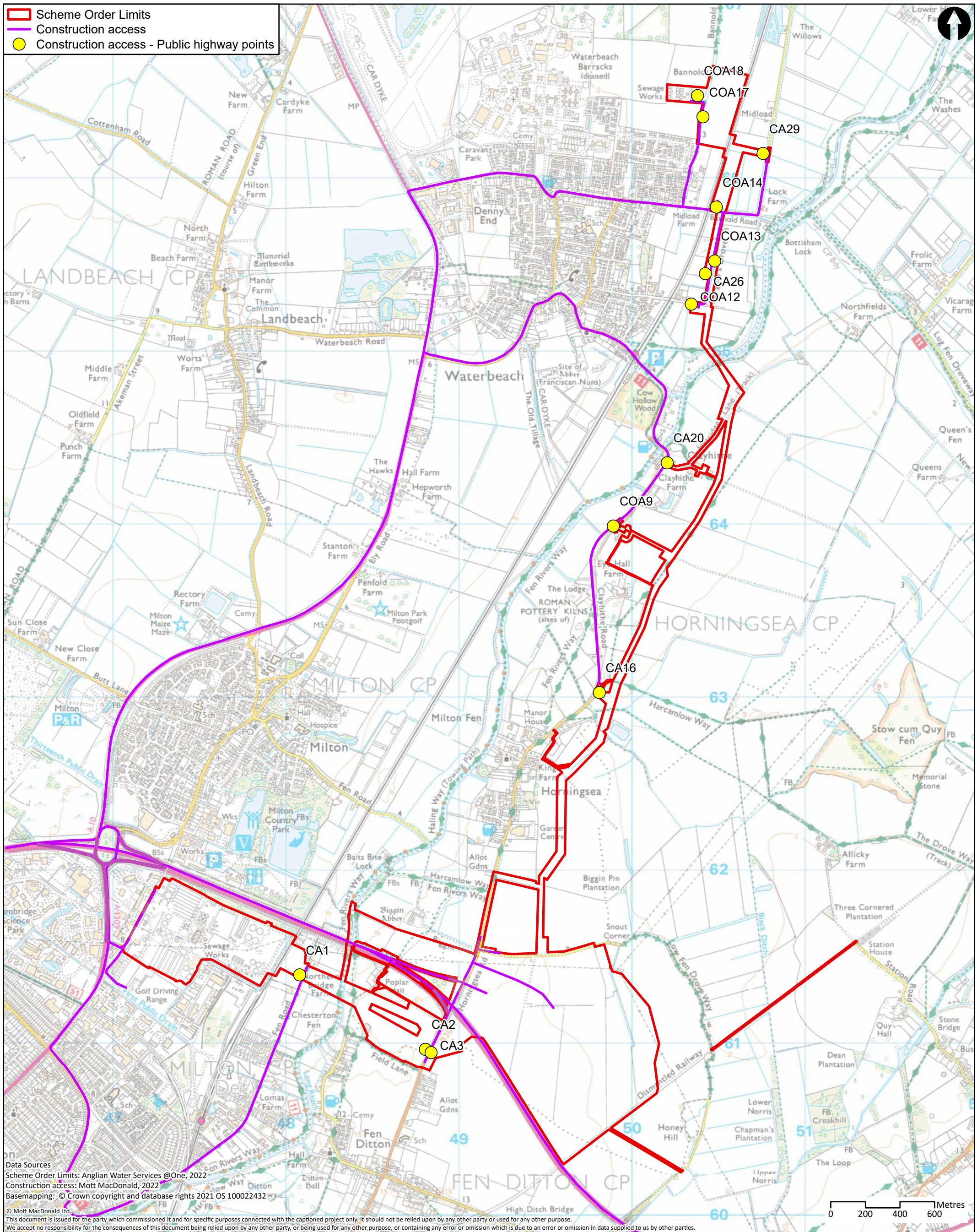
Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

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. 08
April 2024

Appendix G: Swept Path Analysis



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Client

love every drop anglianwater

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	31/10/22	KL	First Draft	WT	CS
P2	18/12/23	CC	Revision 01	WT	GW
P3	22/01/24	CC	Revision 02	WT	GW

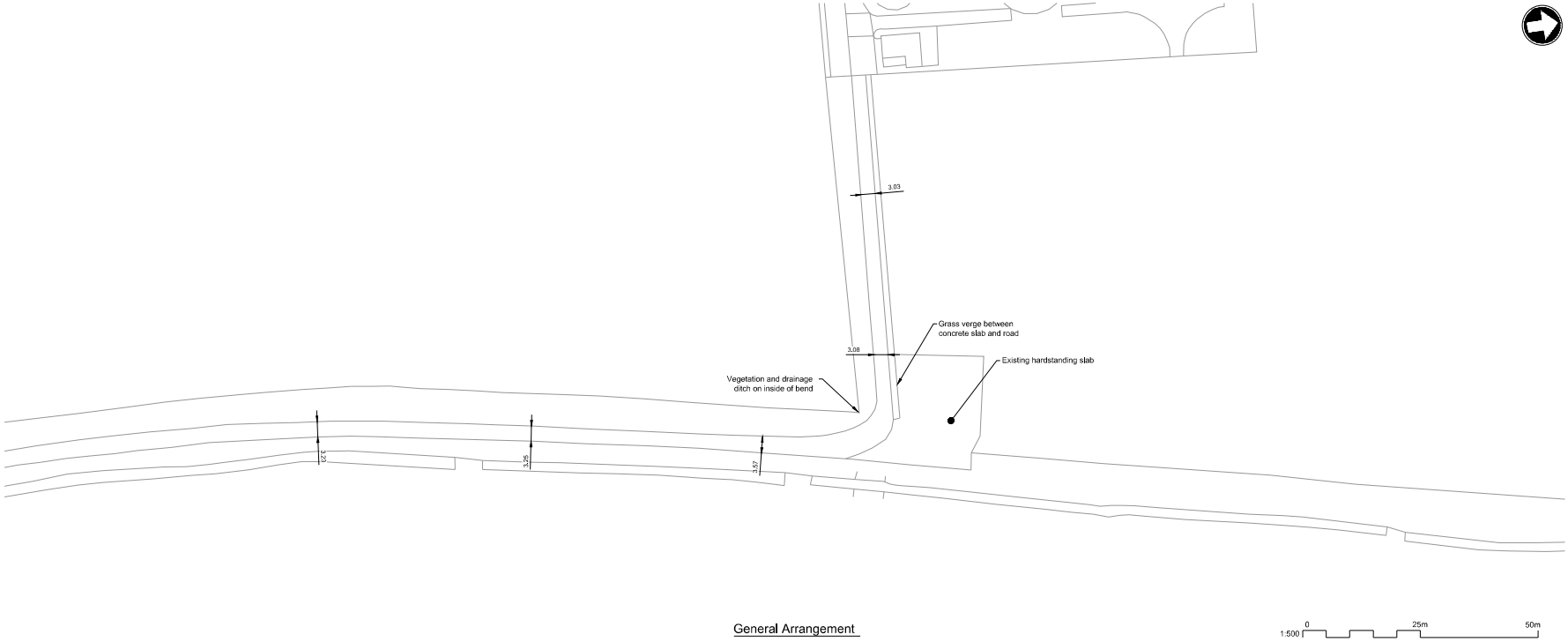
Title

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

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

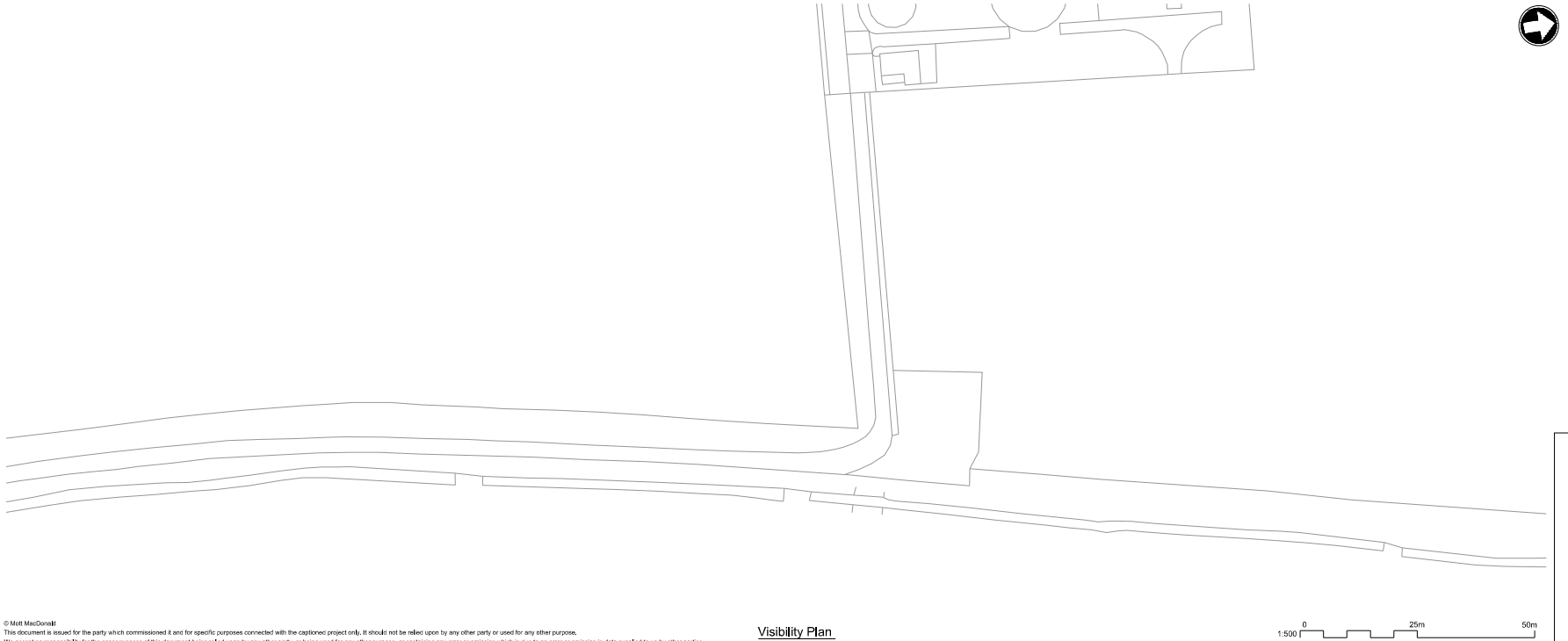
Drawing Number: WW01003-CAMEST-MOT-05-XX-DR-X-0697

