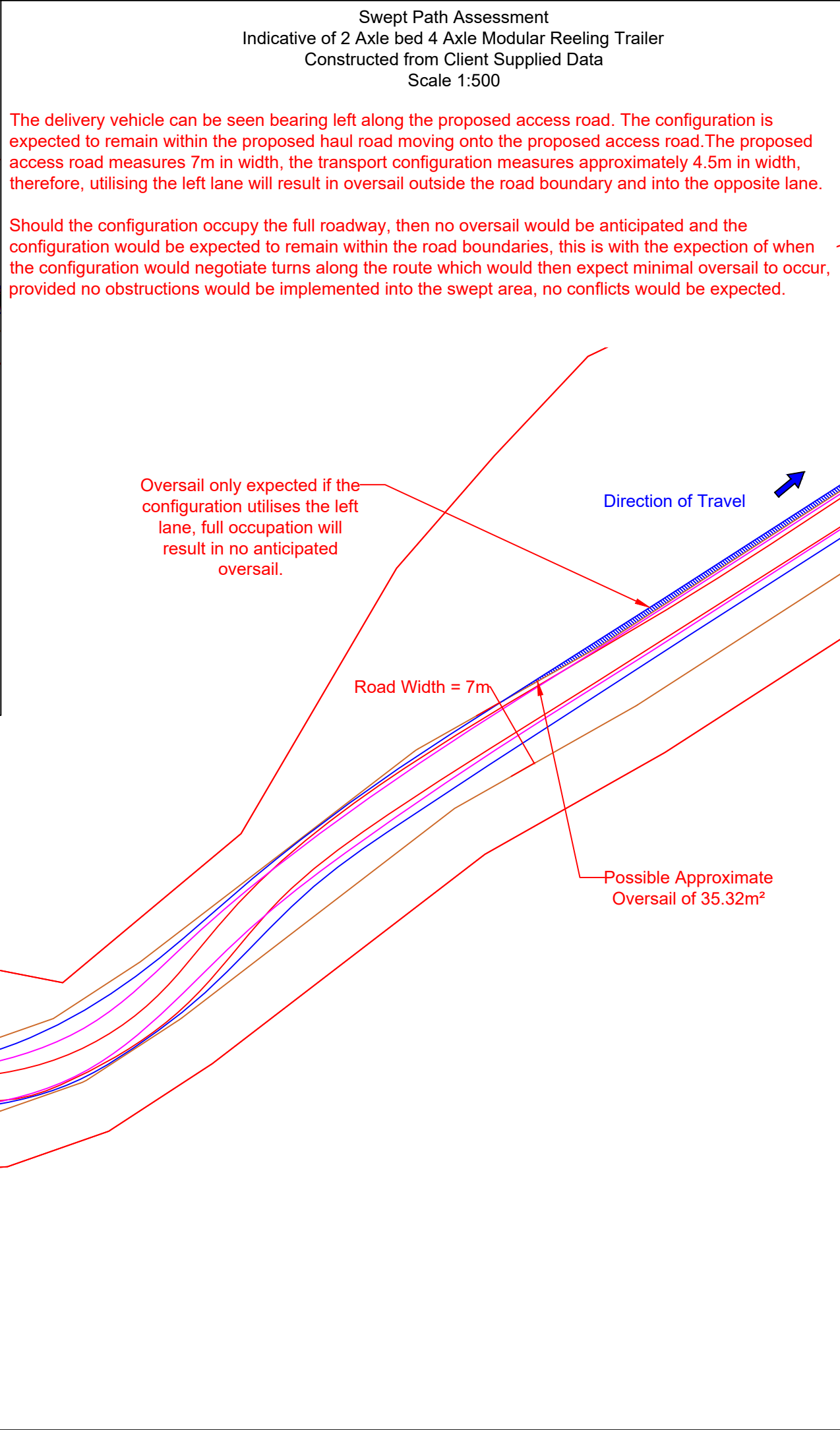
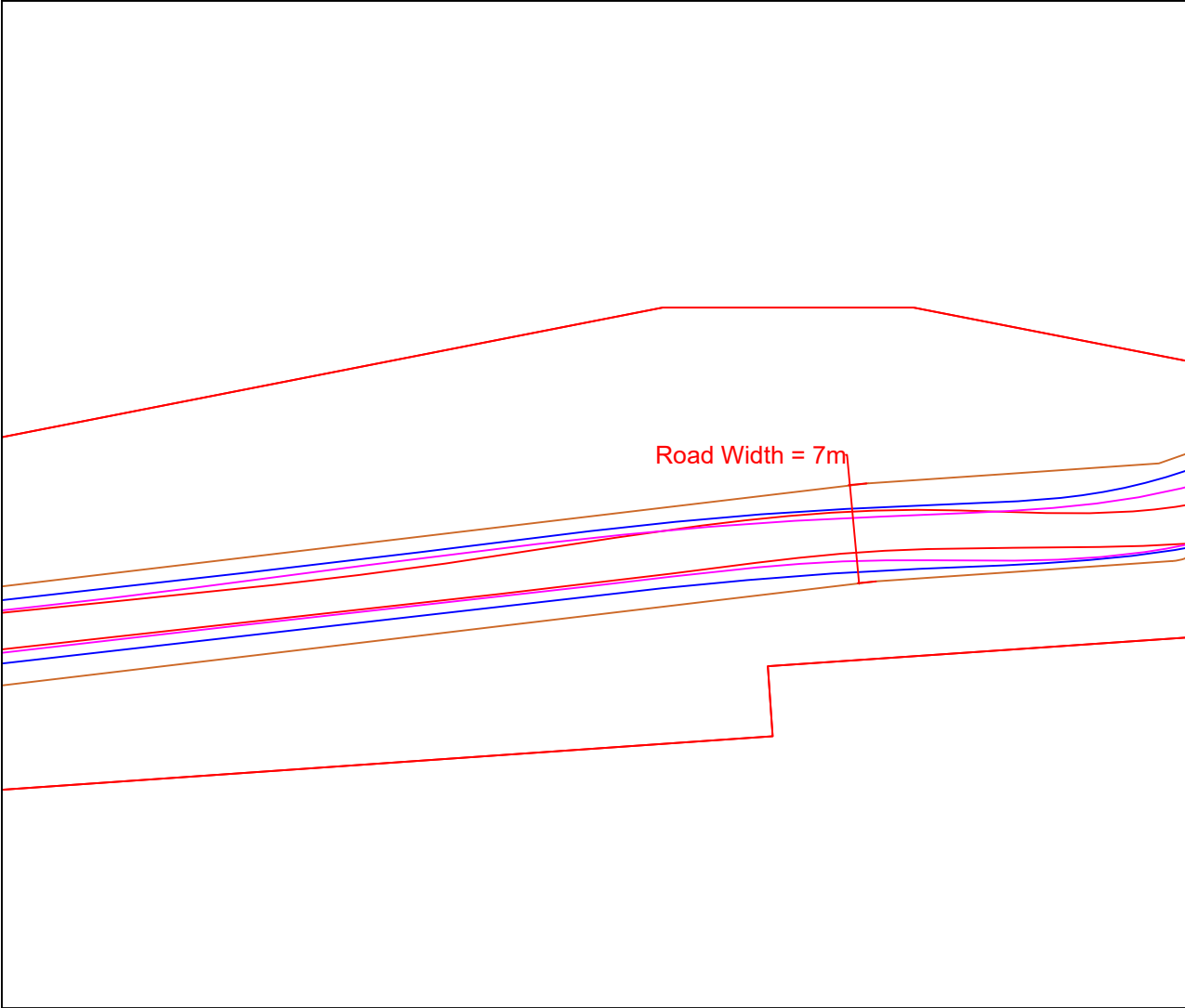
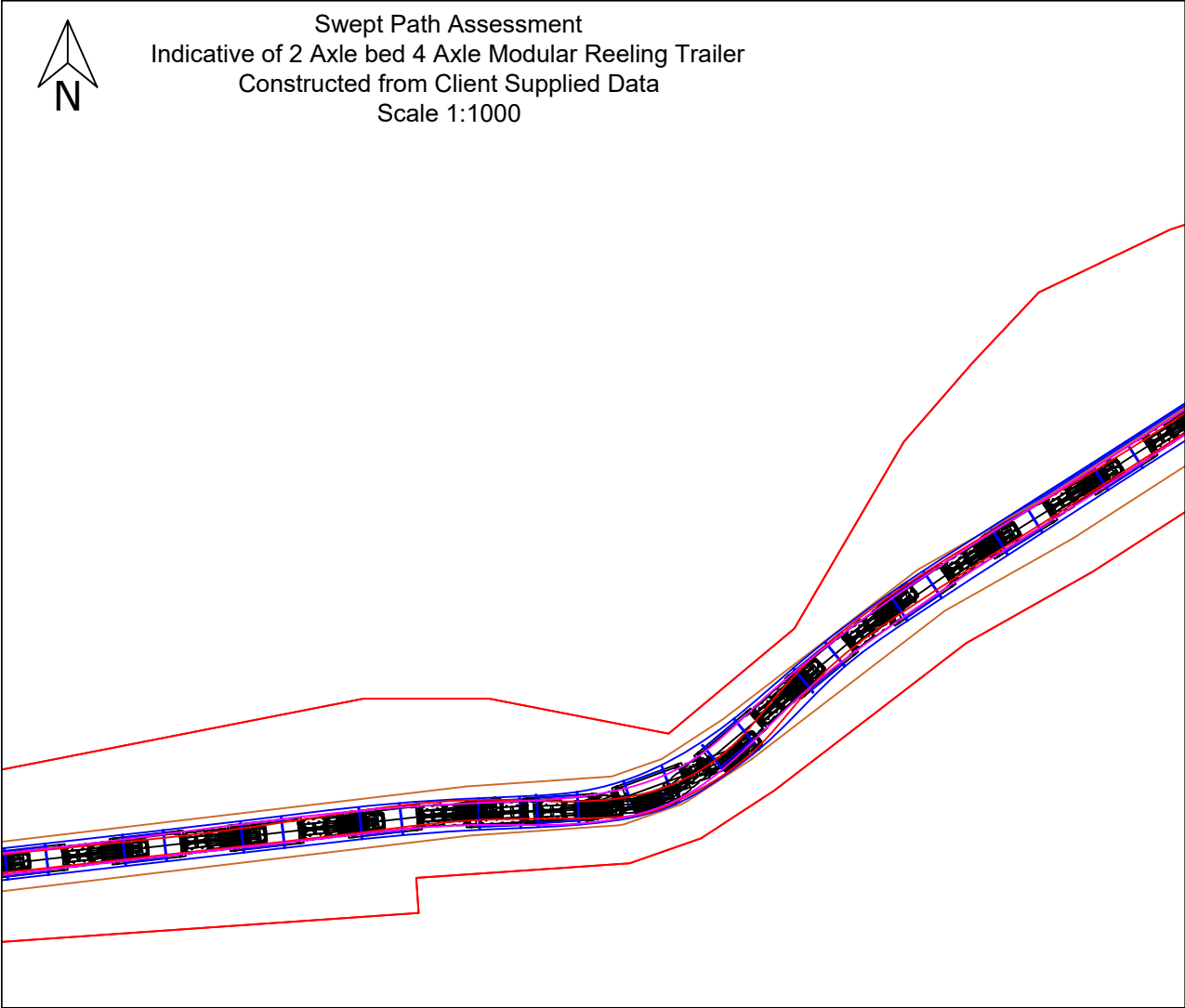
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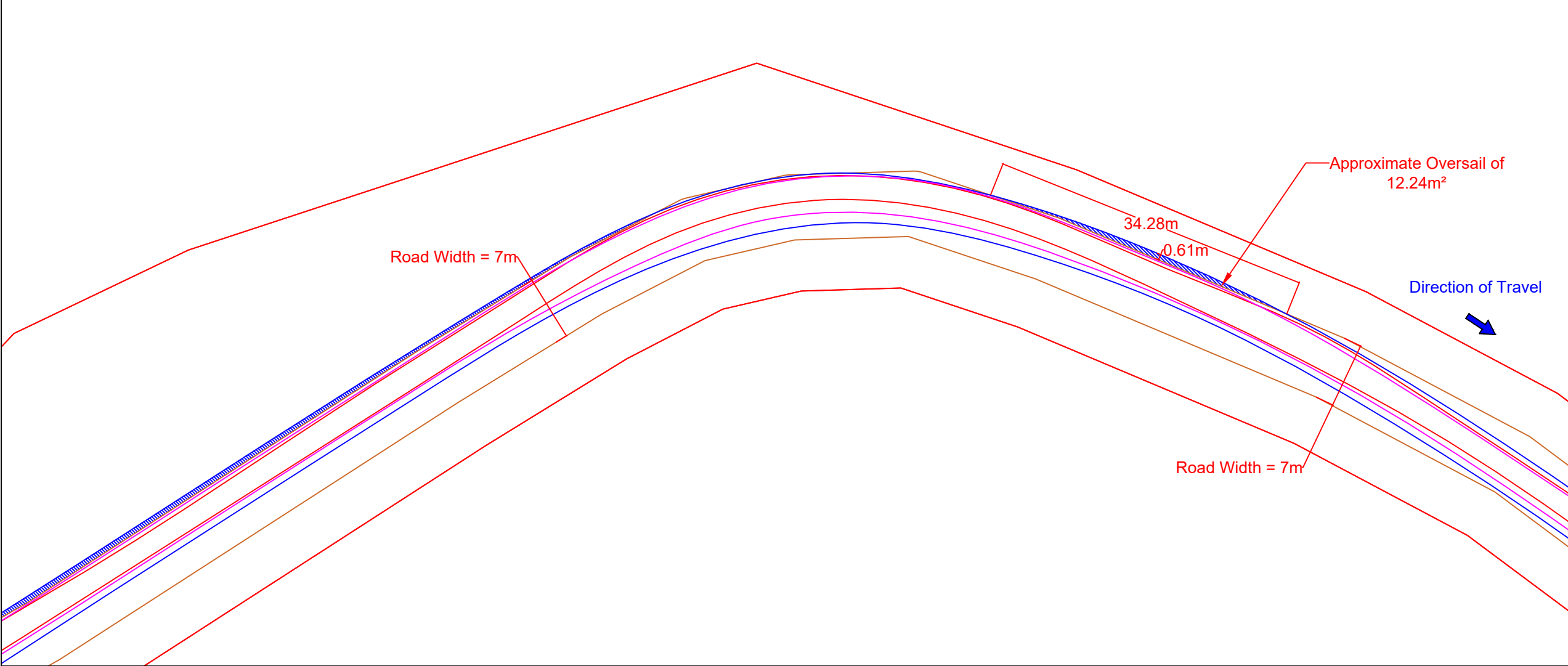
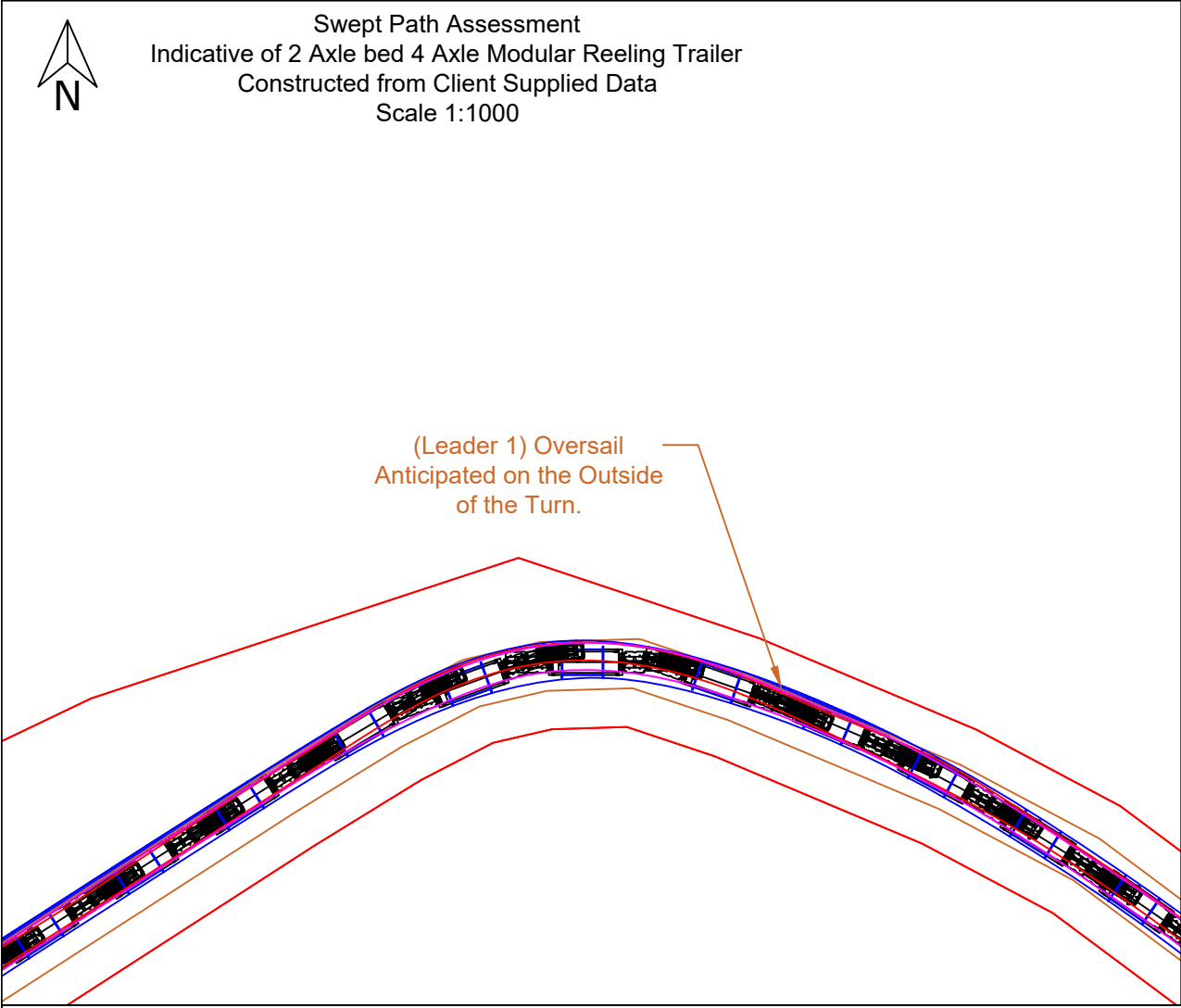
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Location Plan

- Legend:
- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
 - Extent of tractor track
 - Extent of trailer track
 - Extent of oversail
 - Extent of road boundary
 - Overrun and oversail beyond kerb
 - Overrun beyond kerb
 - Oversail beyond kerb

1		
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Client:		
Project:		
Bramford to Twinstead		
Title:		
A131 Twinstead Cable Drum Access, Swept Path Assessment Negotiability of proposed access road (Option 2, 2e Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.		
Drawing status:		
Final Report		
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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

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1		
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Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 2, 2e Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.