Security	Status	Rev
STD	PRE	P3



General Arrangement

1:500 0 25m 50m



Visibility Plan

1:500 0 25m 50m

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Notes

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14. [illegible] in conjunction with the Technical Memo.
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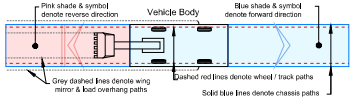
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

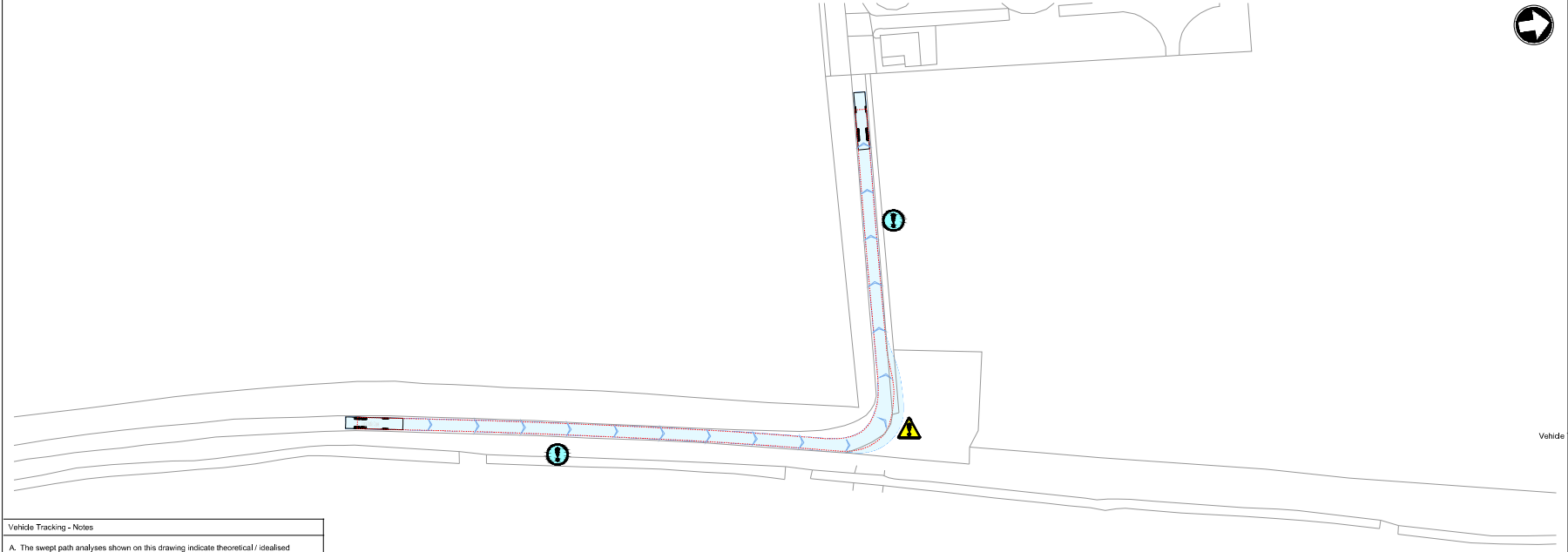
Client

Title

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

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

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



Crawler Crane (Access)

1:500 0 25m 50m

Vehicle Tracking - Notes

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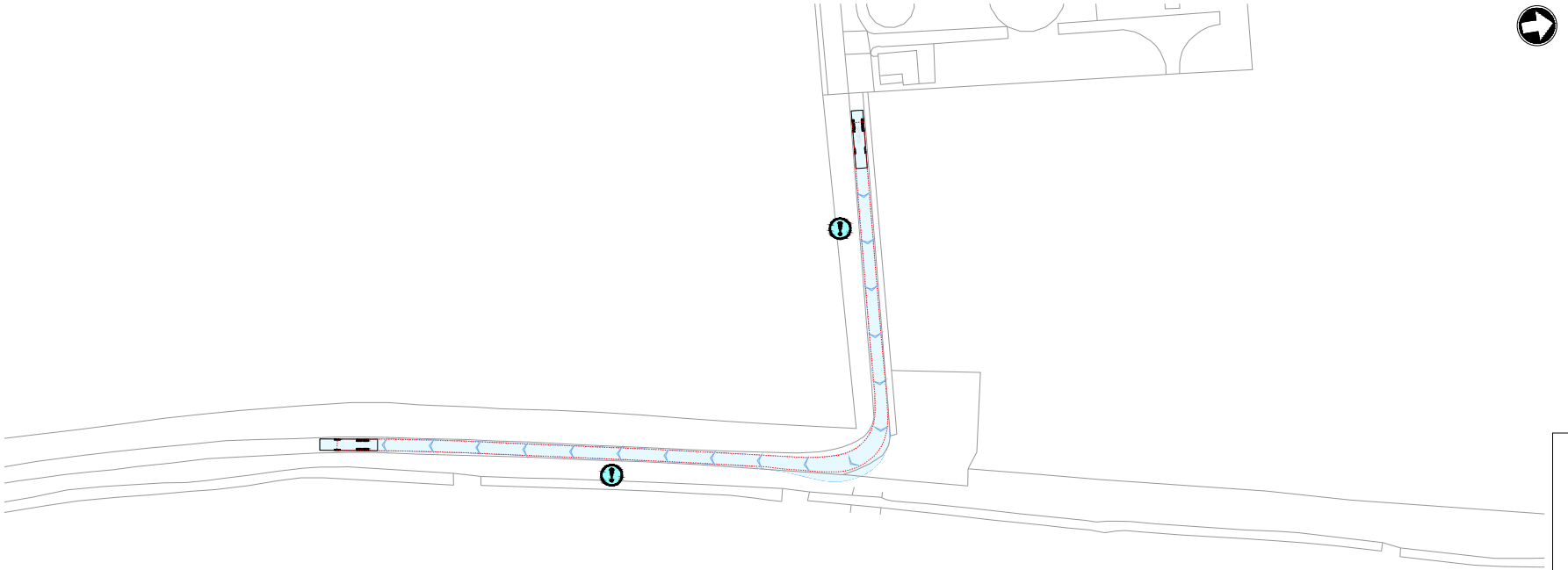

Crawler Crane (Egress)

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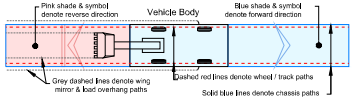
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and land take is based on the current Cambridge Waste Water Treatment Works Relocation project. Further land take is anticipated and will be confirmed during future stages of the design development of this option.
14. This drawing must be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk	App'd
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Client

love every drop anglianwater

Title

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

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

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

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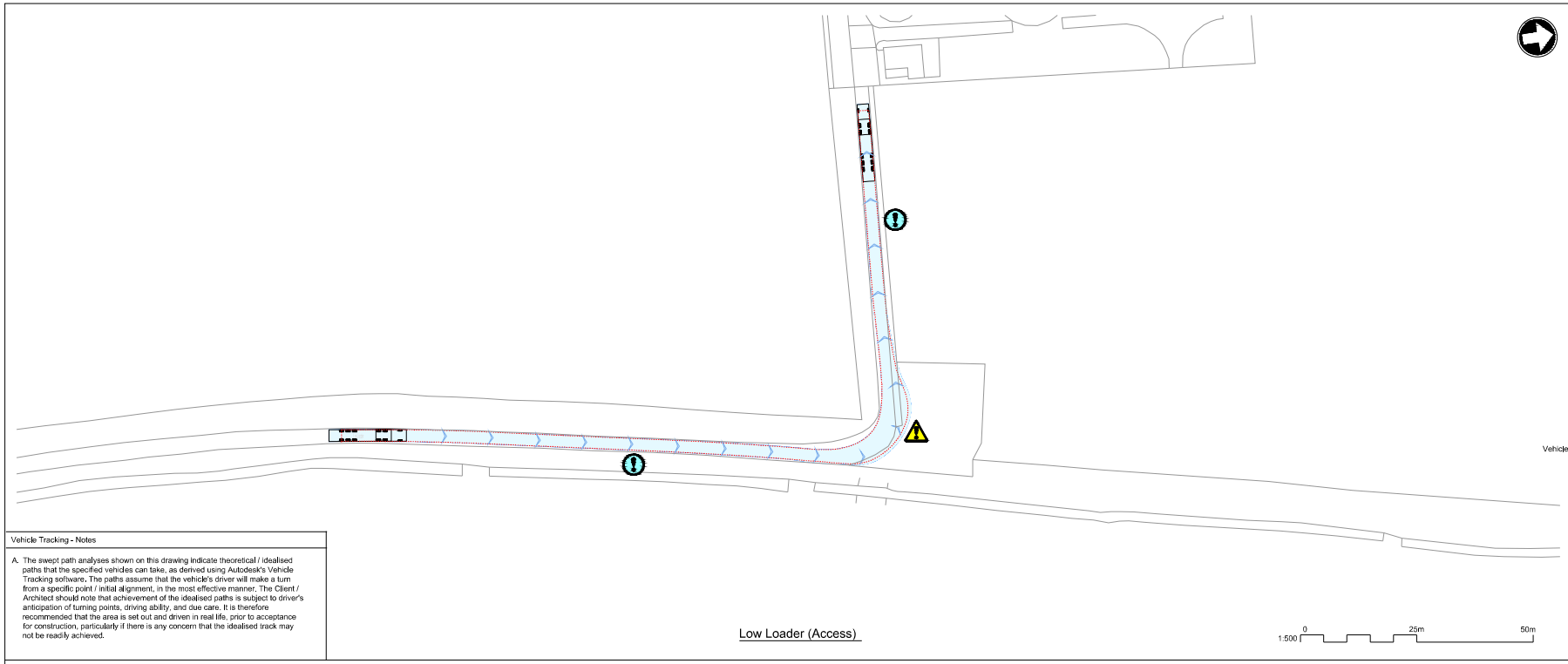