Drawing status:

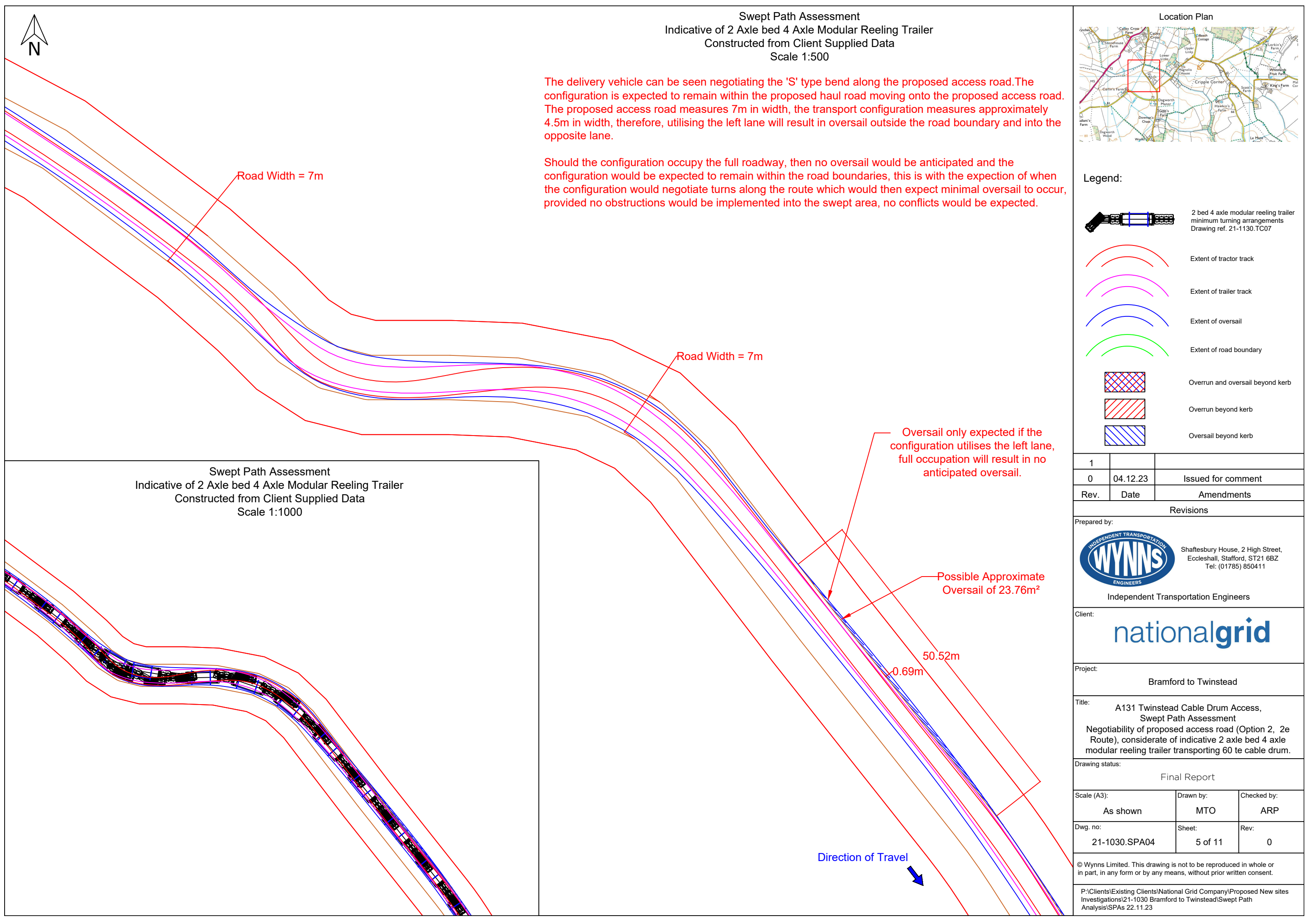
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A diagram of a mechanical assembly, possibly a pump or motor component, shown in a side profile. The assembly consists of a central cylindrical body with various flanges and mounting points. A blue rectangle is drawn around the central cylindrical section, indicating a specific area of interest or a component that is being highlighted.



1		
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Title: A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 2, 2e
Route), considerate of indicative 2 axle bed 4 axle
modular reeling trailer transporting 60 te cable drum.

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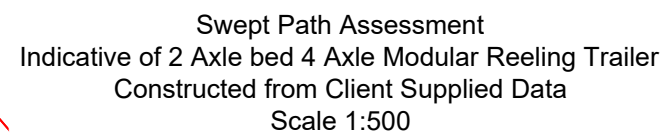
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Analysis\SPAs 22.11.23



Should the configuration occupy the full roadway, then no oversail would be anticipated and the configuration would be expected to remain within the road boundaries, this is with the expectation of when the configuration would negotiate turns along the route which would then expect minimal oversail to occur, provided no obstructions would be implemented into the swept area, no conflicts would be expected.

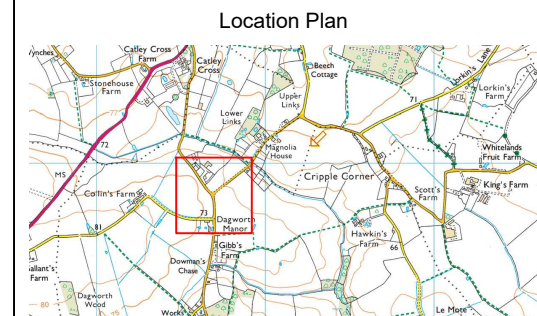
- Oversail only expected if the configuration utilises the left lane, full occupation will result in no anticipated oversail.

✓ Road Width = 7m

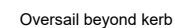
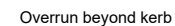
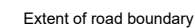
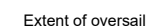
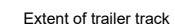
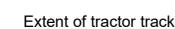
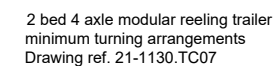
—Possible Approximate
Oversail of 51.88m²

Road Width = 7m

Swept Path Assessment
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Constructed from Client Supplied Data
Scale 1:1000



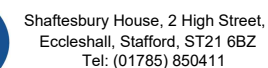
Legend:



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Revisions

Prepared by:



Independent Transportation Engineers

Client:

nationalgrid

Project:

Bramford to Twinstead

<p>Title: A131 Twinstead Cable Drum Access, Swept Path Assessment</p> <p>Negotiability of proposed access road (Option 2, 2e Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.</p>

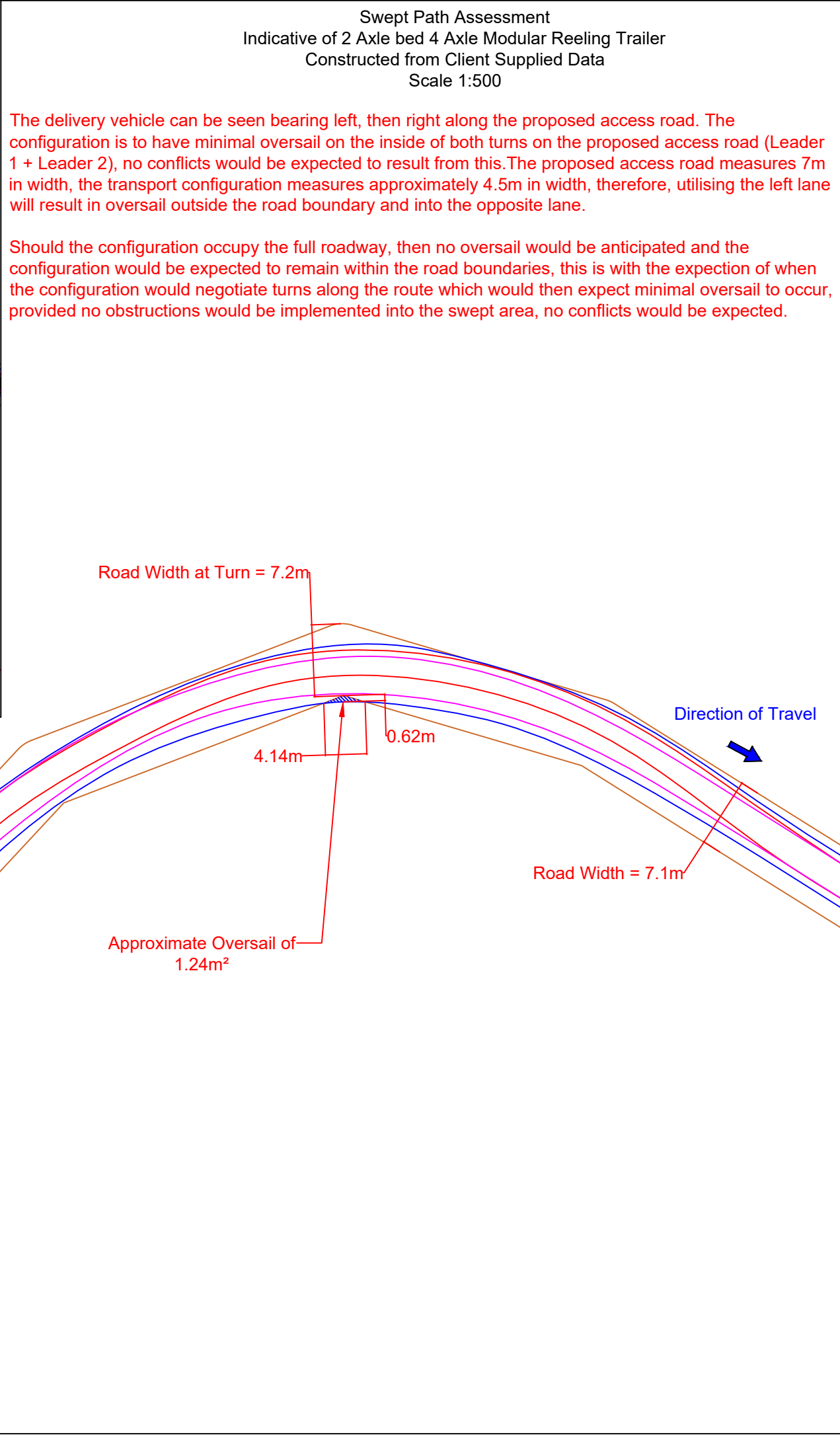
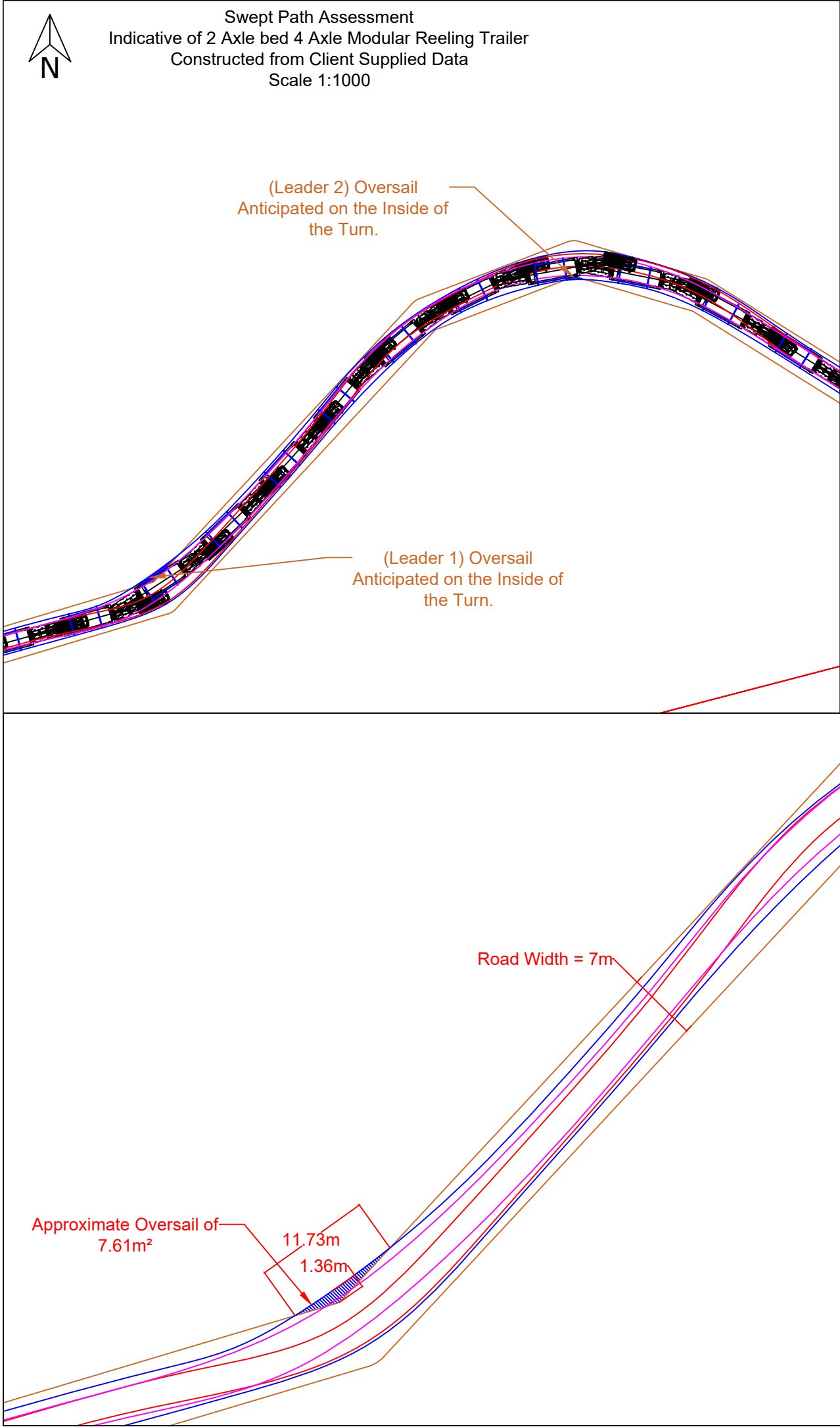
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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
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Revisions

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Client:

nationalgrid

Project:

Bramford to Twinstead

Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 2, 2e Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.

Drawing status:

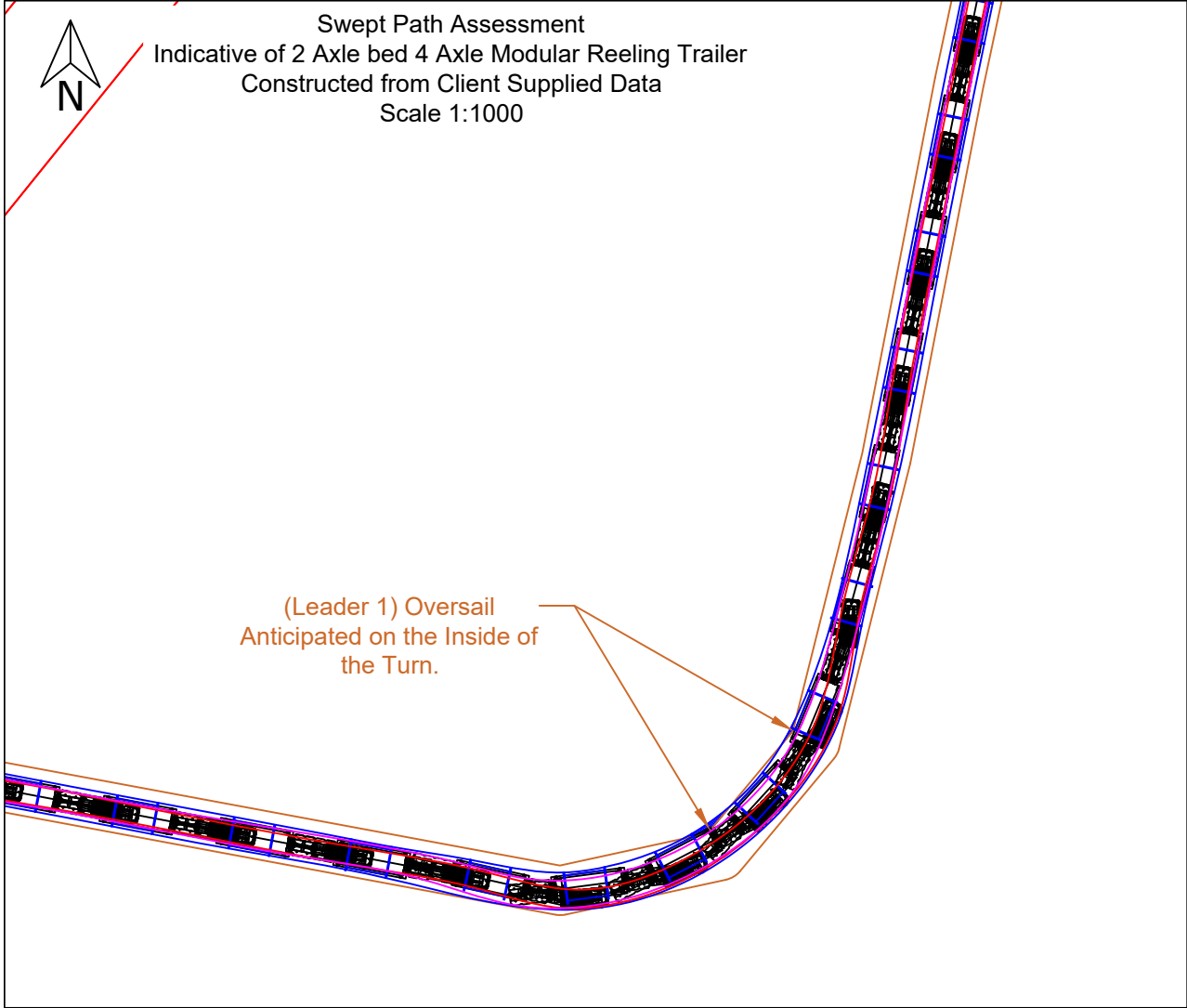
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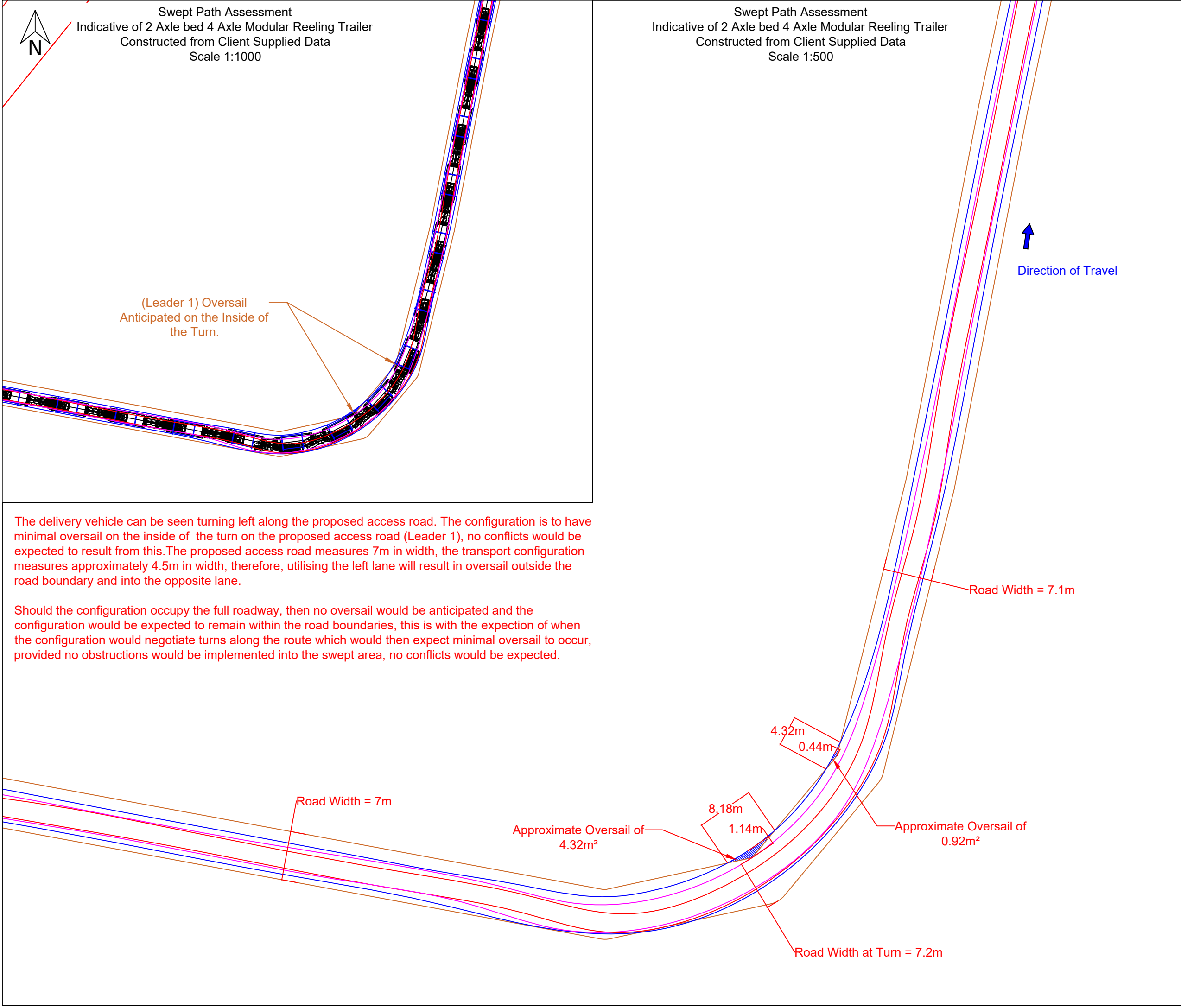
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The delivery vehicle can be seen turning left along the proposed access road. The configuration is to have minimal oversail on the inside of the turn on the proposed access road (Leader 1), no conflicts would be expected to result from this. The proposed access road measures 7m in width, the transport configuration measures approximately 4.5m in width, therefore, utilising the left lane will result in oversail outside the road boundary and into the opposite lane.

Should the configuration occupy the full roadway, then no oversail would be anticipated and the configuration would be expected to remain within the road boundaries, this is with the expectation of when the configuration would negotiate turns along the route which would then expect minimal oversail to occur, provided no obstructions would be implemented into the swept area, no conflicts would be expected.



Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

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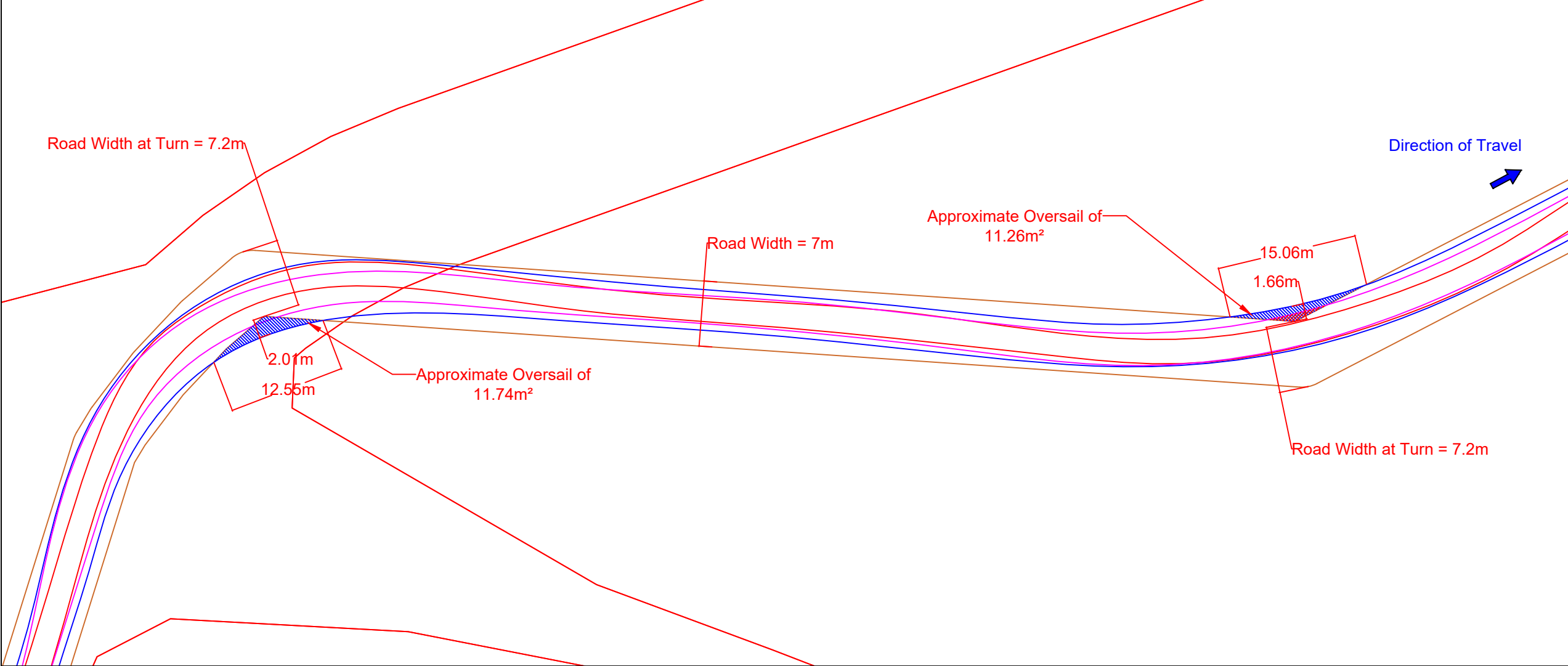
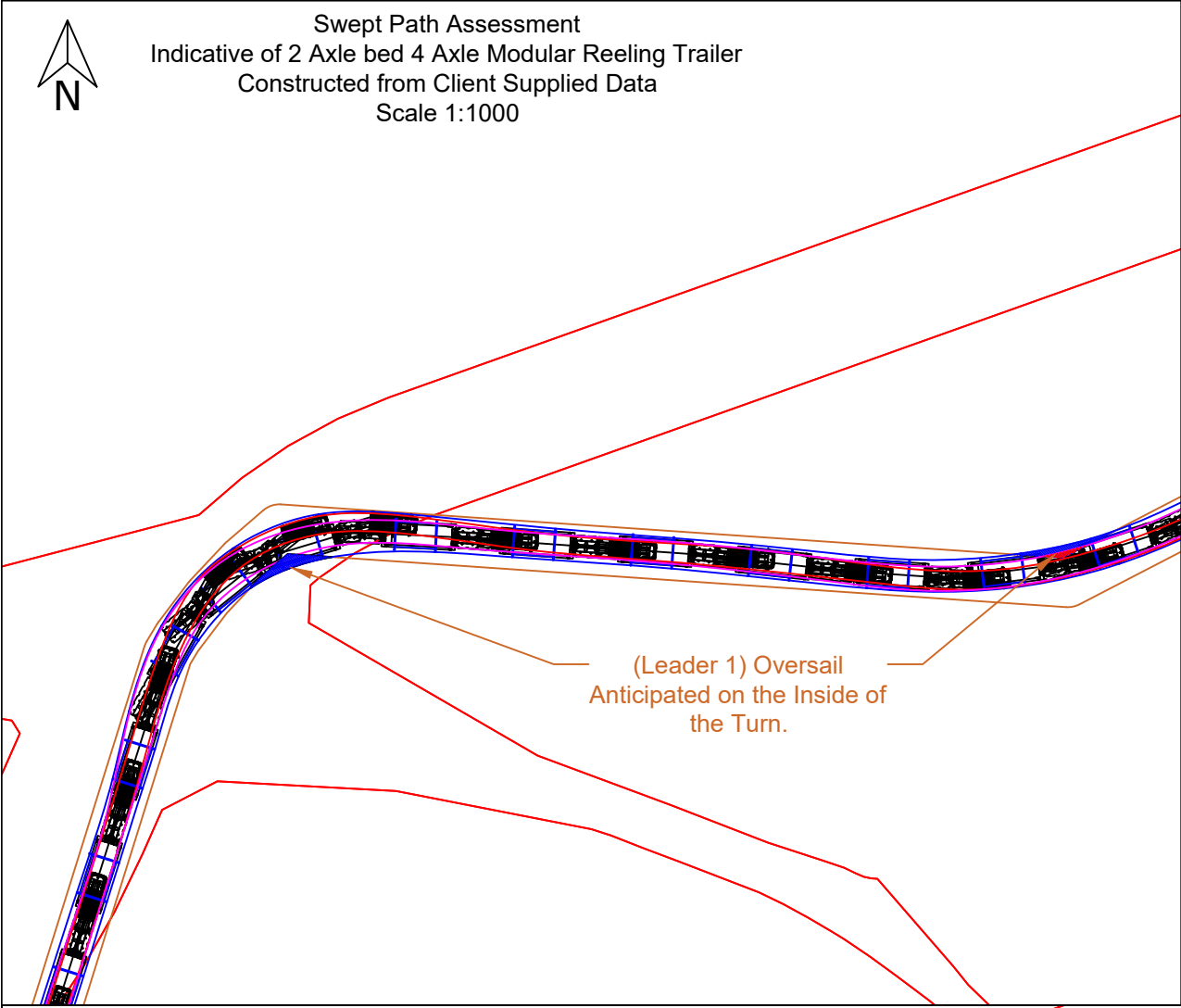
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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
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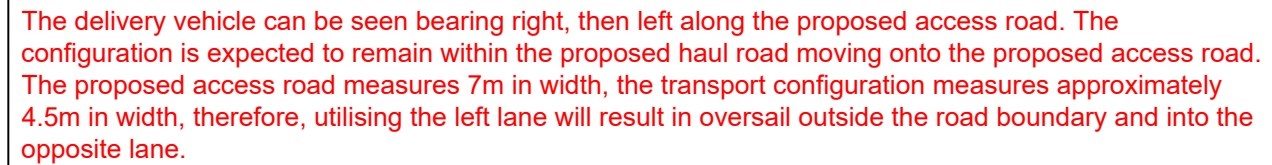
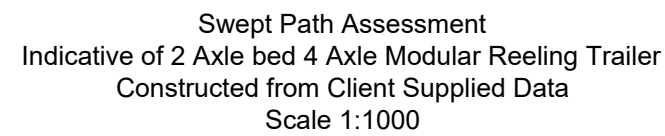
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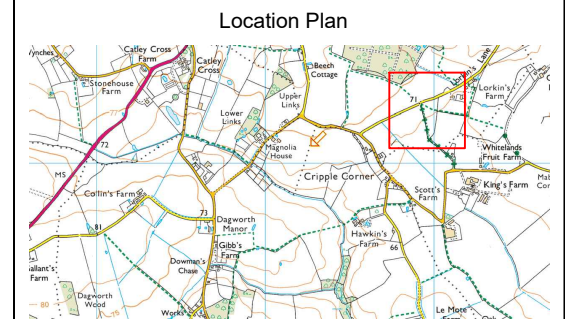
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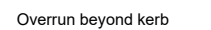
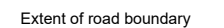
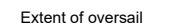
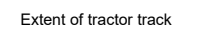
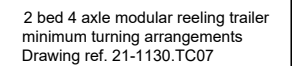
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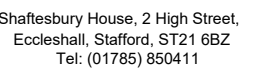
Legend:



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Revisions

Prepared by:



Independent Transportation Engineers

Client:



Project:

Bramford to Twinstead

Title:

Title: A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 2, 2e
Route), considerate of indicative 2 axle bed 4 axle
modular reeling trailer transporting 60 te cable drum.

Drawing status:

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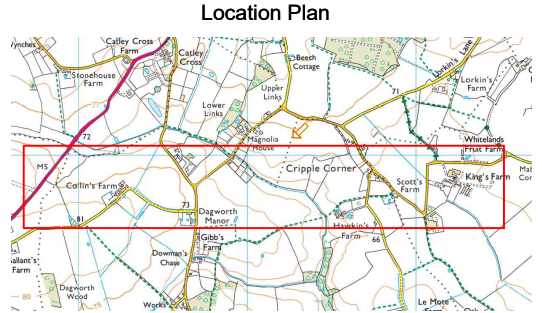
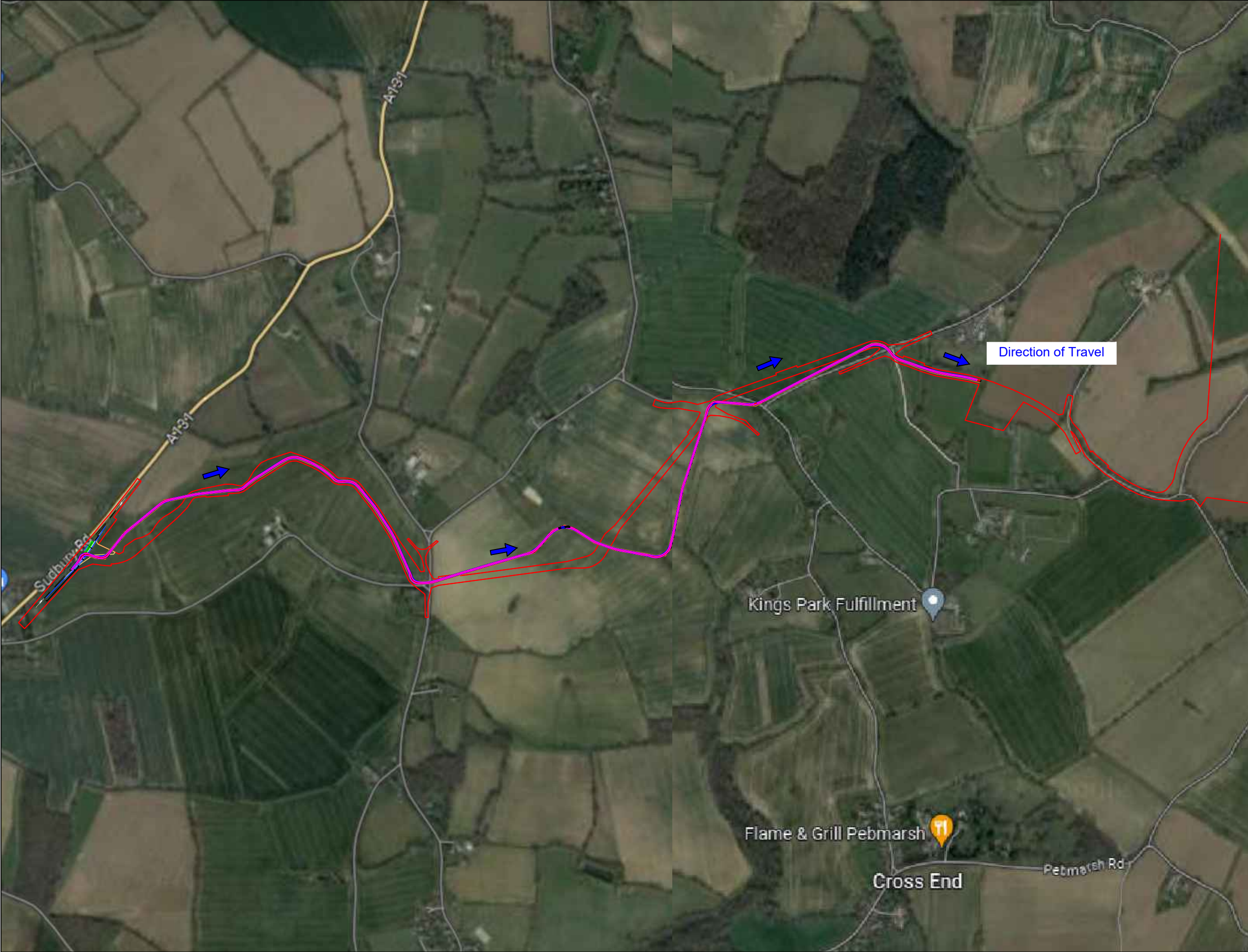
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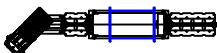


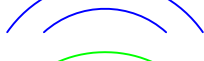






Swept Path Assessment
Indicative of 2 Axle bed 4 Axle Modular Reeling Trailer
Constructed from Client Supplied Data
Scale 1:10000

NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.




Legend:

-  2 bed 4 axle modular reeling trailer
minimum turning arrangements
Drawing ref. 21-1130.TC07
-  Extent of tractor track
-  Extent of trailer track
-  Extent of oversail
-  Extent of road boundary
-  Overrun and oversail beyond kerb
-  Overrun beyond kerb
-  Oversail beyond kerb

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Project:

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Title:

A131 Twinstead Cable Drum Access,
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Negotiability of proposed access road (Option 2, 2e
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modular reeling trailer transporting 60 te cable drum.