Vehicle Tra

Vehicle Tracking - Notes

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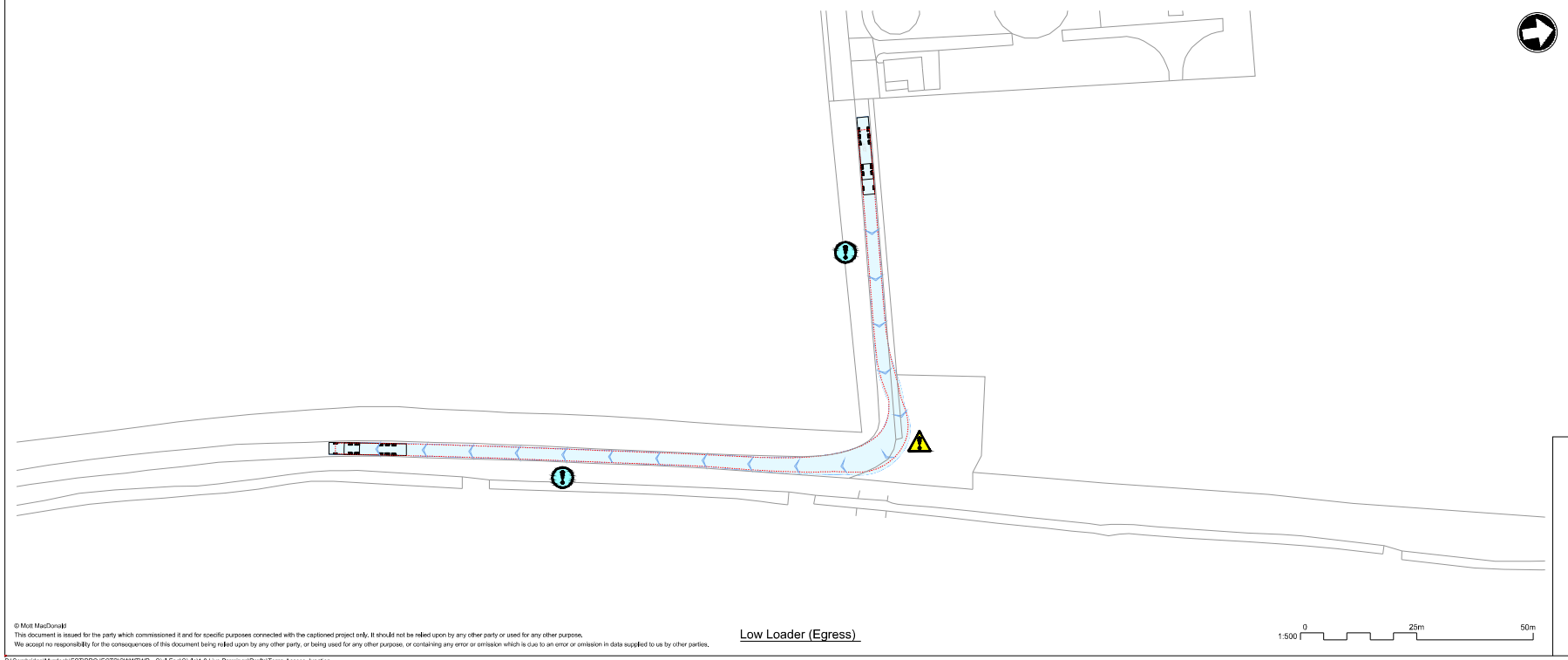

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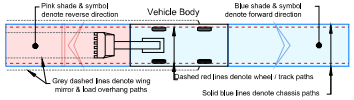
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Cambridge Waste Water Treatment Works Relocation (CWWTW) is a separate scheme and the proposed land take is subject to change and additional land take is to be determined during future stages of the design development of this option.
14. This drawing is to be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



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Track Width	2.430m
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

Scale	Status	Rev	Security
1:500	PRE	P1	STD

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

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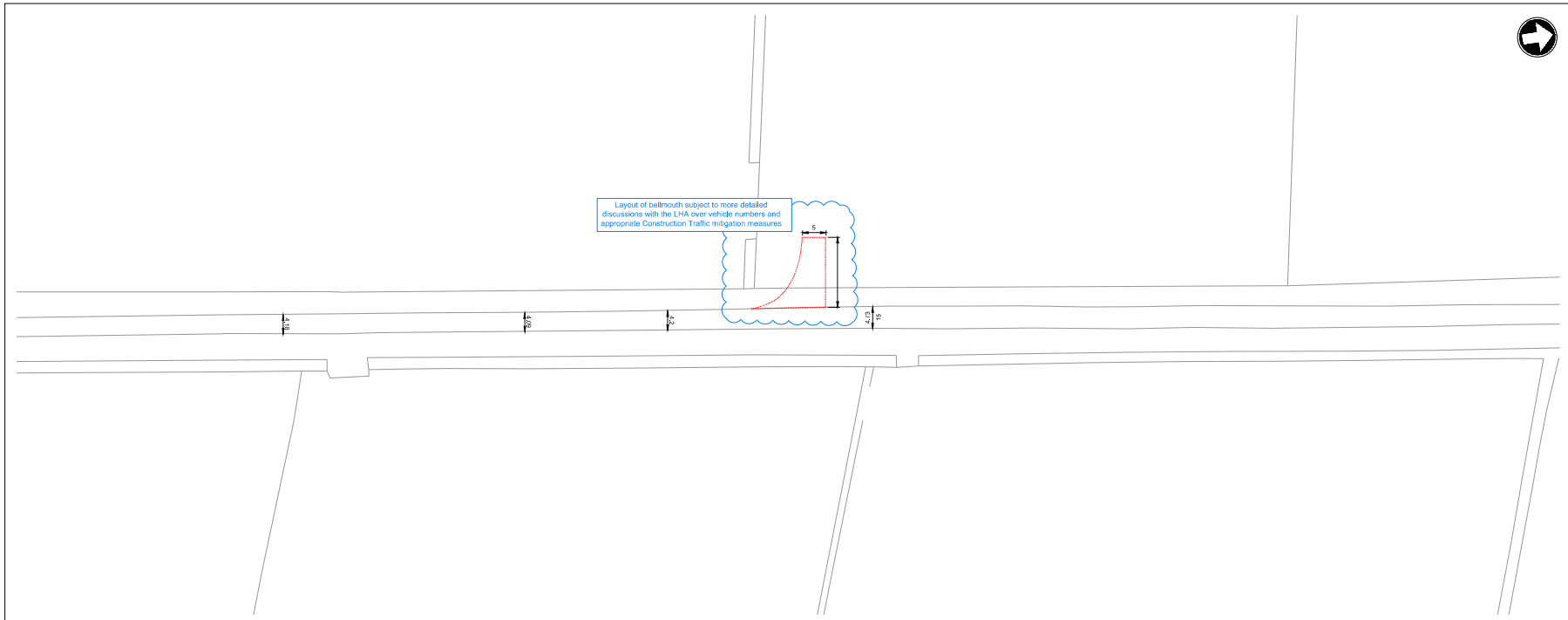
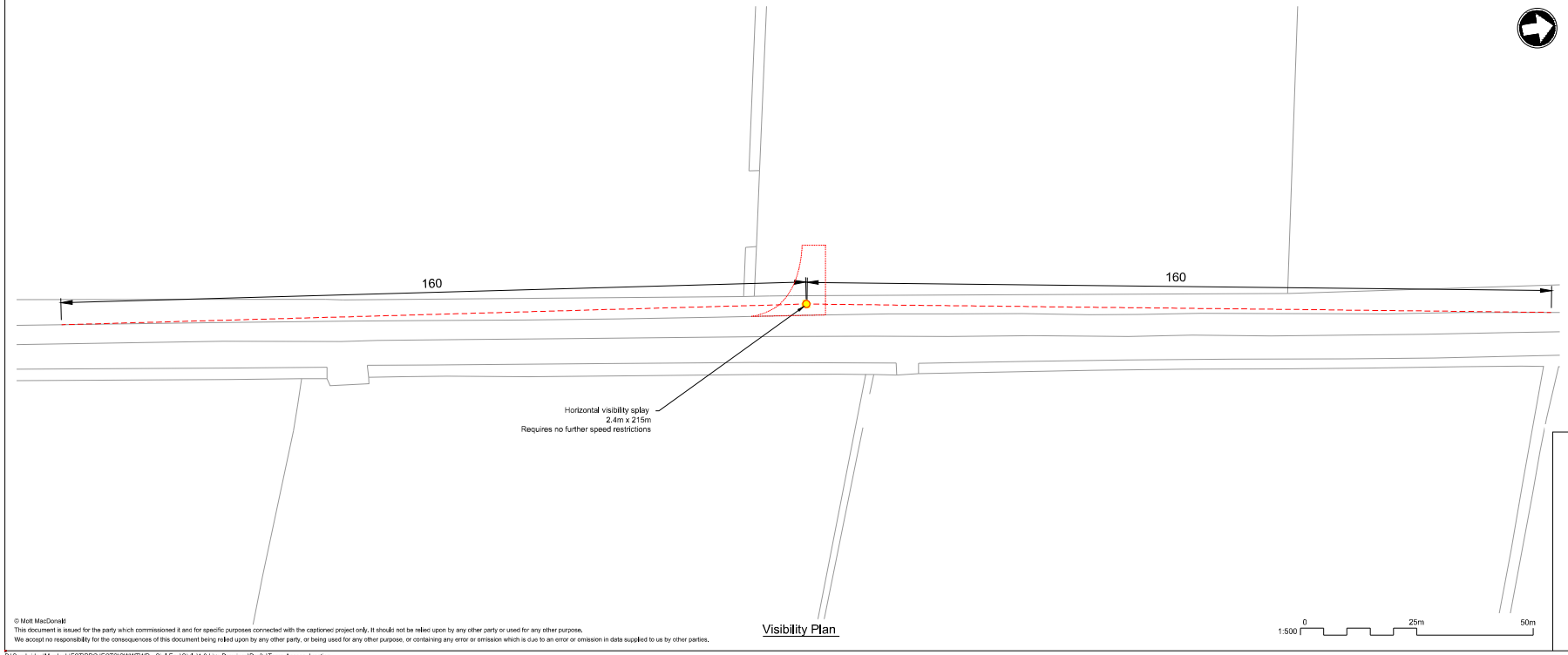


General Arrangement



Visibility Plan

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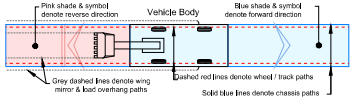
Vehicle Tracking - Key to Symbols



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Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

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P1	--/--/--	ADC	Draft for Discussion / Review.	AMR	AMR

Client

Title

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

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

Scale	1:500	Status	PRE	Rev	P1
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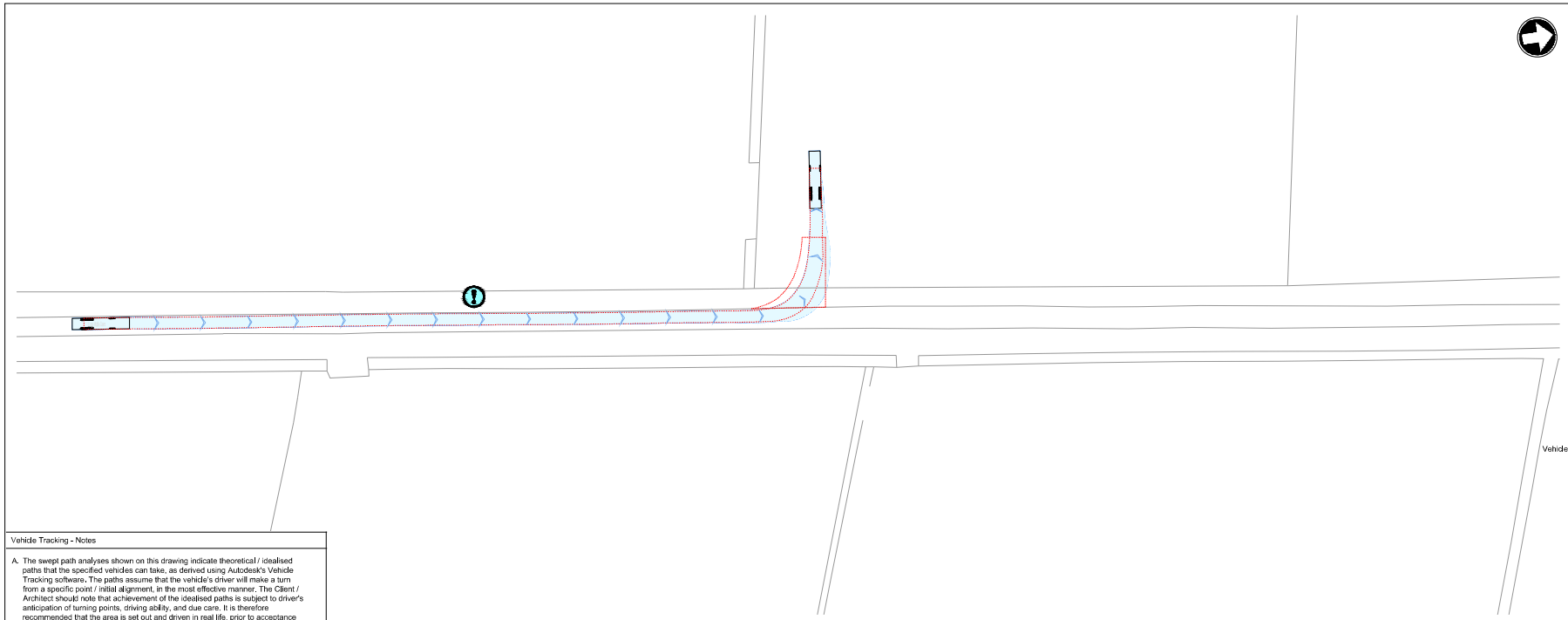

Crawler Crane (Access)

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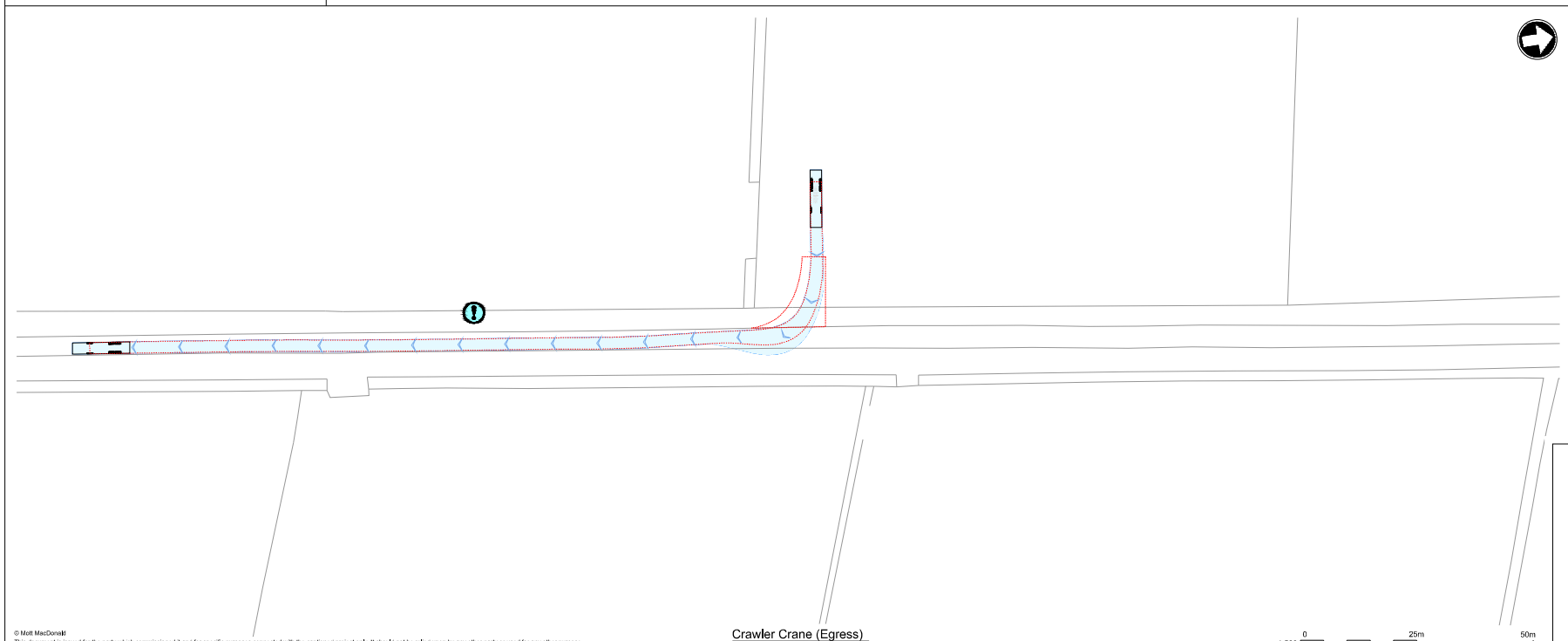

Crawler Crane (Egress)

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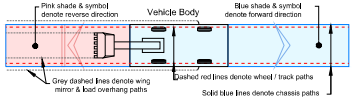