Drawing status:

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Appendix B

Abnormal Indivisible Load Swept Path Assessment (Option 3d)

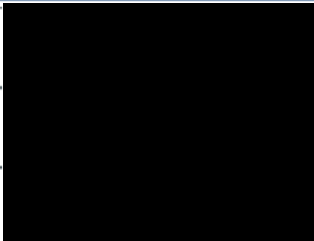


Bramford to Twinstead – Option 3 3d - Abnormal Indivisible Load Swept Path Assessment Considerate of 60te Cable Drum Delivery

Prepared for National Grid





NAME		SIGNATURE	DATE
Prepared by:	Micah Orbart		12.12.23
Checked by:	Andy Pearce		12.12.23
Approved by:	Andy Pearce		12.12.23

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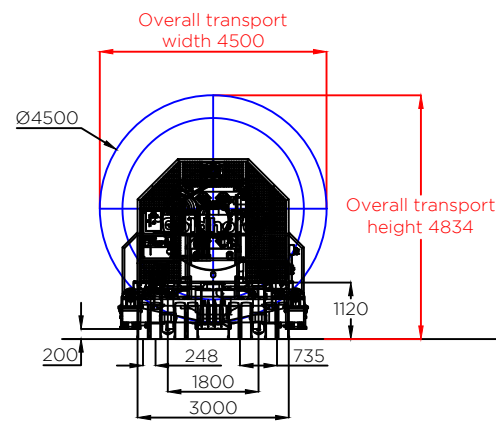
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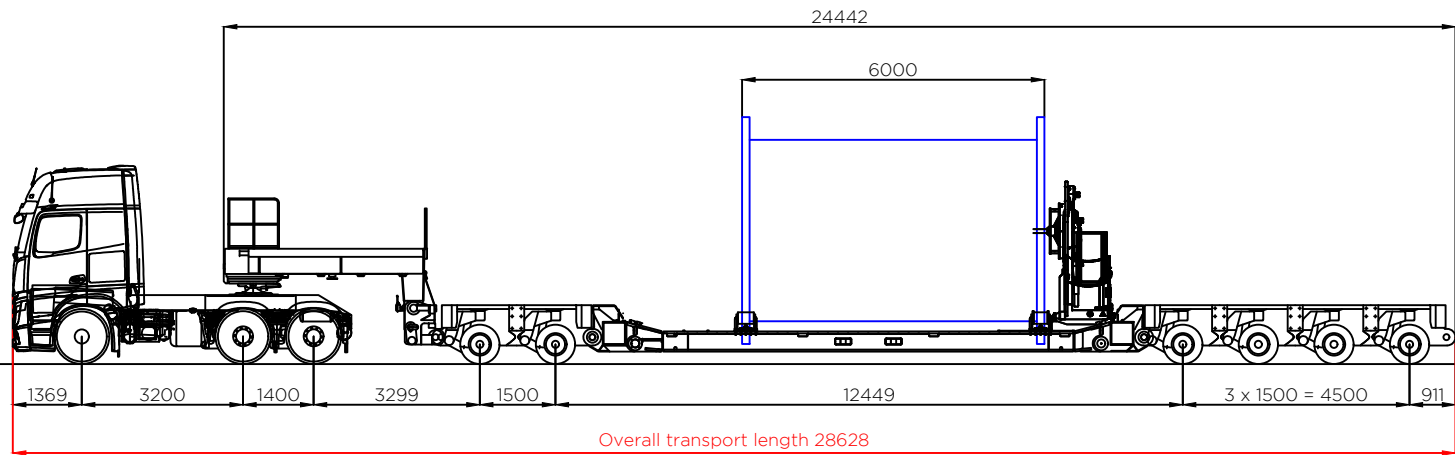
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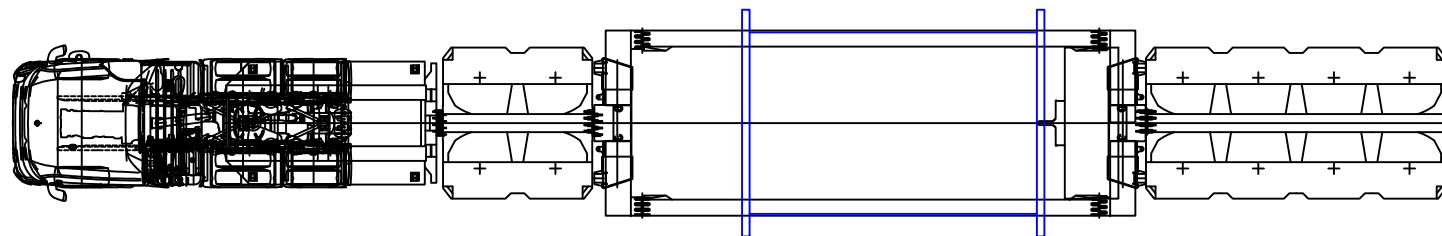
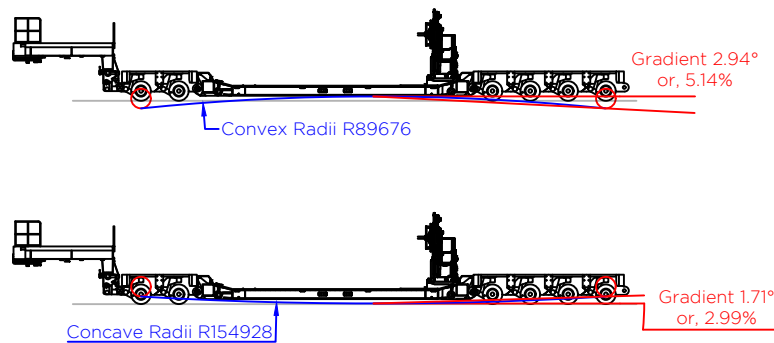
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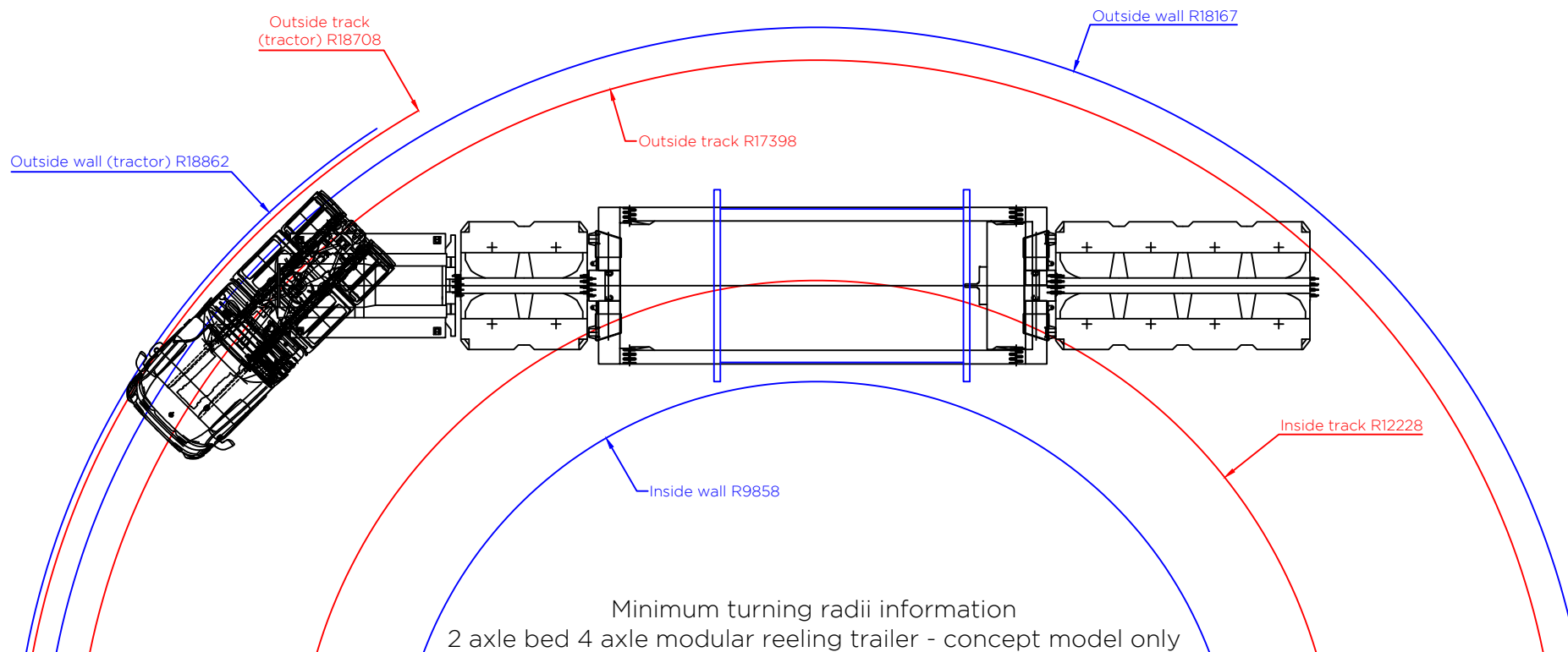
Profile view



Elevation view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Plan view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Minimum turning radii information
2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	60.0 te
Self weight of trailer	39.6 te
Self weight of tractor	12.0 te
Total combined weight	111.6 te
Max. load per axle line (trailer)	14.12 te
Load per axle	7.06 te
Load per wheel (4 per axle)	1.77 te
Max. overall ground bearing pressure (trailer)	4.77 te/m ²

Tractor (12 te)	
Front steer	8.1 te
Rear axle	12.7 te
Rear axle	12.7 te

Notes:

[1] The figures shown above are representative of the transport configuration portrayed. However, as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.


[3] All linear measures in millimetres unless stated otherwise.

[4] Minimum turning radii based upon maximum steering angle of 45 degrees. Some trailers operate to a maximum steering angle of 60 degrees, which will improve negotiability.

2	29.11.23	Vertical Negotiability Updated
1	28.11.23	Vertical Negotiability Added
0	17.06.22	Issued for comment
Rev.	Date	Amendments

Revisions


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Project:

Bramford to Twinstead

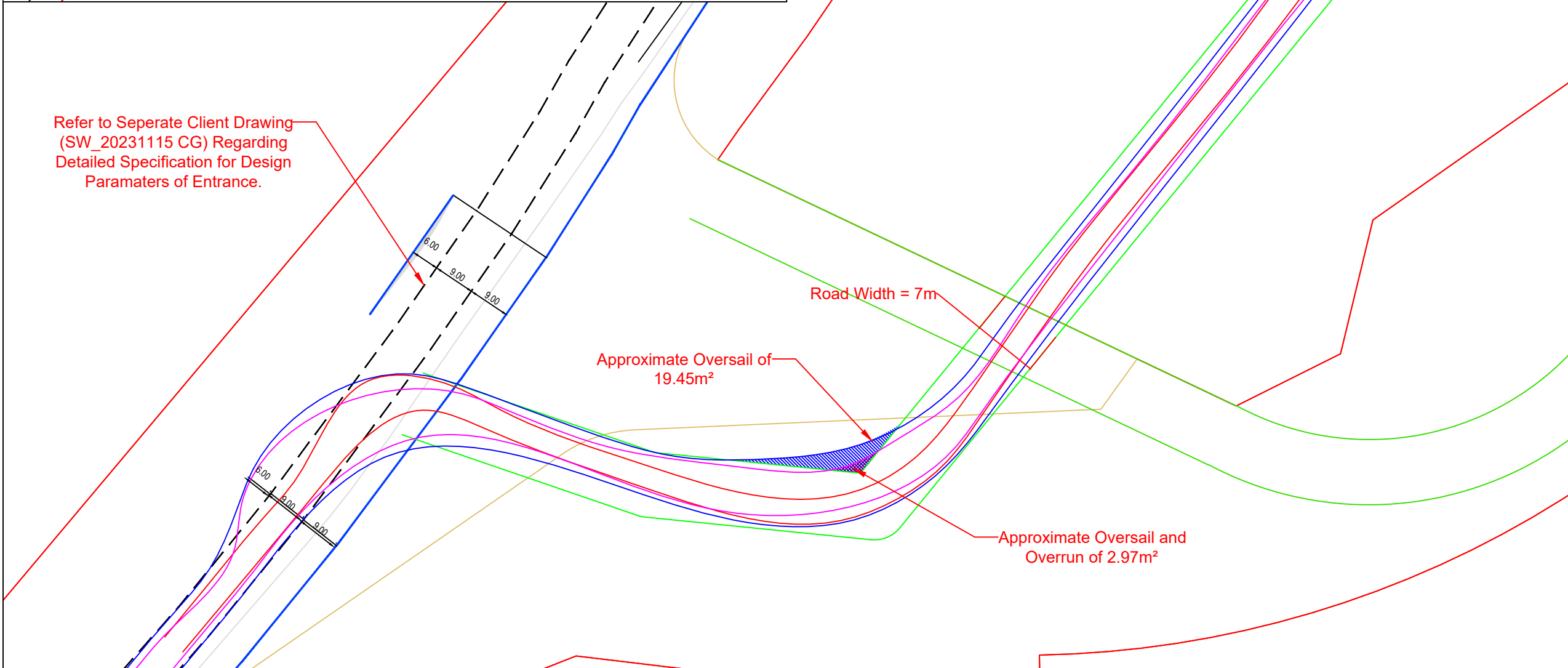
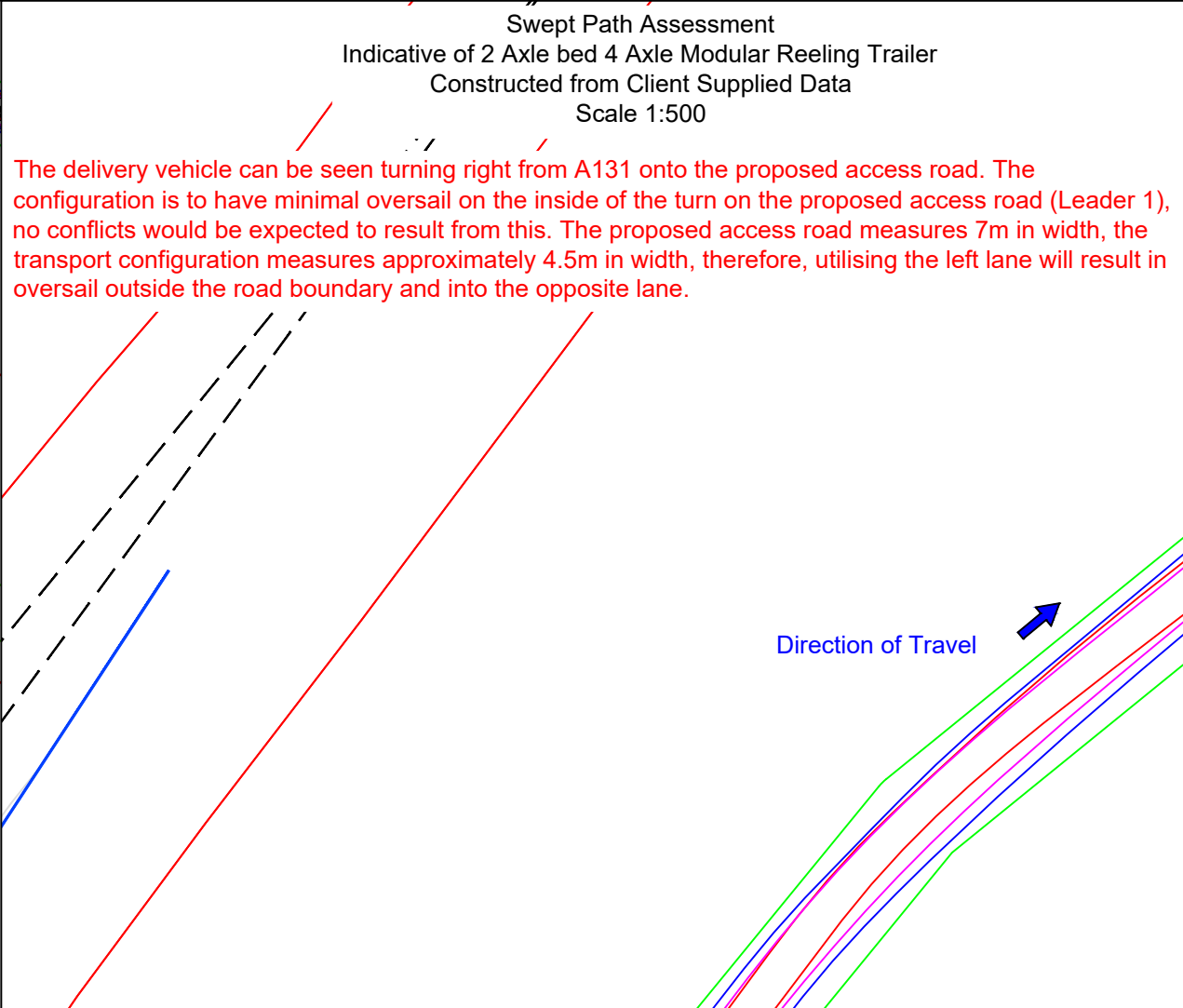
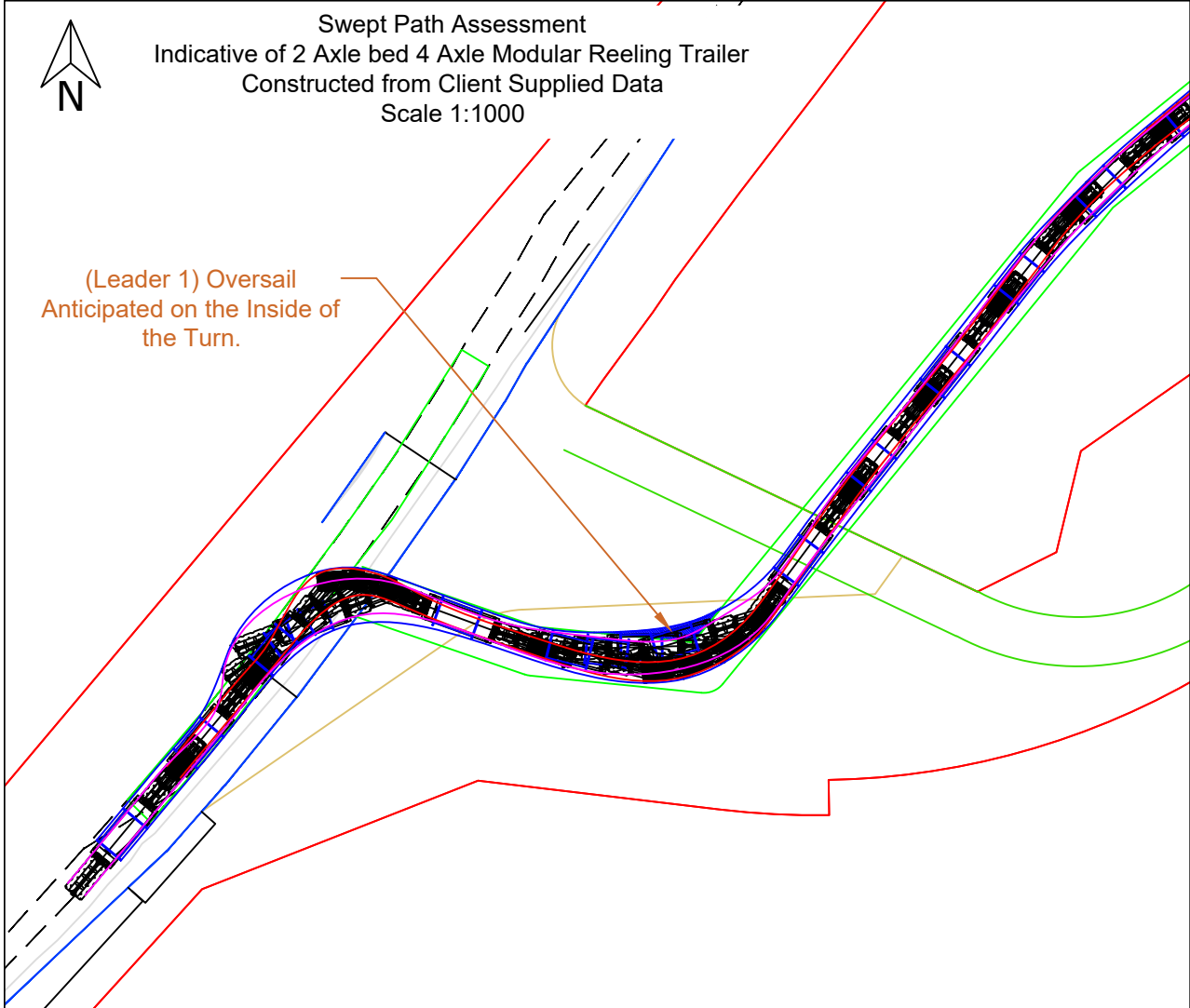
Title:

Indicative transport configuration
Indicative 60.0 te cable drum carried on
2 axle bed 4 axle modular reeling trailer
showing minimum turning radii

Drawing status:

Final report

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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
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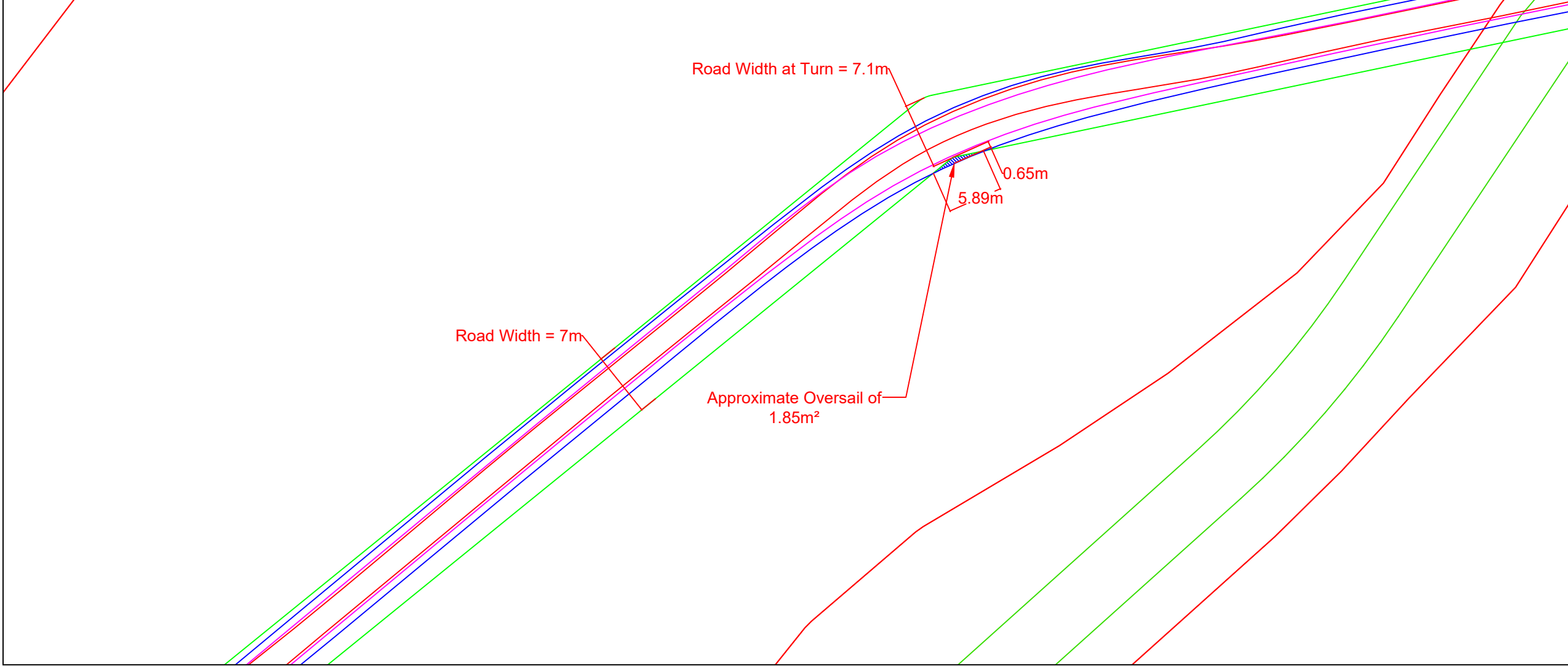
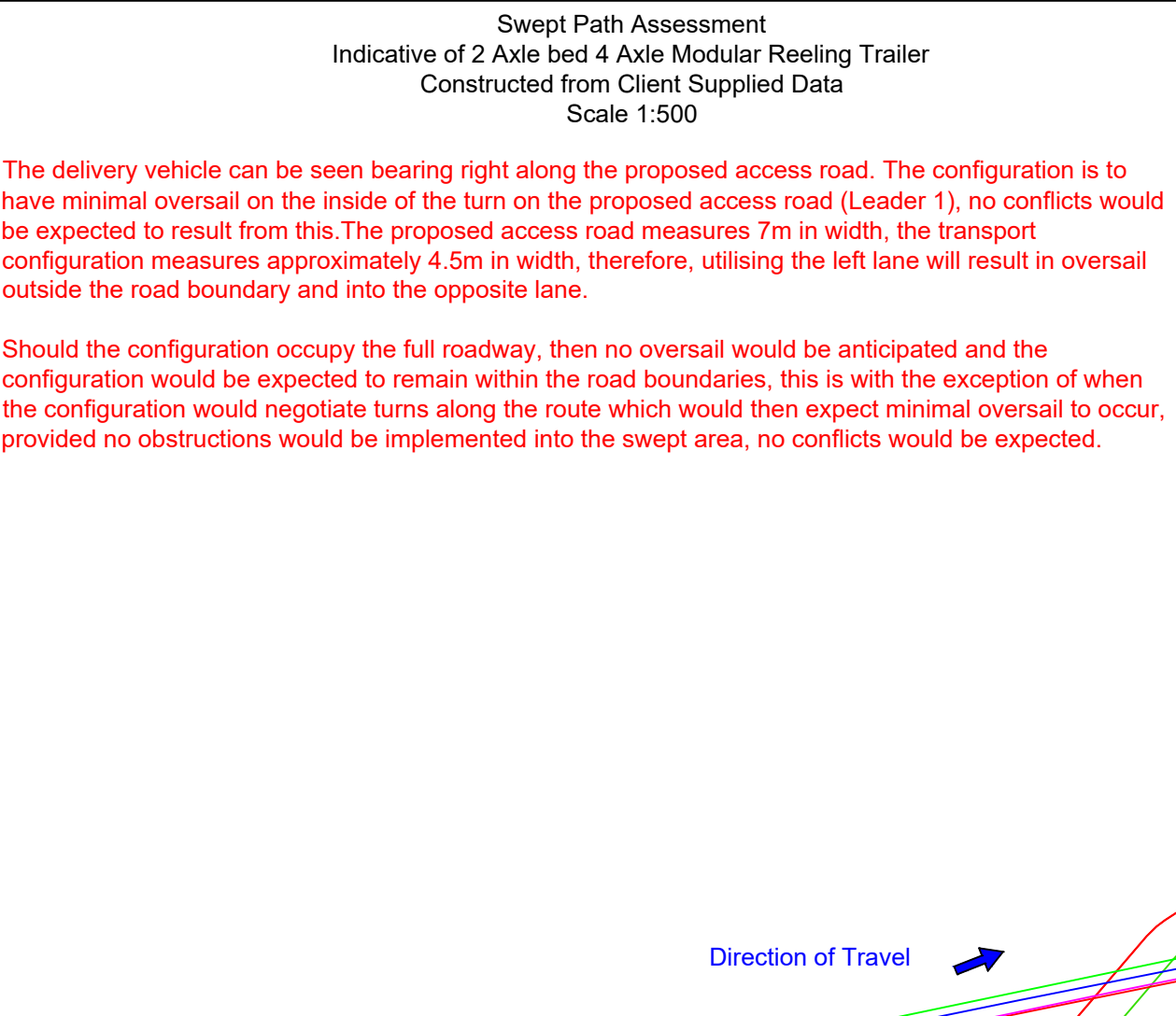
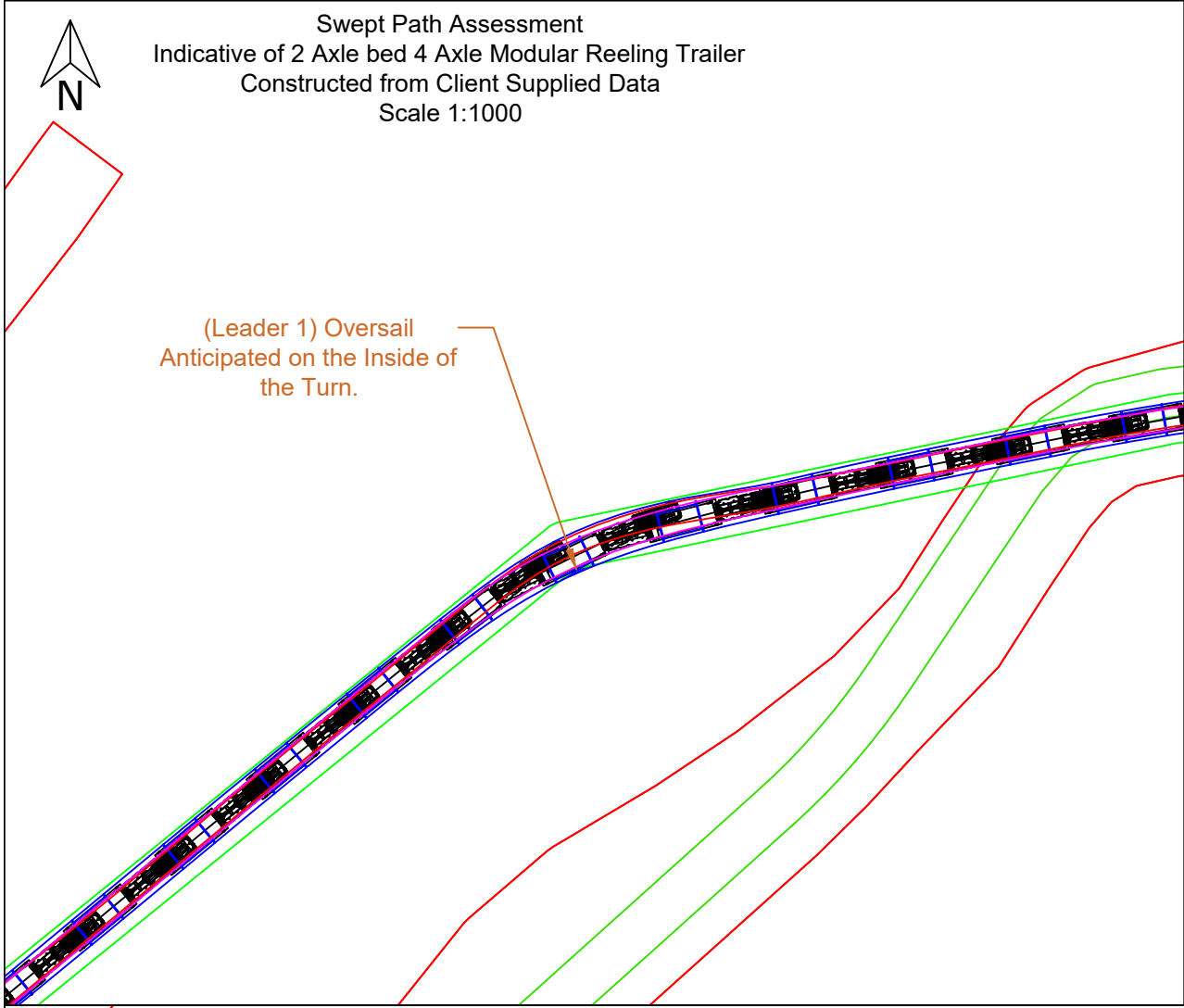
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Location Plan


Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
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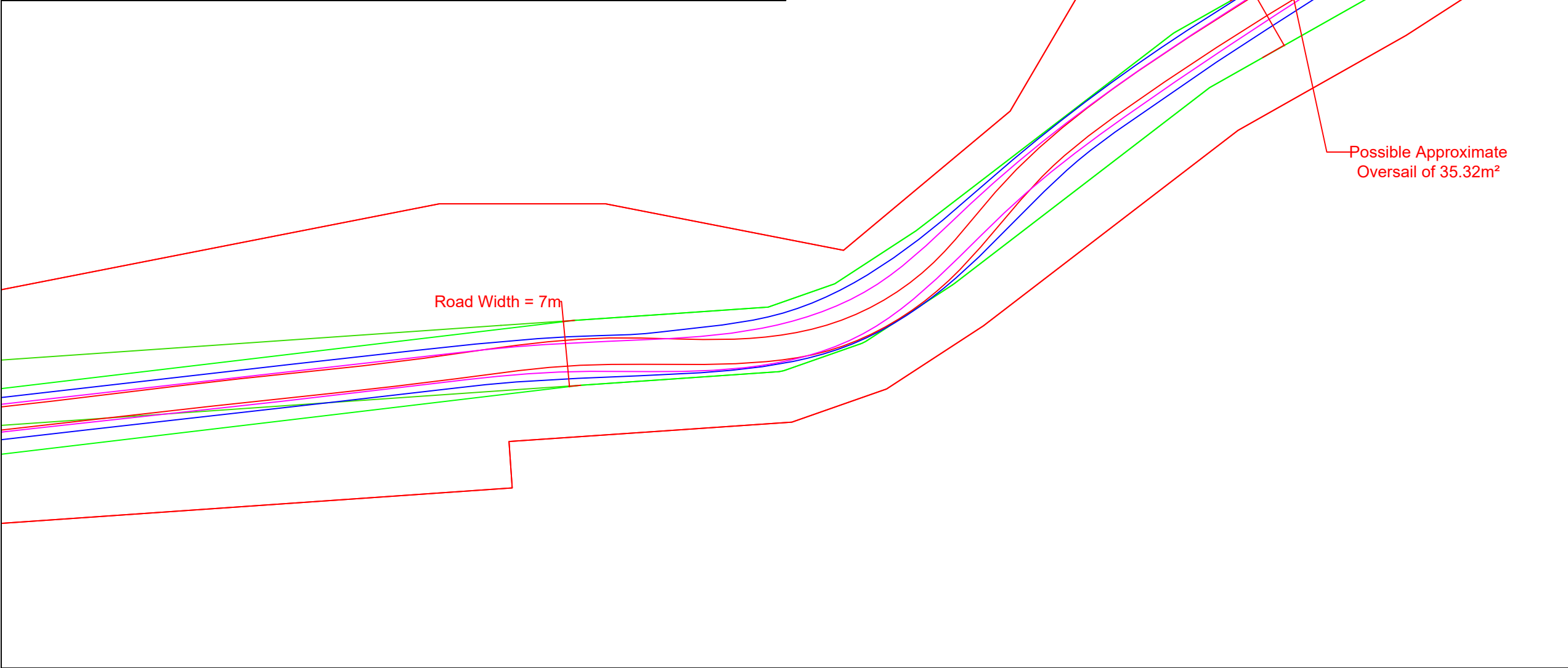
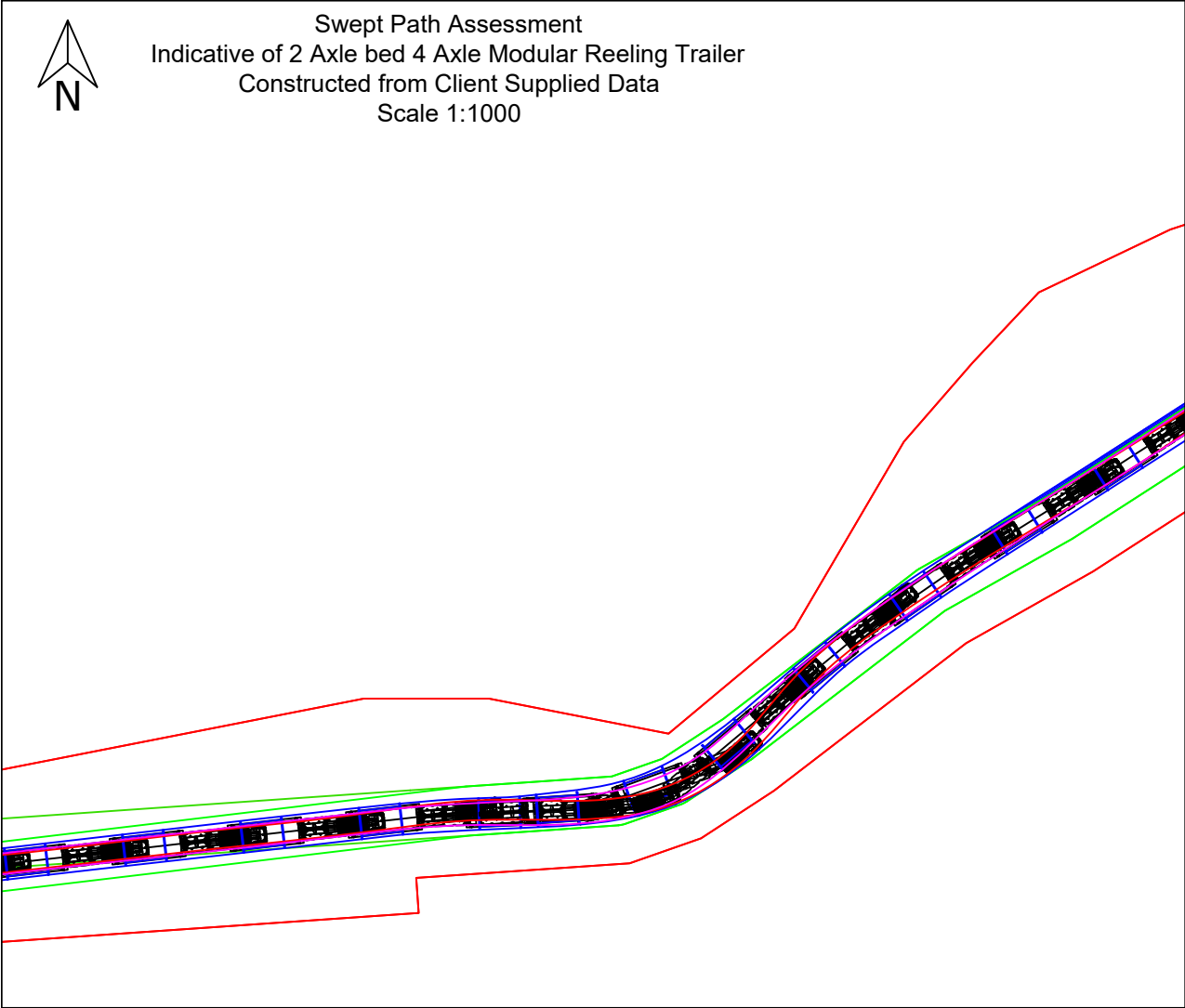
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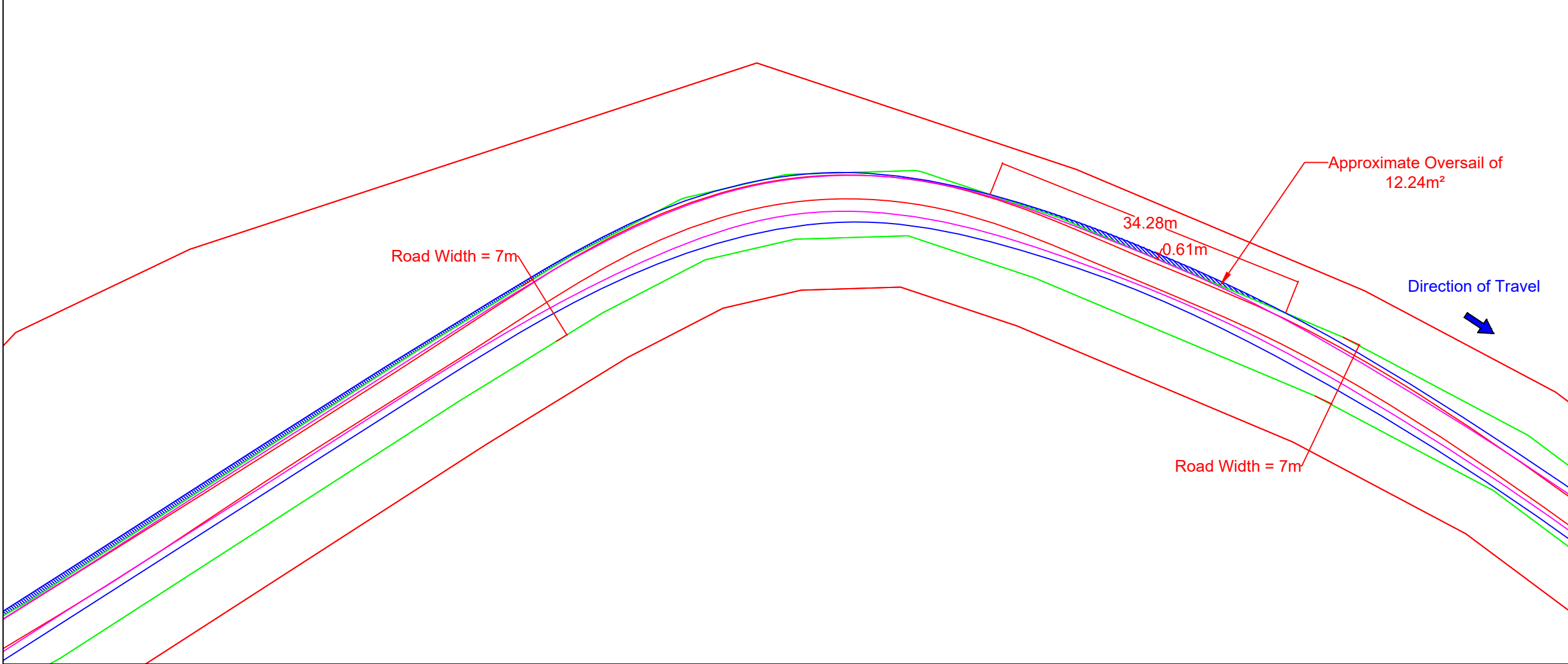
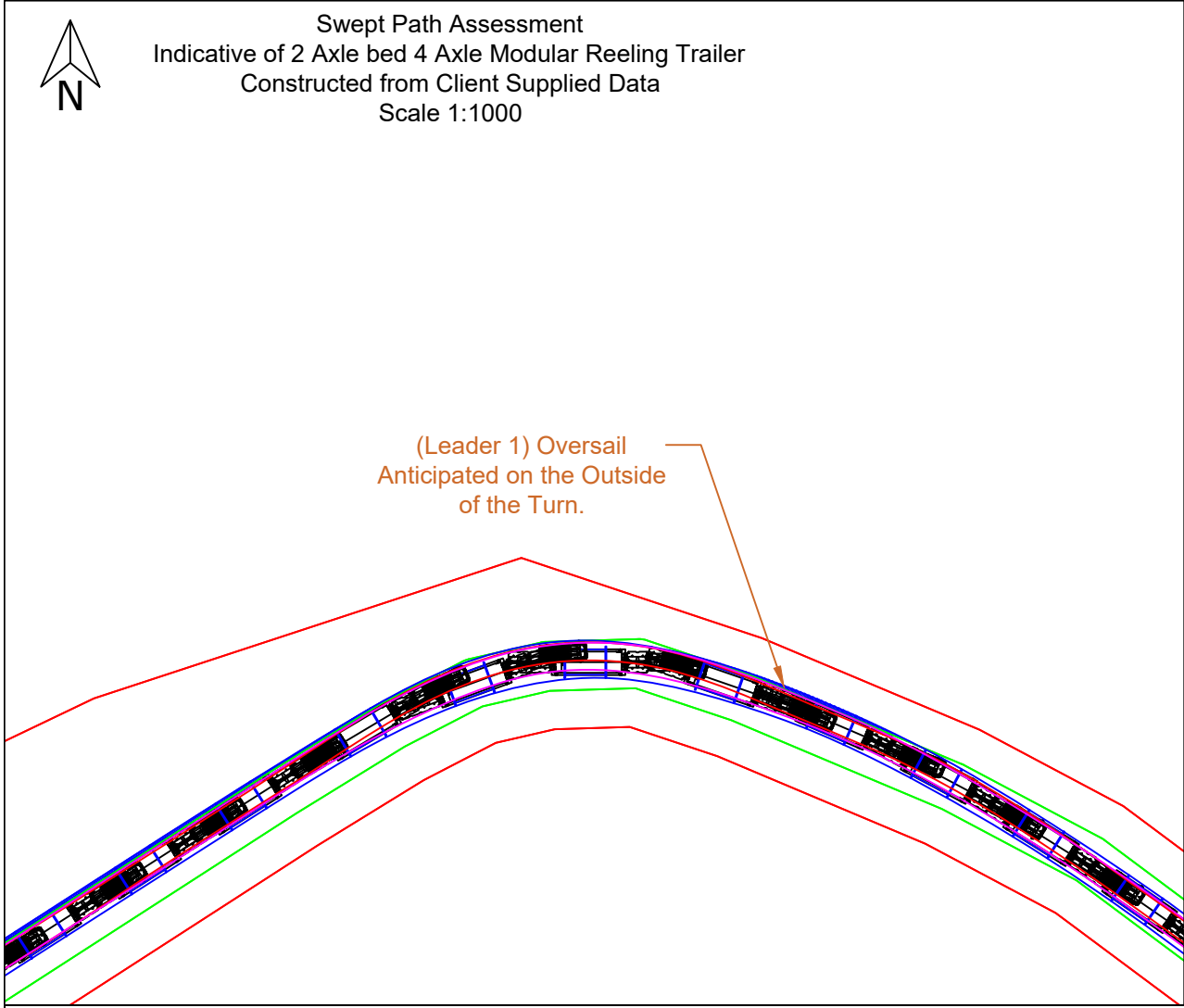
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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
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Project:

Bramford to Twinstead

Title:

A131 Twinstead Cable Drum Access, Swept Path Assessment
Negotiability of proposed access road (Option 3, 3d Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.

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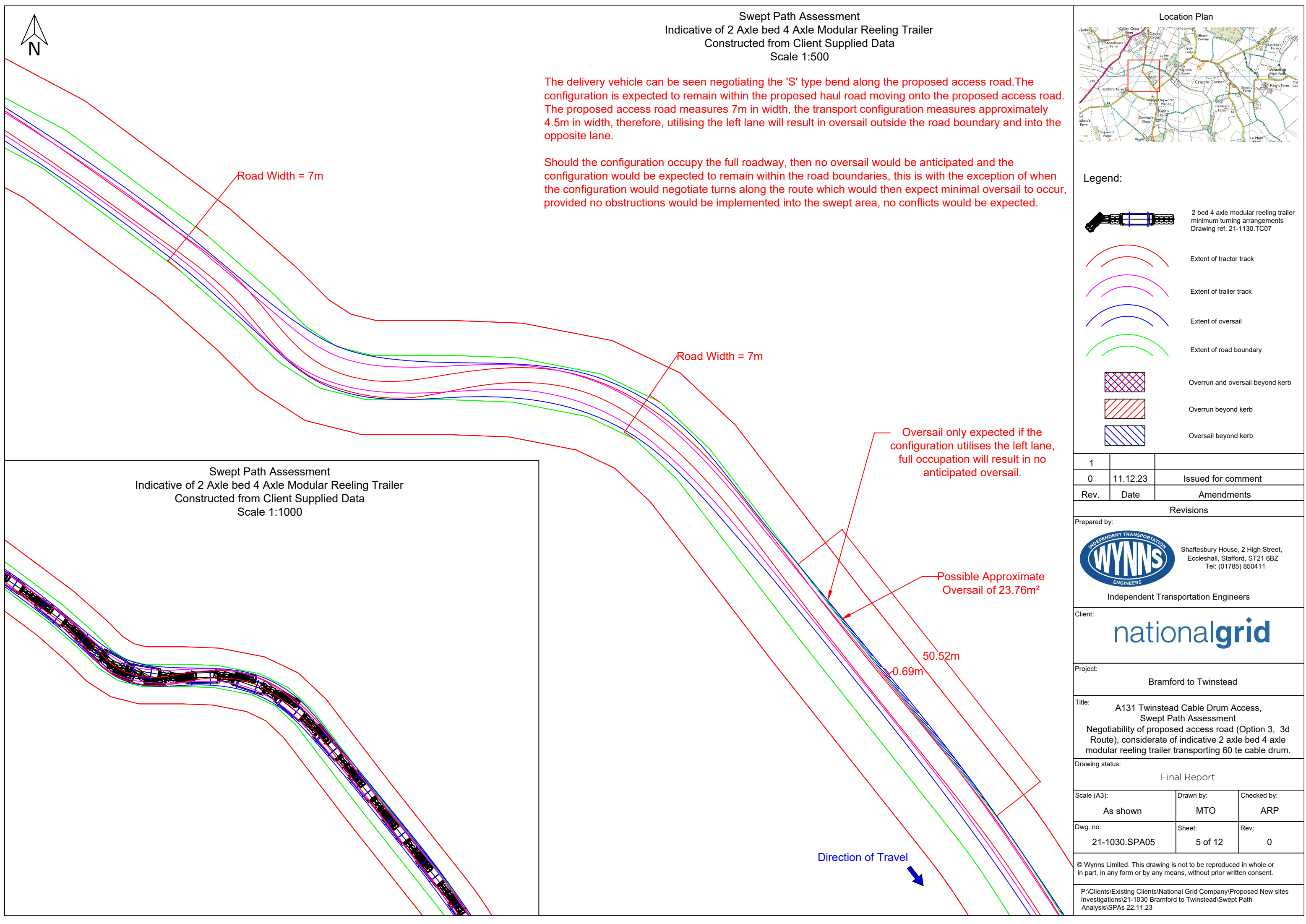
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Prepared by:



Independent Transportation Engineers

nationalgrid

Bramford to Twinstead

A131 Twinstead Cable Drum Access,
Swept Path Assessment

ability of proposed access road (Option 3, 3d
, considerate of indicative 2 axle bed 4 axle
r reeling trailer transporting 60 te cable drum.

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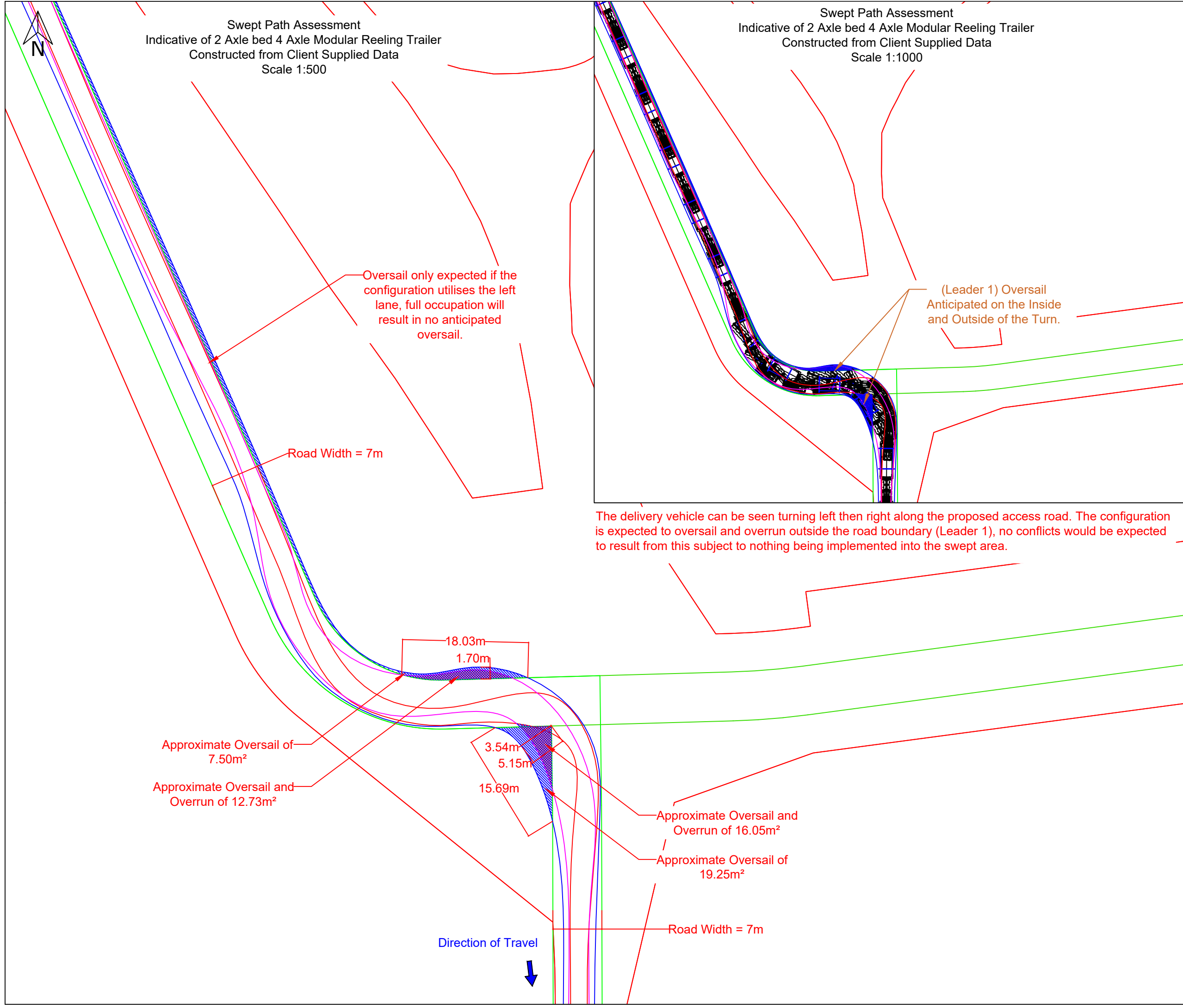
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Analysis\SPAs 22.11.23



Location Plan

Legend:

2 bed 4 axle modular reeling trailer
minimum turning arrangements
Drawing ref. 21-1130.TC07

Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Overrun and oversail beyond kerb

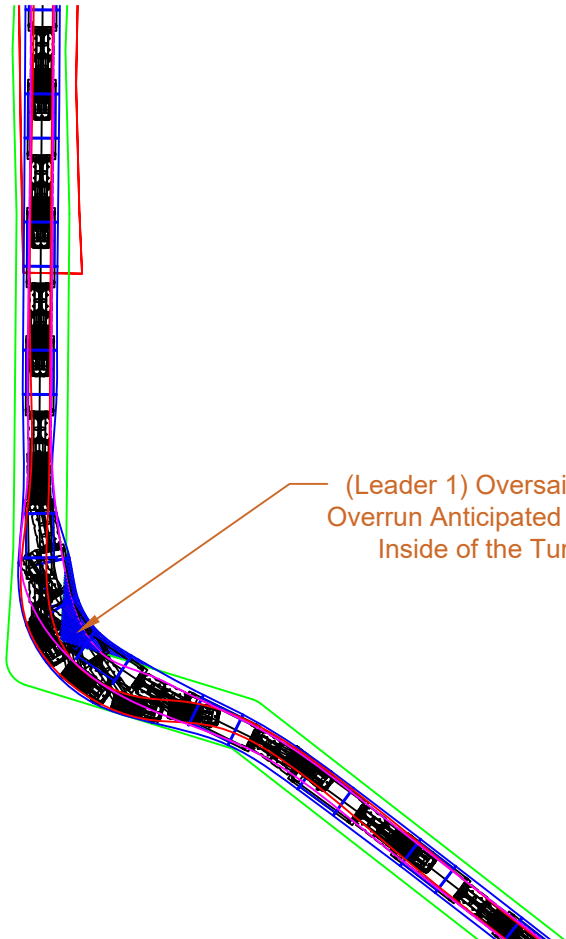
Overrun beyond kerb

Oversail beyond kerb

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Bramford to Twinstead		
Title:		
A131 Twinstead Cable Drum Access, Swept Path Assessment Negotiability of proposed access road (Option 3, 3d Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.		
Drawing status:		
Final Report		
Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
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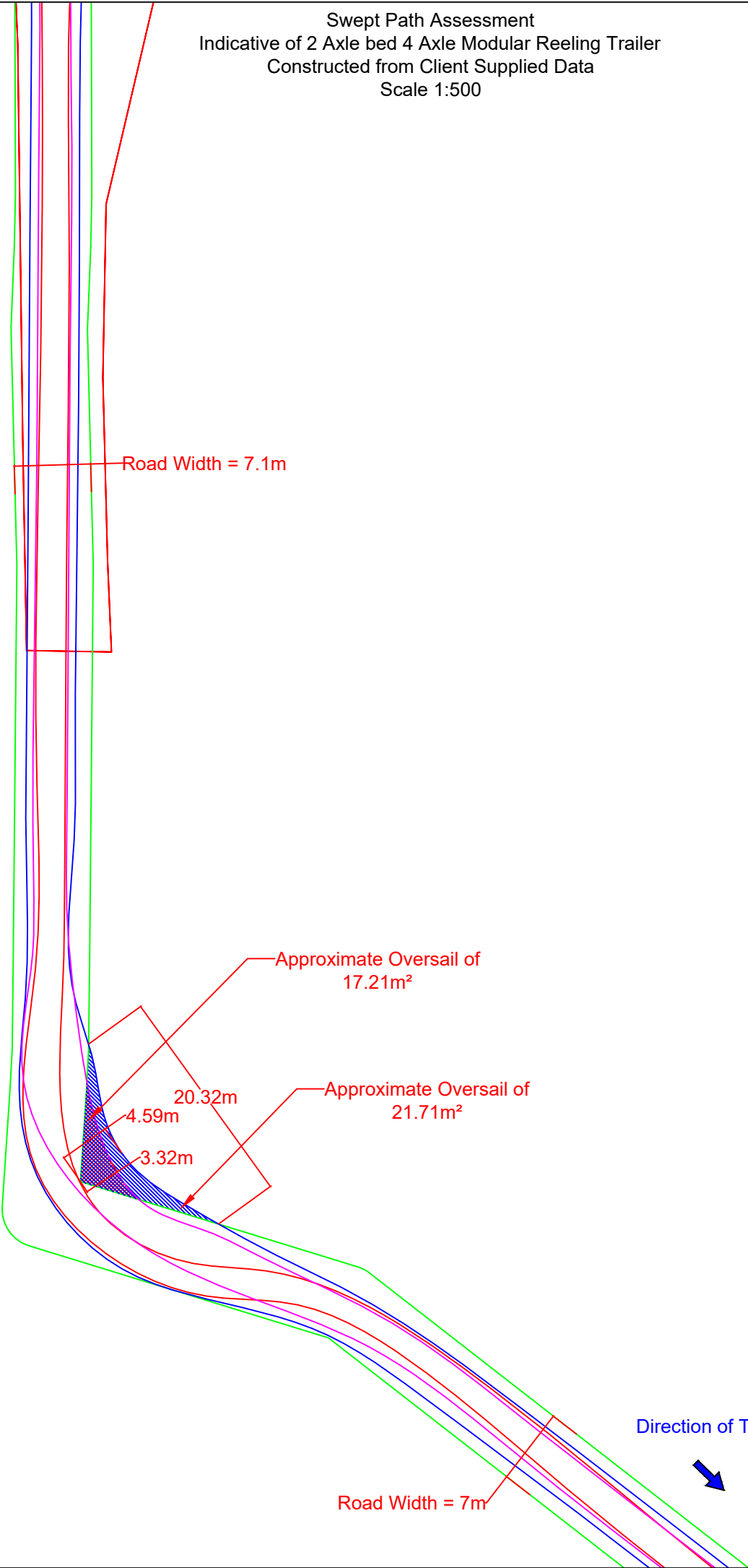
Swept Path Assessment
Indicative of 2 Axle bed 4 Axle Modular Reeling Trailer
Constructed from Client Supplied Data
Scale 1:1000



(Leader 1) Oversail and
Overrun Anticipated on the
Inside of the Turn.