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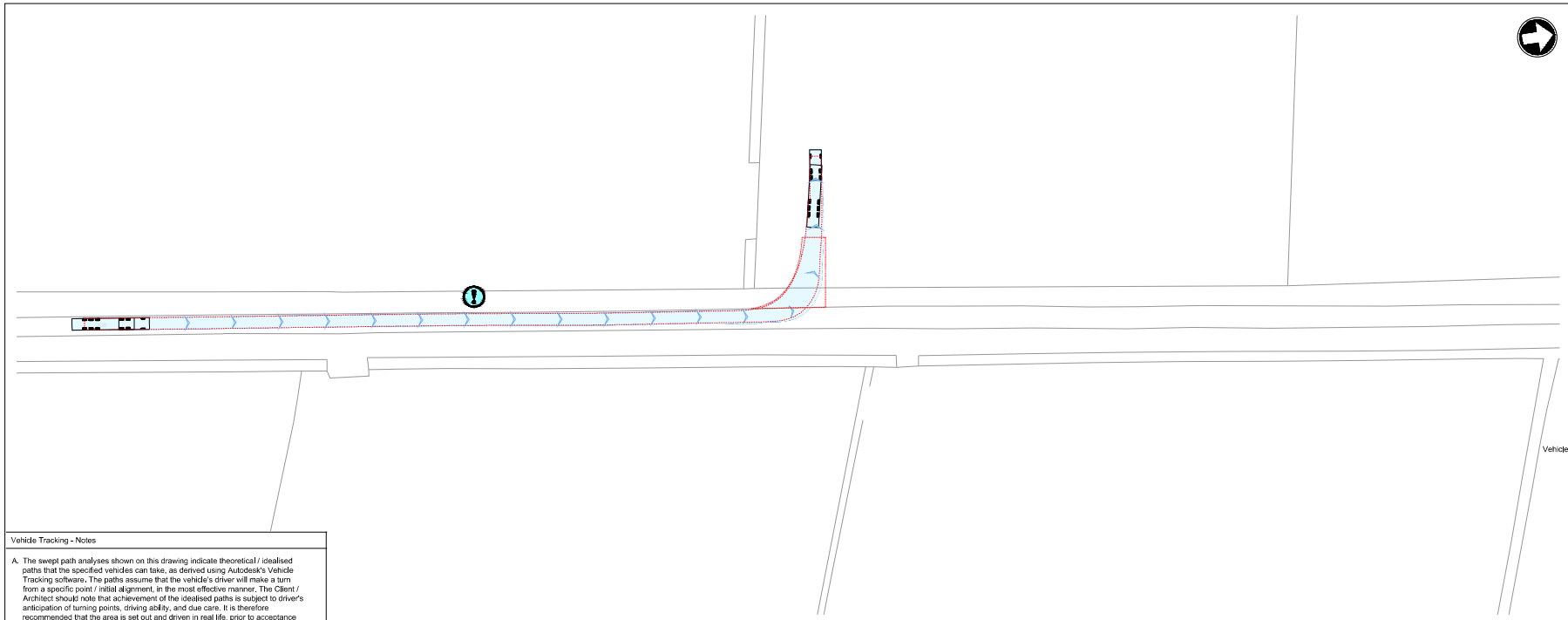
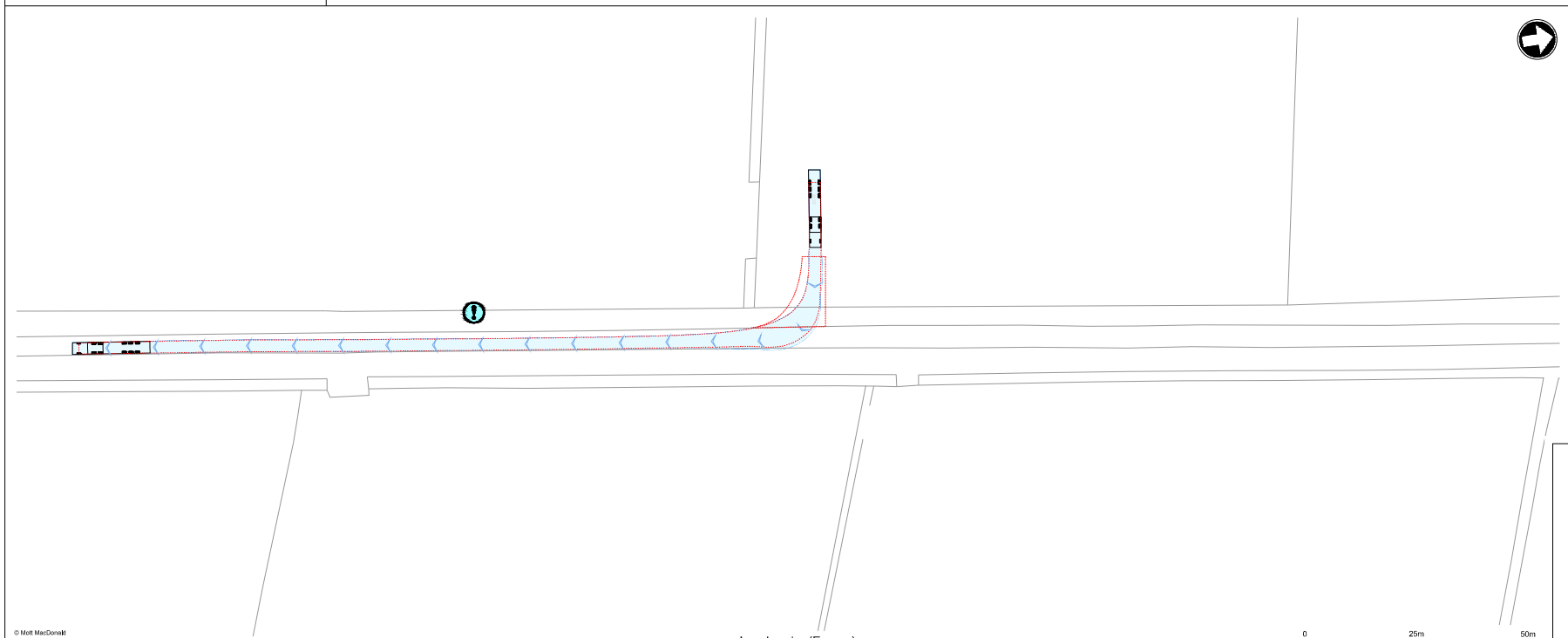


Low Loader (Access)

1:500 0 25m 50m



Low Loader (Egress)

1:500 0 25m 50m

Vehicle Tracking - Notes

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

Notes

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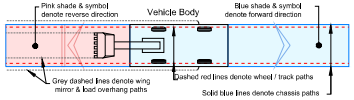
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and land take is based on the current Cambridge Waste Water Treatment Works layout. Further discussions with the relevant stakeholders will be required during future stages of the design development of this option.
14. This drawing is to be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR.

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

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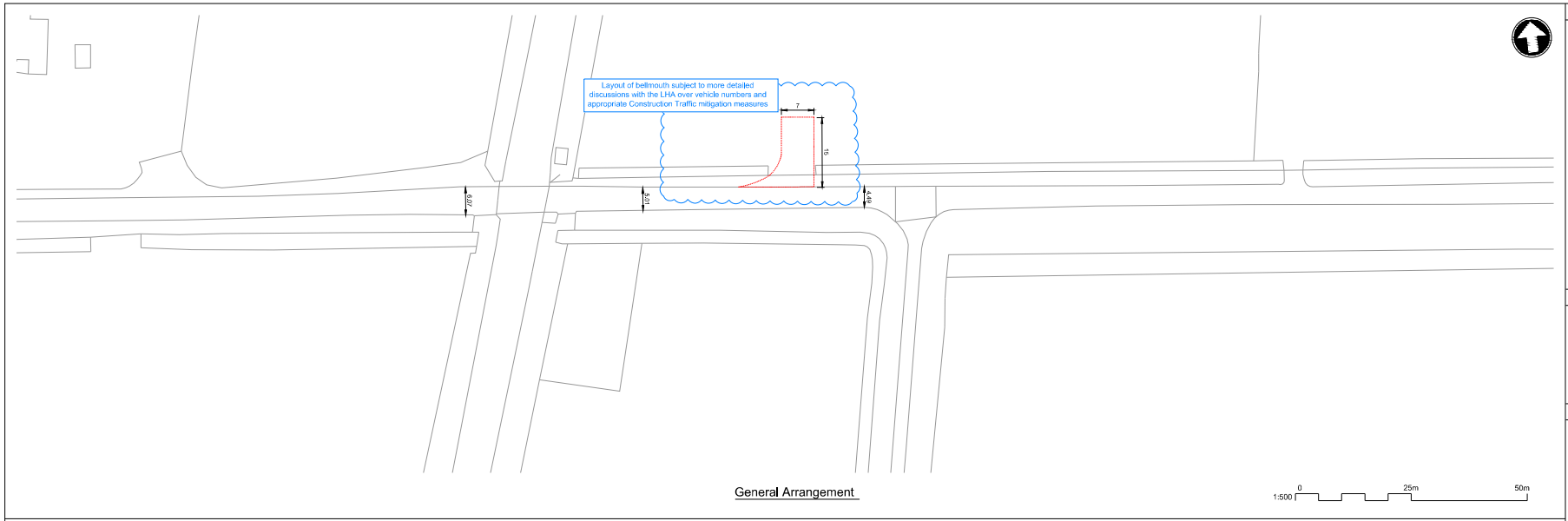
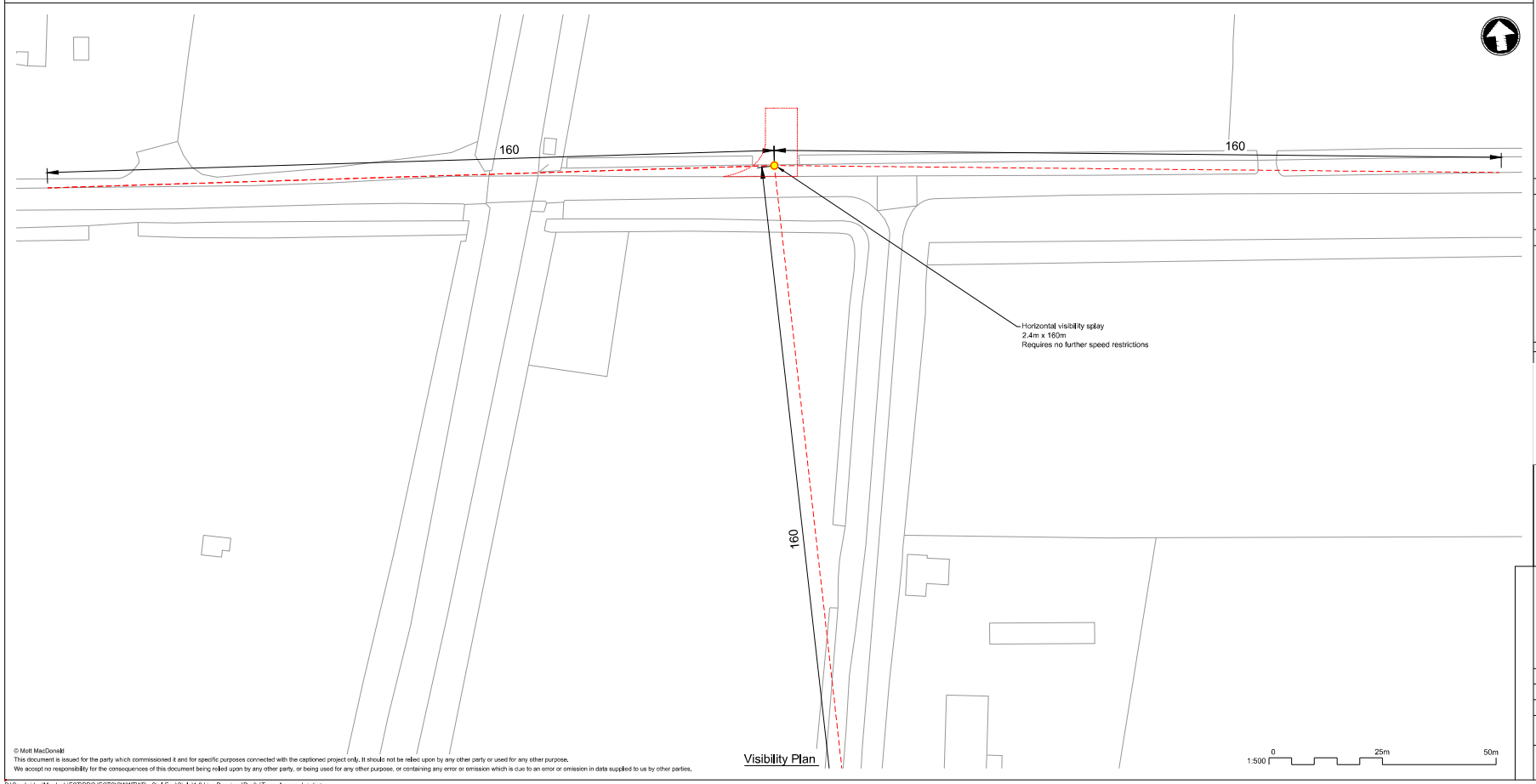