The delivery vehicle can be seen turning left along the proposed access road. The configuration is expected to oversail and overrun outside the the road boundary (Leader 1), no conflicts would be expected to result from this subject to nothing being implemented into the swept area.

Swept Path Assessment
Indicative of 2 Axle bed 4 Axle Modular Reeling Trailer
Constructed from Client Supplied Data
Scale 1:500



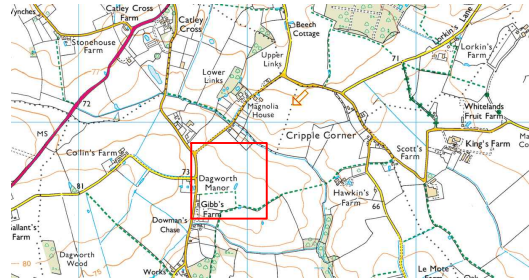
Approximate Oversail of
17.21m²

Approximate Oversail of
21.71m²

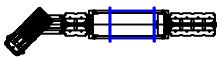
Direction of Travel

Road Width = 7m

Location Plan



Legend:



2 bed 4 axle modular reeling trailer
minimum turning arrangements
Drawing ref. 21-1130.TC07



Extent of tractor track



Extent of trailer track



Extent of oversail



Extent of road boundary



Overrun and oversail beyond kerb



Overrun beyond kerb



Oversail beyond kerb

1		
0	11.12.23	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

nationalgrid

Project:

Bramford to Twinstead

Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 3, 3d
Route), considerate of indicative 2 axle bed 4 axle
modular reeling trailer transporting 60 te cable drum.

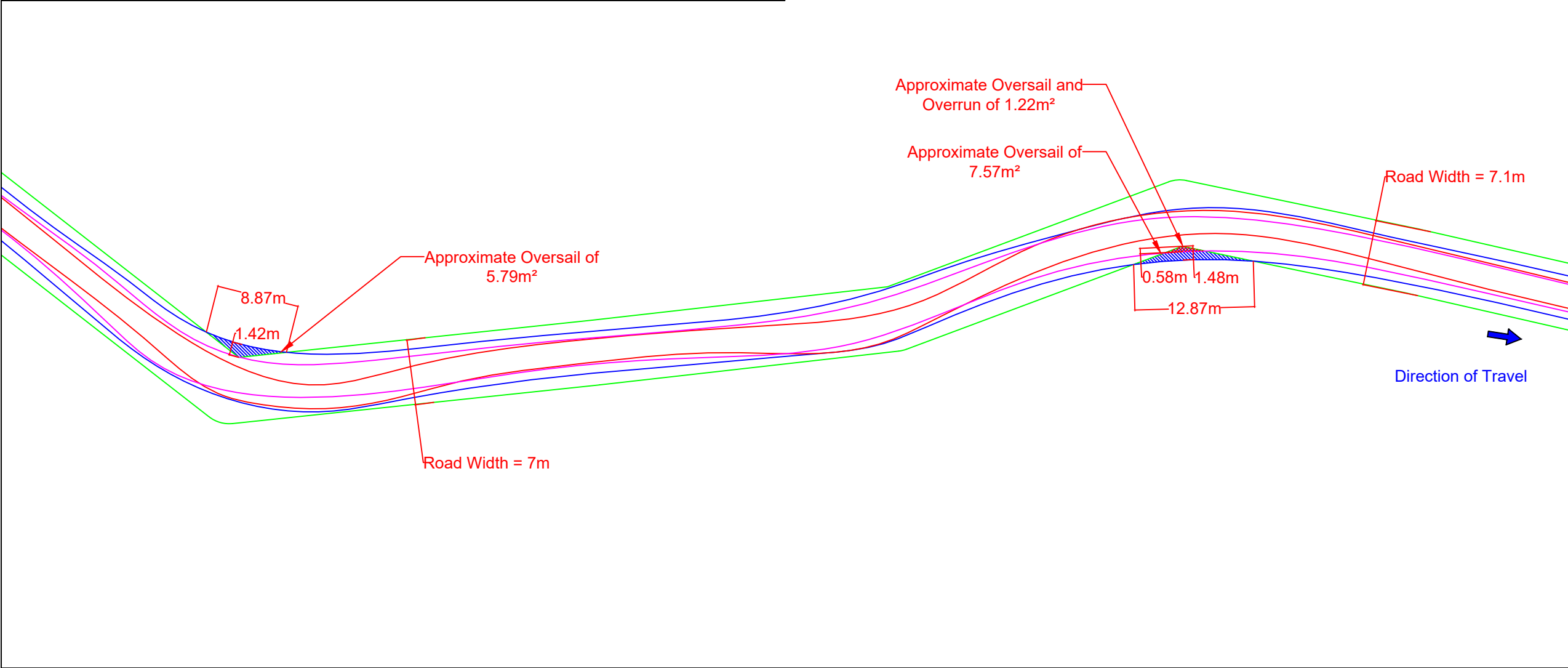
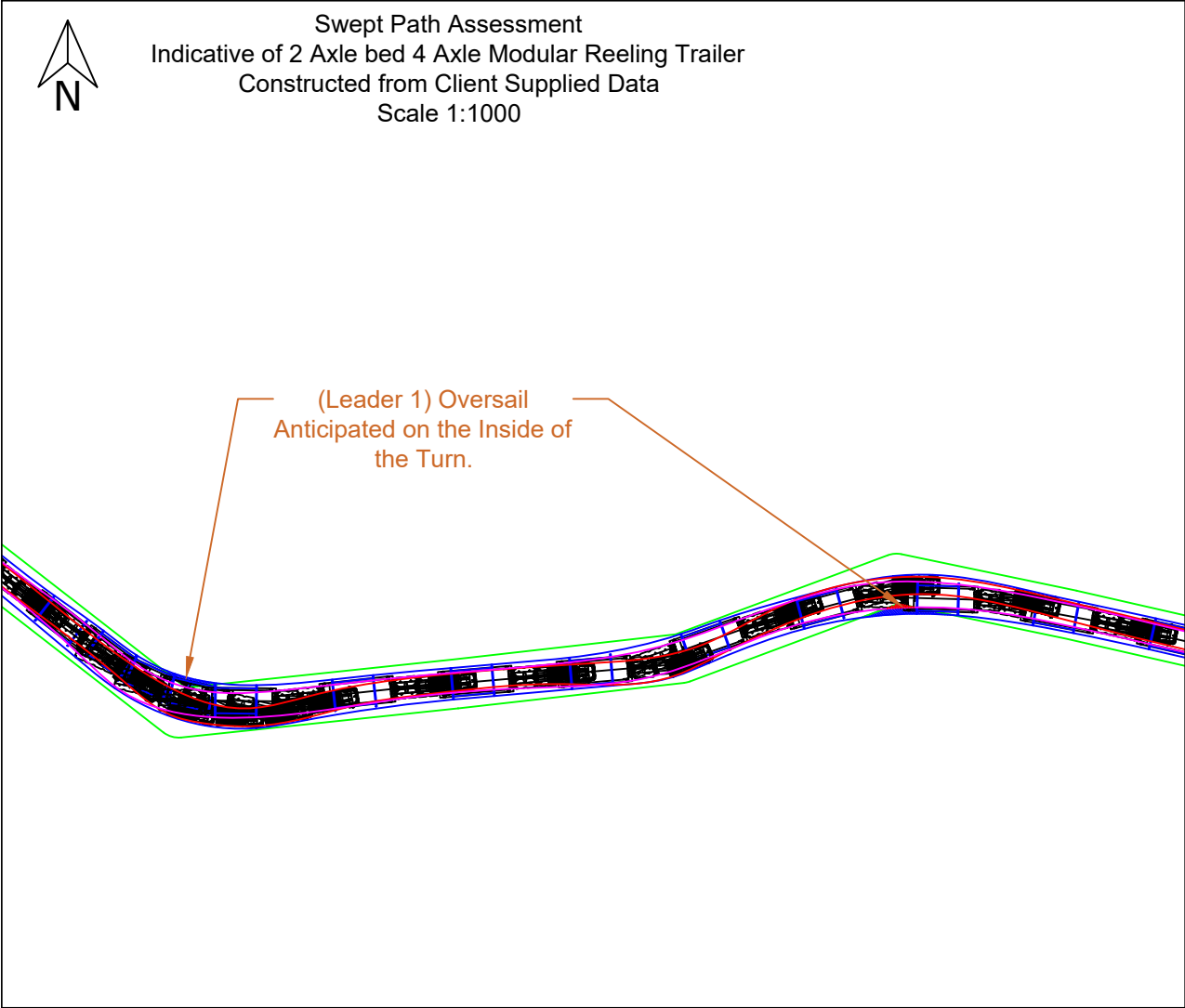
Drawing status:

Final Report

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Analysis\SPAs 22.11.23



Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
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Revisions

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Drawing status:

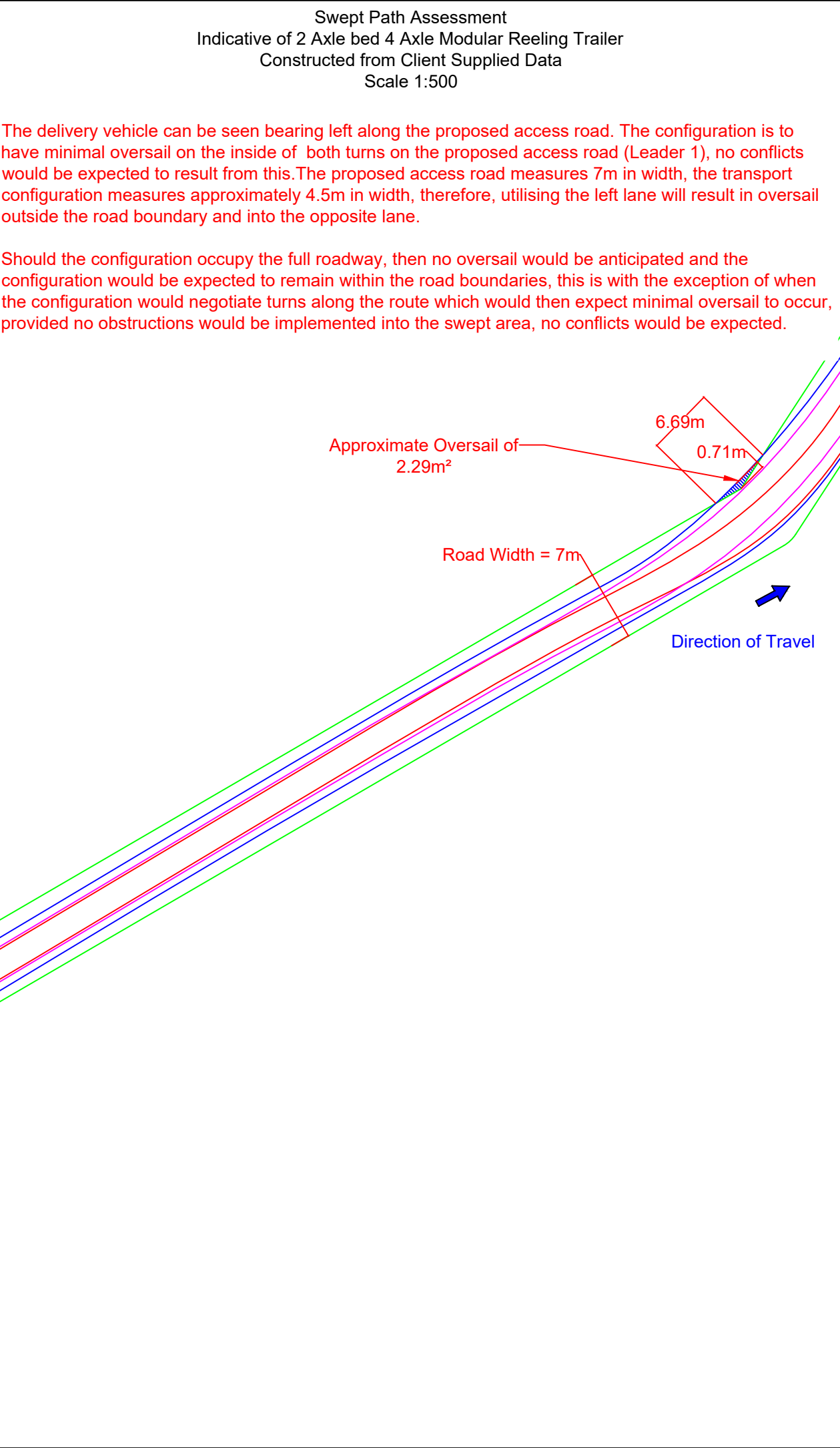
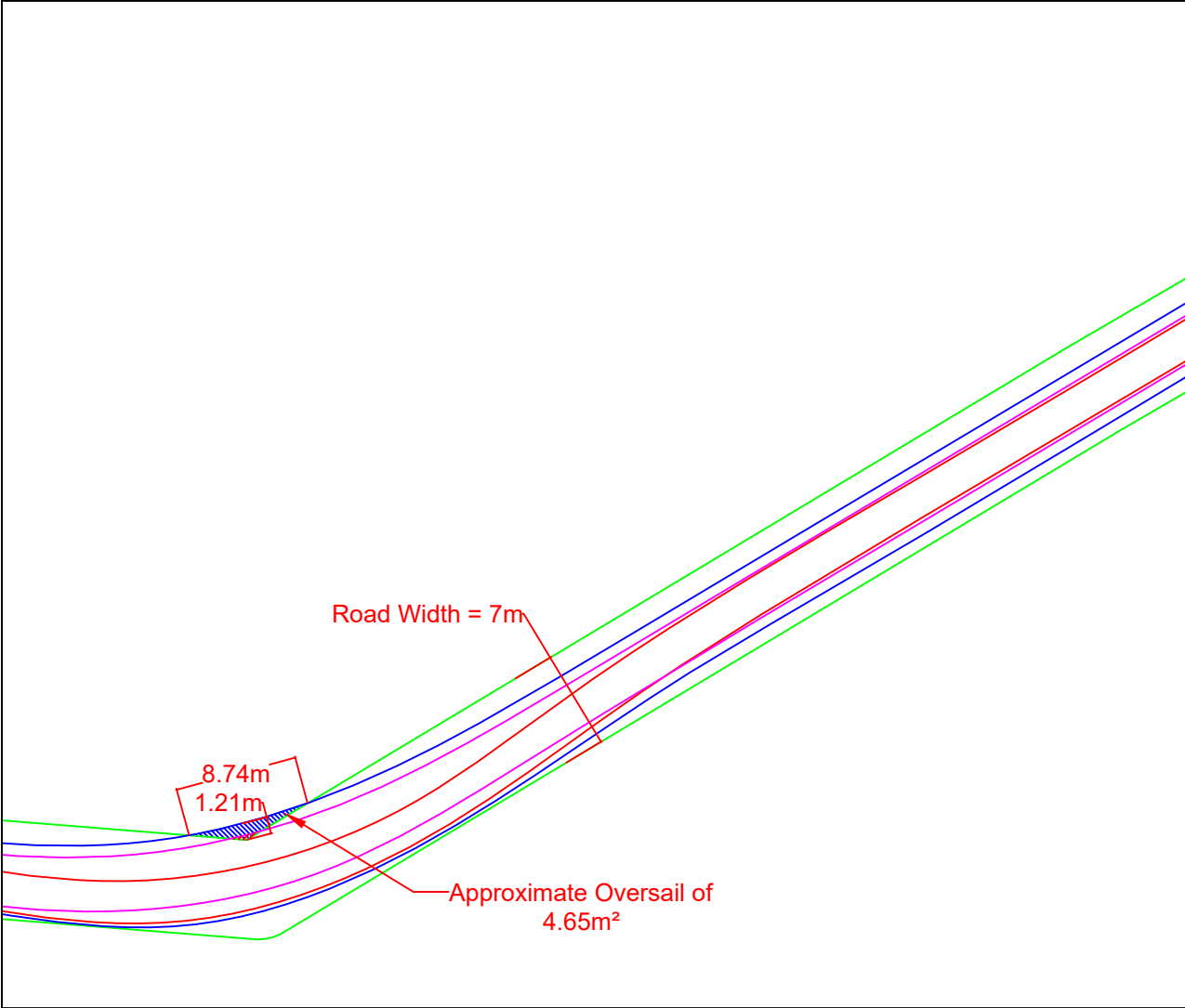
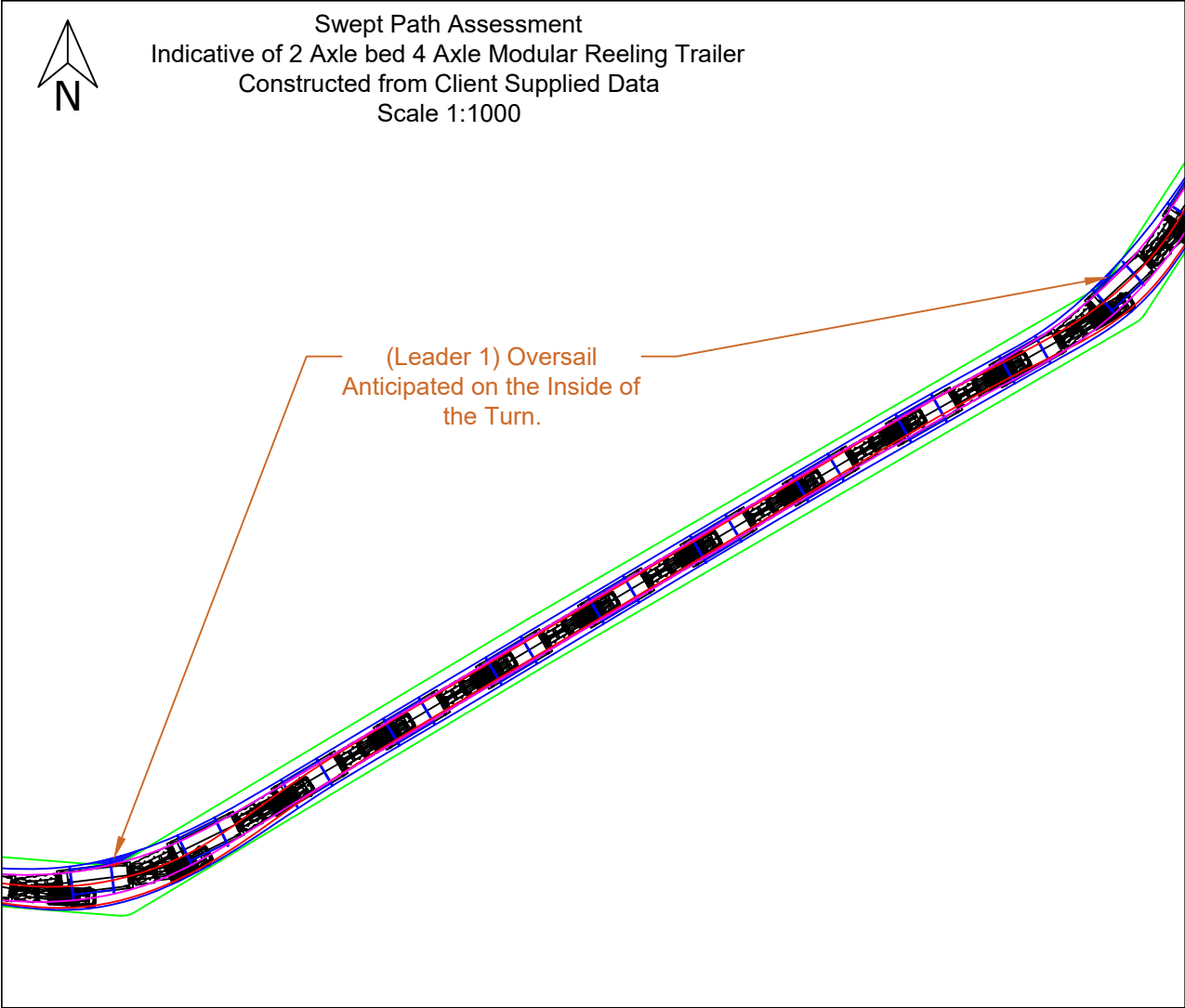
Final Report