General Arrangement



Visibility Plan

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Notes

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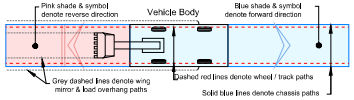
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. [illegible] Cambridge Waste [illegible] land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN CONJUNCTION

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

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

Client

love every drop anglianwater

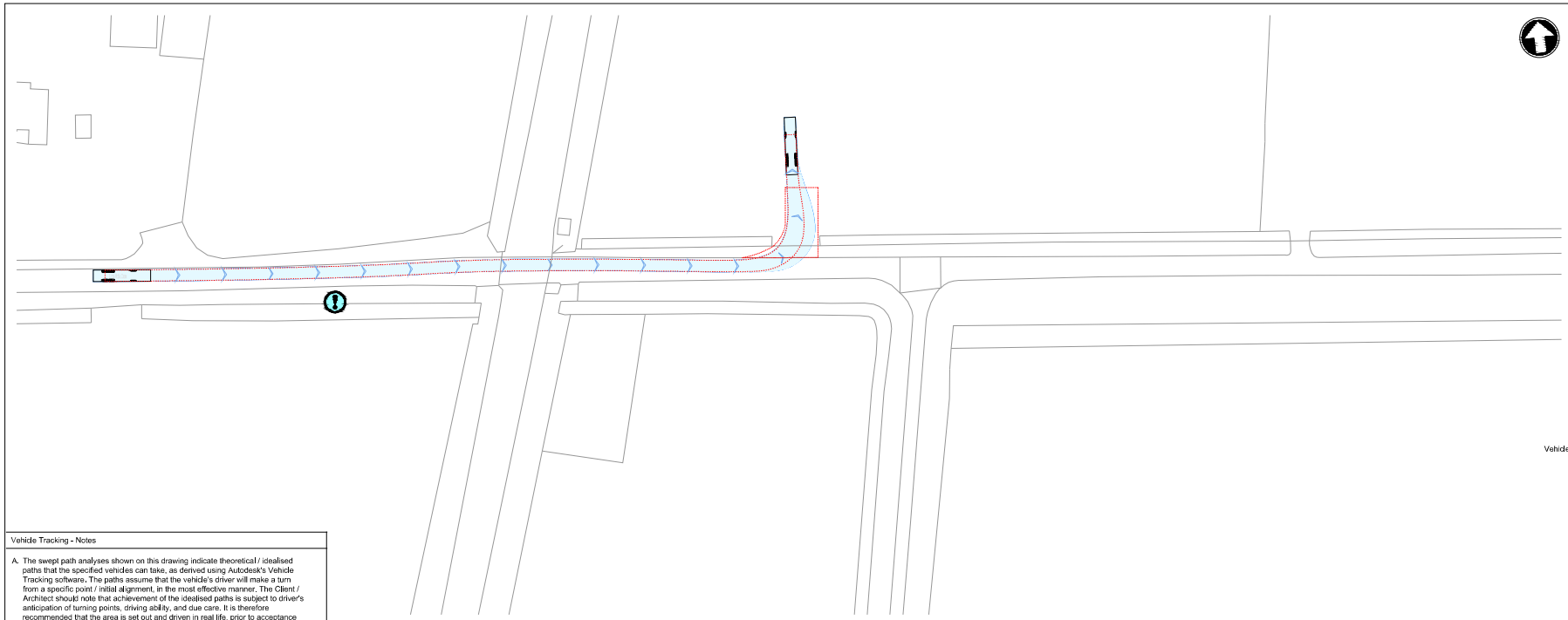
Title

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

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

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

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

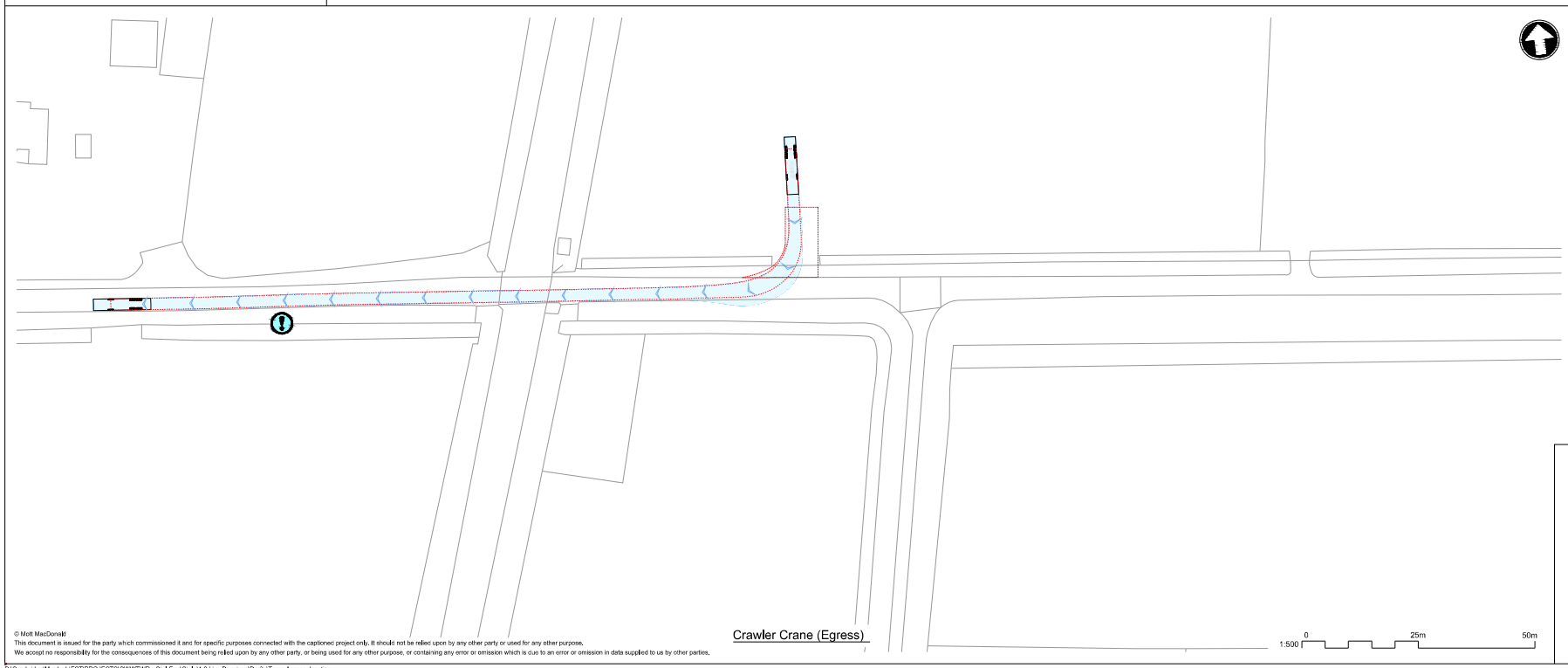


Crawler Crane (Access)

1:500 0 25m 50m

Vehicle Tracking - Notes

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



Crawler Crane (Egress)

1:500 0 25m 50m

Notes

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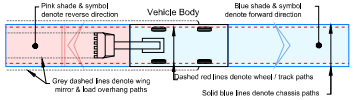
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works include earthworks to create a new access road. The proposed take is assumed sufficient for the proposed access road but to be confirmed during future stages of the design development of this option.
14. Cambridge Waste Water Treatment Works Relocation
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo,

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

Scale 1:500 Status PRE Rev P1 Security STD

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

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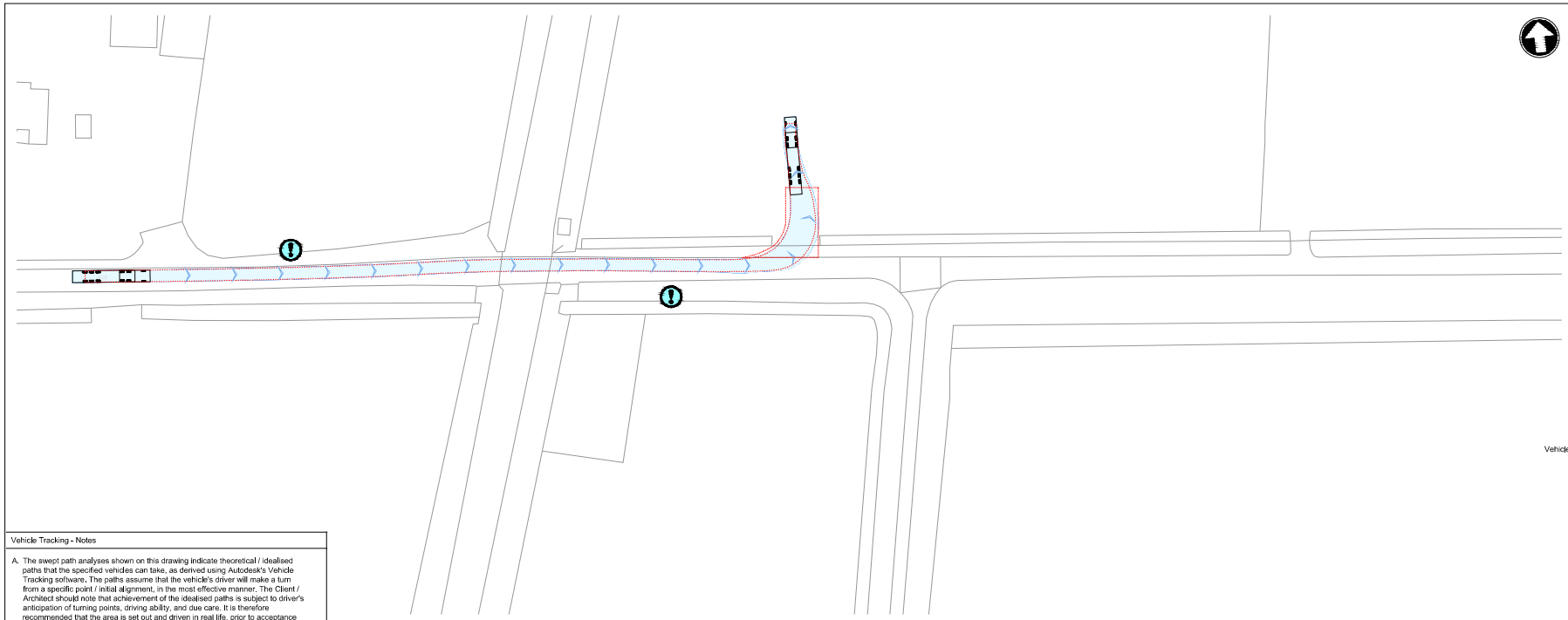
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 3).dwg May 17, 2022 - 2:56PM CASB97725

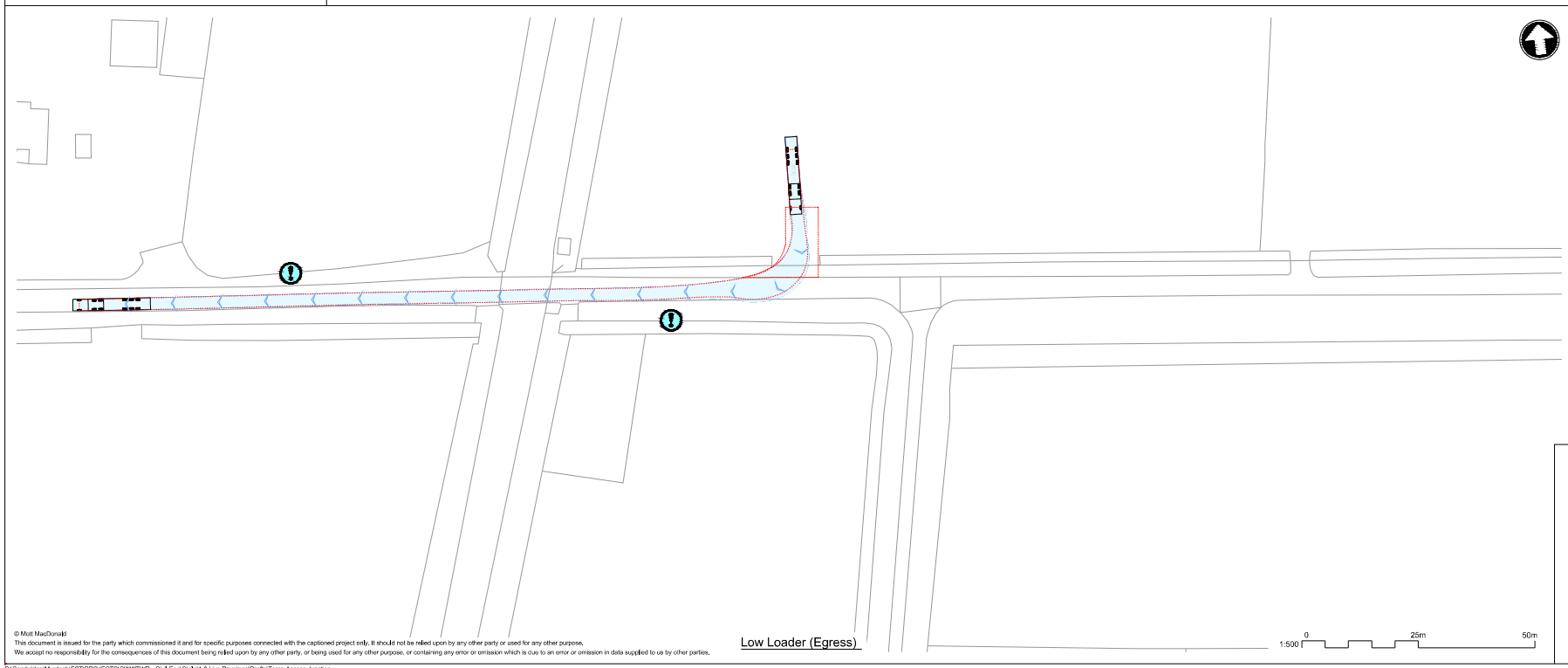


Low Loader (Access)

1:500 0 25m 50m

Vehicle Tracking - Notes

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



Low Loader (Egress)

1:500 0 25m 50m

Notes

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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.

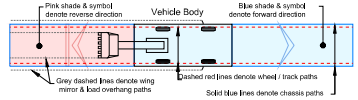
Cambridge Waste

13. Environmental works and earthwork slopes are not considered, and proposed land take is acceptable.

14. Safety audit to be undertaken during future stages of the design development of this option.

15. DRAWING MUST BE READ IN CONJUNCTION

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

Scale 1:500	Status PRE	Rev P1	Sec STD		

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

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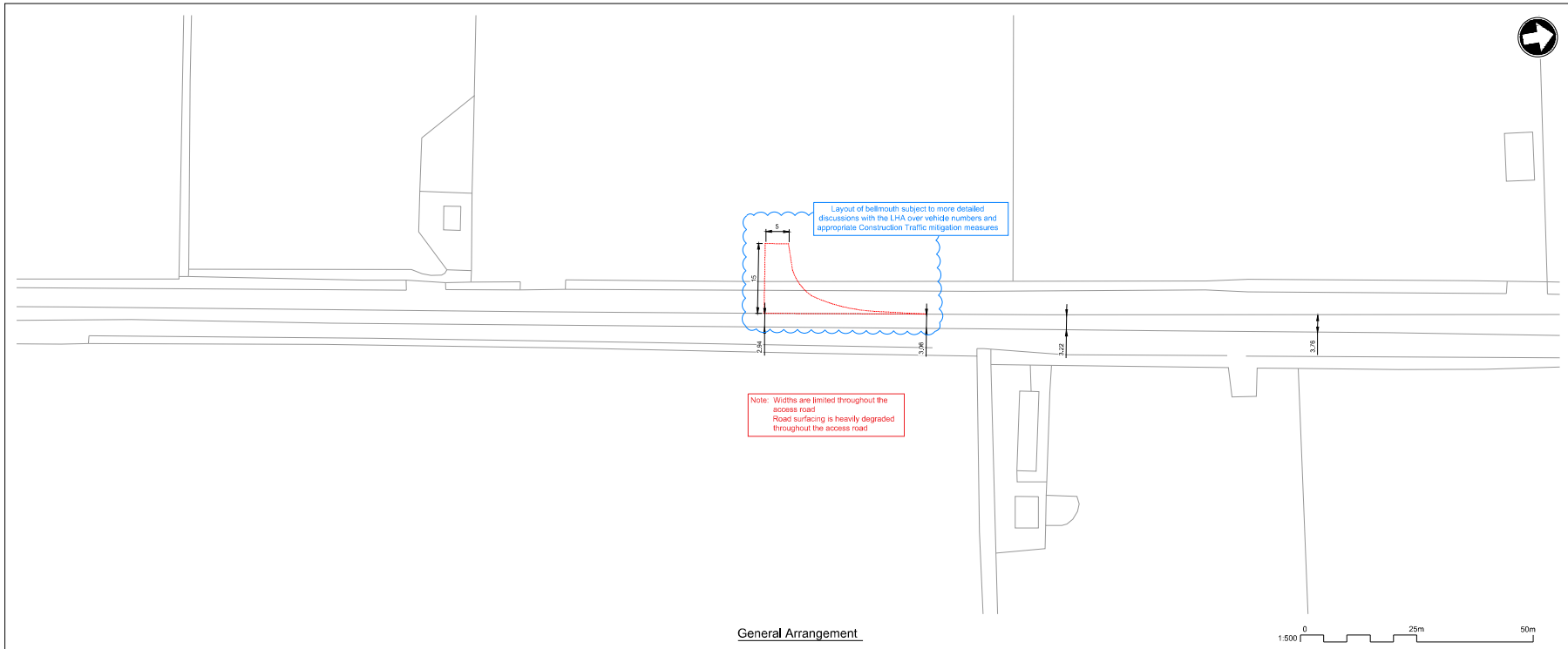
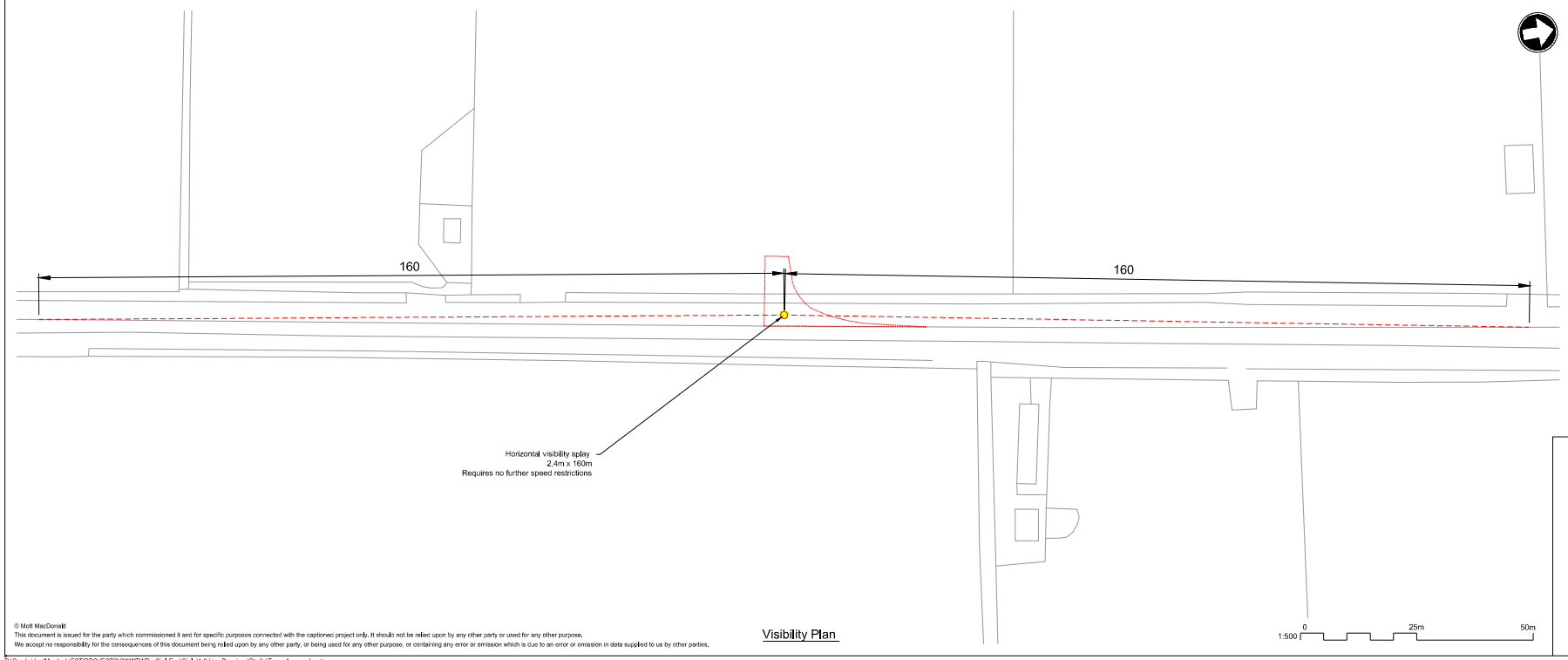