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Location Plan

Legend:

- 2 bed 4 axle modular reeling trailer minimum turning arrangements Drawing ref. 21-1130.TC07
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
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Revisions

Prepared by:

Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411
Independent Transportation Engineers

Client:

Project:

Bramford to Twinstead

Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 3, 3d Route), considerate of indicative 2 axle bed 4 axle modular reeling trailer transporting 60 te cable drum.

Drawing status:

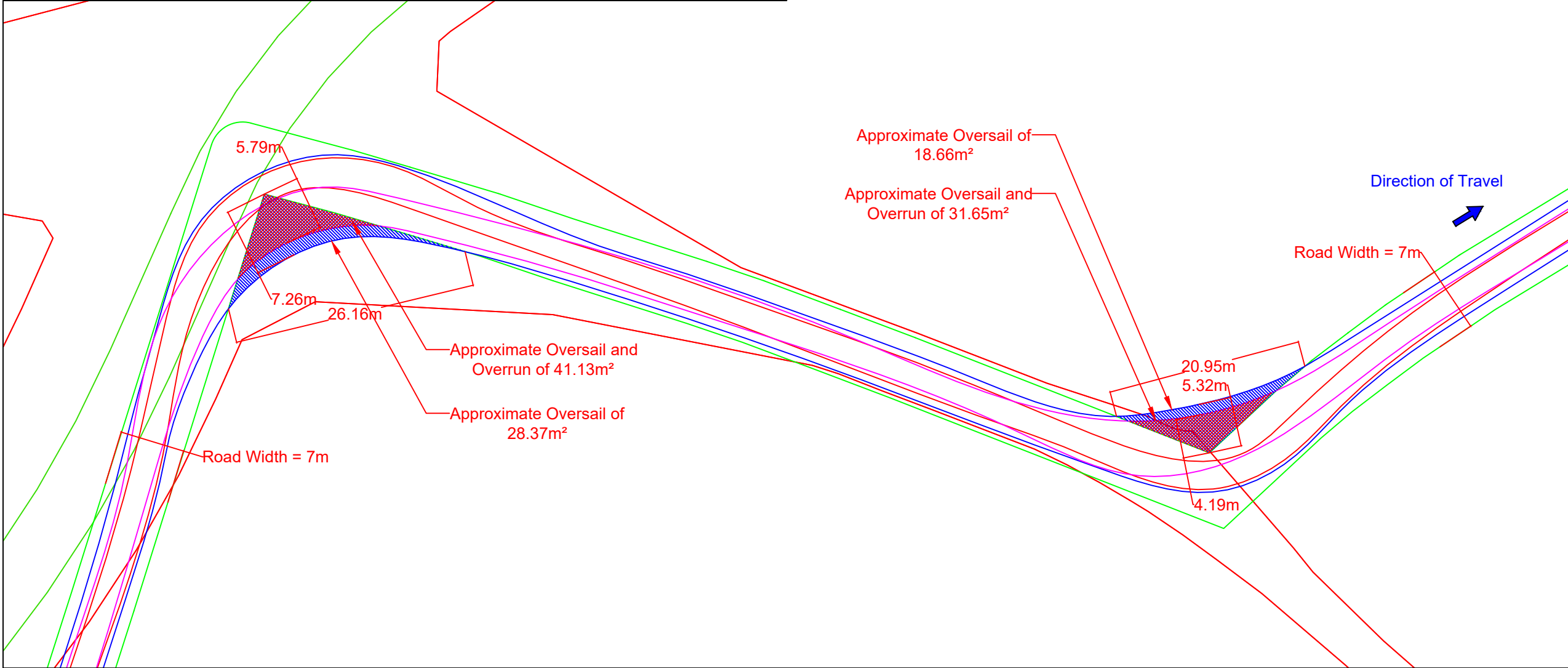
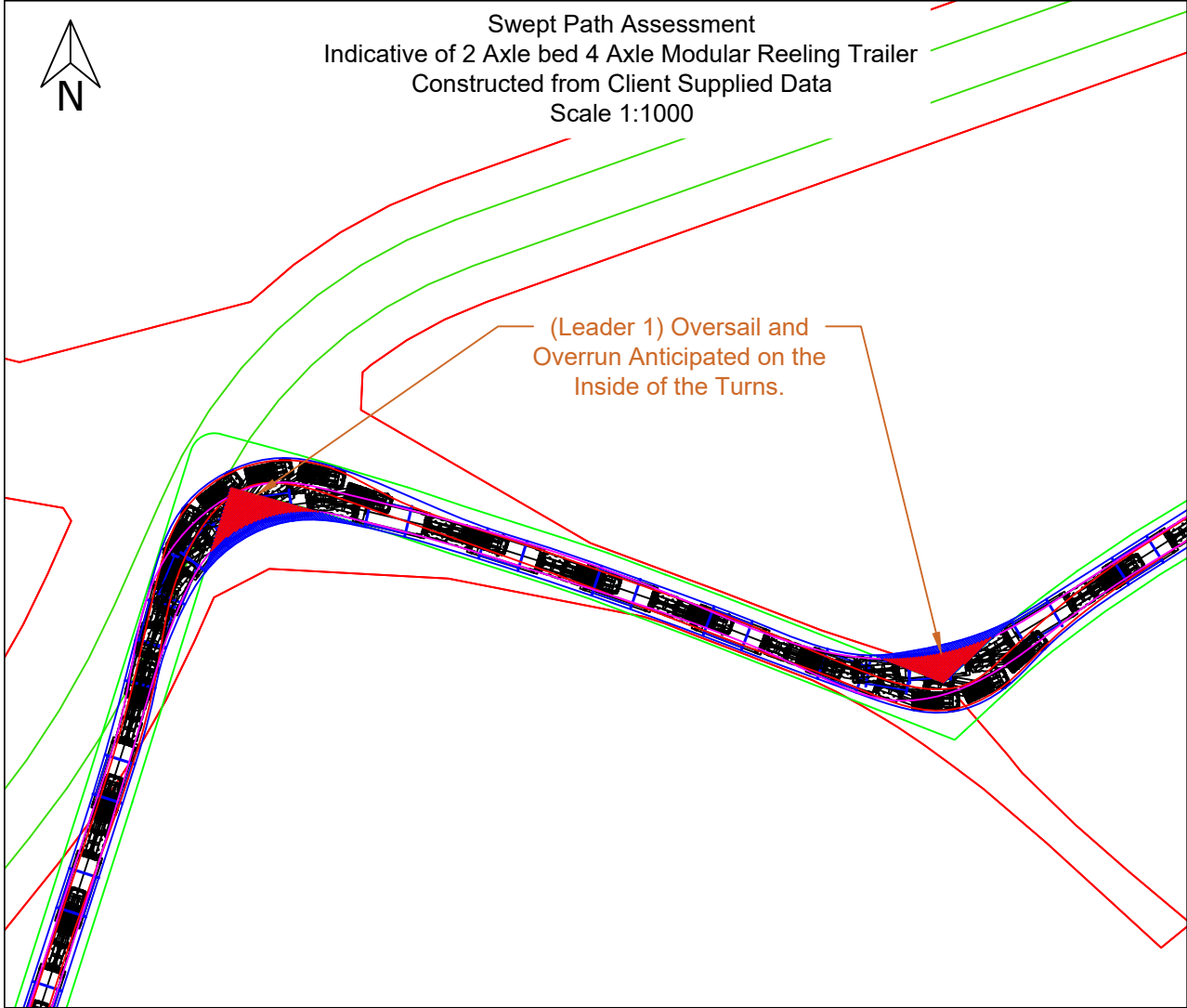
Final Report

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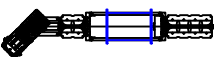


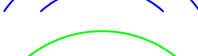
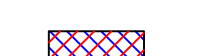

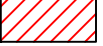

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Location Plan


Legend:

-  2 bed 4 axle modular reeling trailer
minimum turning arrangements
Drawing ref. 21-1130.TC07
-  Extent of tractor track
-  Extent of trailer track
-  Extent of oversail
-  Extent of road boundary
-  Overrun and oversail beyond kerb
-  Overrun beyond kerb
-  Oversail beyond kerb

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Revisions


Prepared by:



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Independent Transportation Engineers

Client:



Project:

Bramford to Twinstead

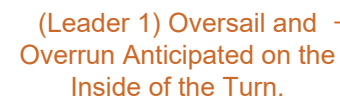
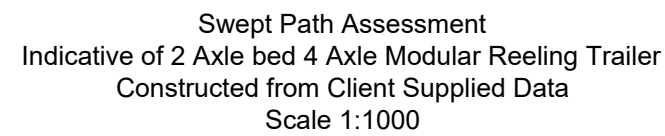
Title:

A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 3, 3d
Route), considerate of indicative 2 axle bed 4 axle
modular reeling trailer transporting 60 te cable drum.

Drawing status:

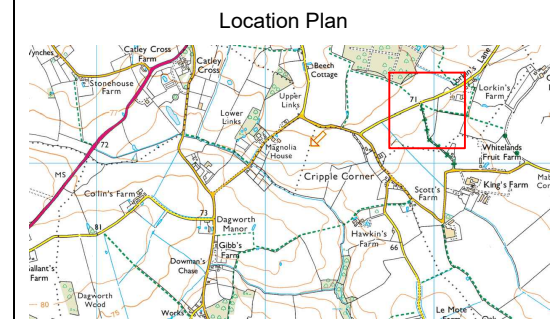
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21-1030.SPA05	10 of 12	0

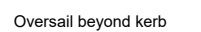
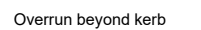
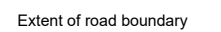
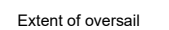
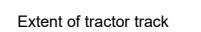
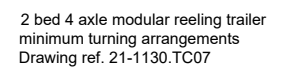


The delivery vehicle can be seen turning right along the proposed access road. The configuration is expected to oversail and overrun outside the the road boundary (Leader 1), no conflicts would be expected to result from this subject to nothing being implemented into the swept area.

Swept Path Assessment
Indicative of 2 Axle bed 4 Axle Modular Reeling Trailer
Constructed from Client Supplied Data
Scale 1:500



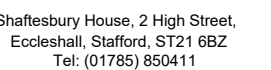
Legend:



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Prepared by:



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Client:



Project:

Bramford to Twinstead

Title:

Title: A131 Twinstead Cable Drum Access,
Swept Path Assessment
Negotiability of proposed access road (Option 3, 3d
Route), considerate of indicative 2 axle bed 4 axle
modular reeling trailer transporting 60 te cable drum.

Drawing status:

Final Report

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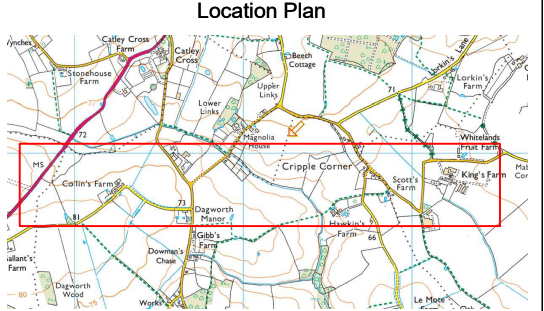
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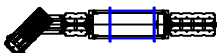



Swept Path Assessment
Indicative of 2 Axle bed 4 Axle Modular Reeling Trailer
Constructed from Client Supplied Data
Scale 1:10000


NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.

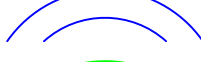



Legend:


- 


2 bed 4 axle modular reeling trailer
minimum turning arrangements
Drawing ref. 21-1130.TC07
- 


Extent of tractor track
- 

Extent of trailer track
- 

Extent of oversail
- 

Extent of road boundary
- 

Overrun and oversail beyond kerb
- 


Overrun beyond kerb
- 

Oversail beyond kerb

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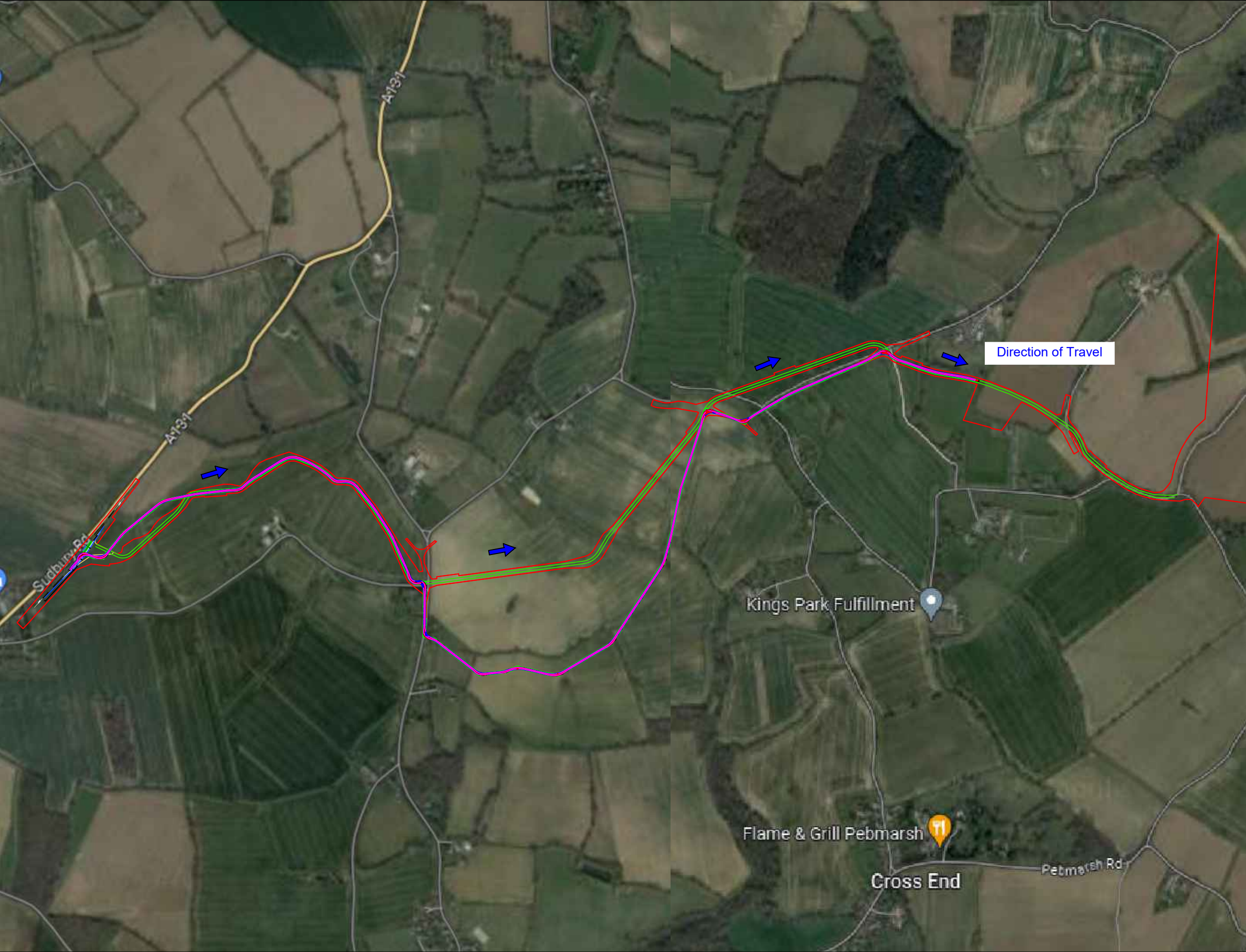
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