General Arrangement



Visibility Plan

Notes

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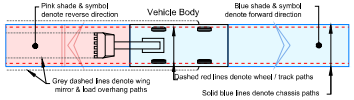
13. The proposed works [illegible] as [illegible] land take is acceptable [illegible] determined during future stages of the design development of this option.
14. [illegible] in conjunction with the Technical Memo, [illegible]
15. DRAWING MUST BE READ IN COLOUR.

Cambridge Waste

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Client

Title

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

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

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

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

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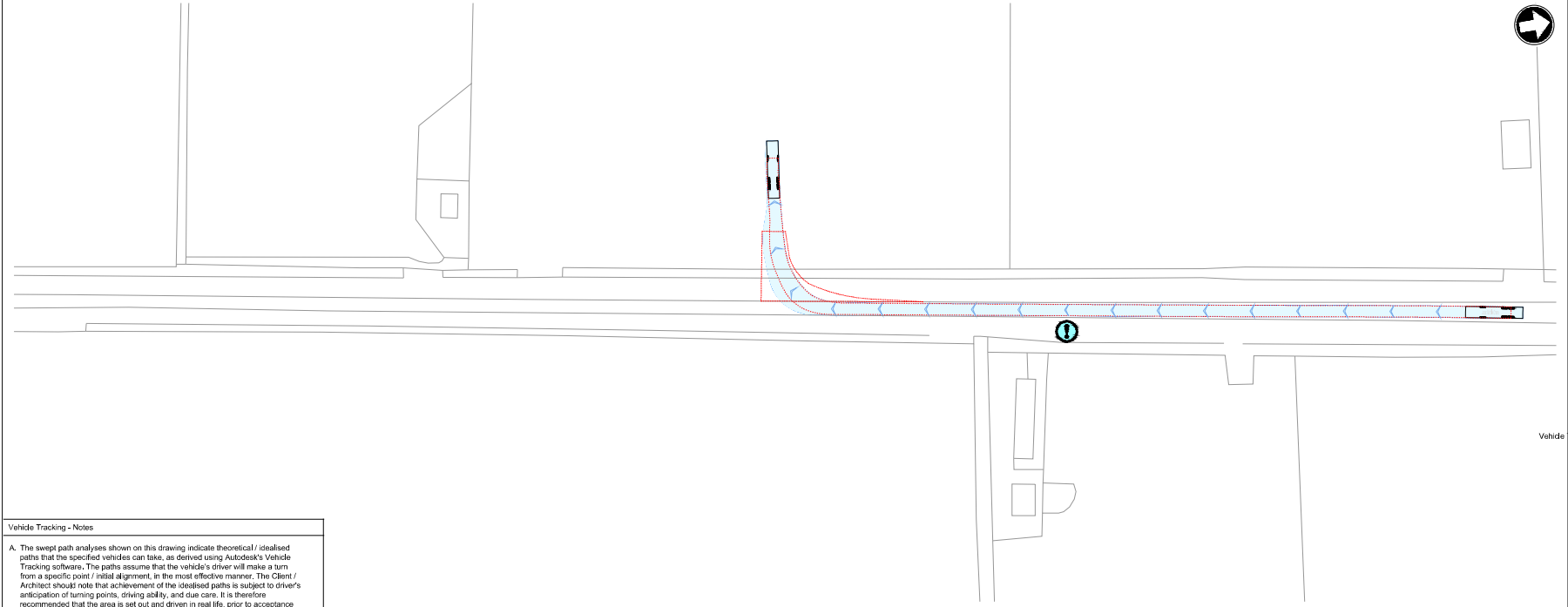

Vehicle Tracking - Notes

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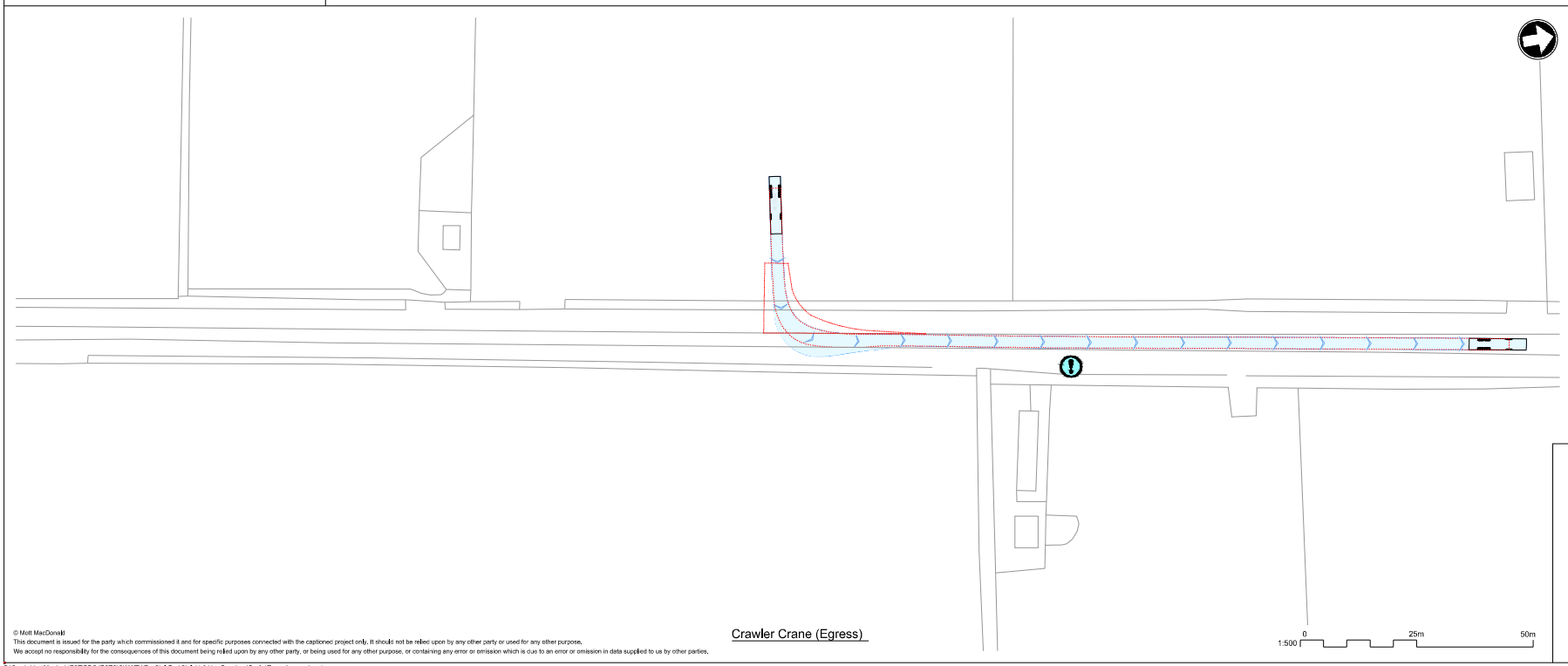

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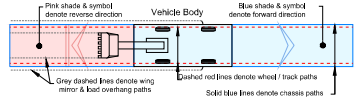
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works to the cattle dam is based on a 1:100 year event, using an assumed 1:100 year water level. Cambridge Waste Water Treatment Works is located in Flood Zone 3. Further hydraulic modelling will be required to ascertain the impact of the proposed take is acceptable and will be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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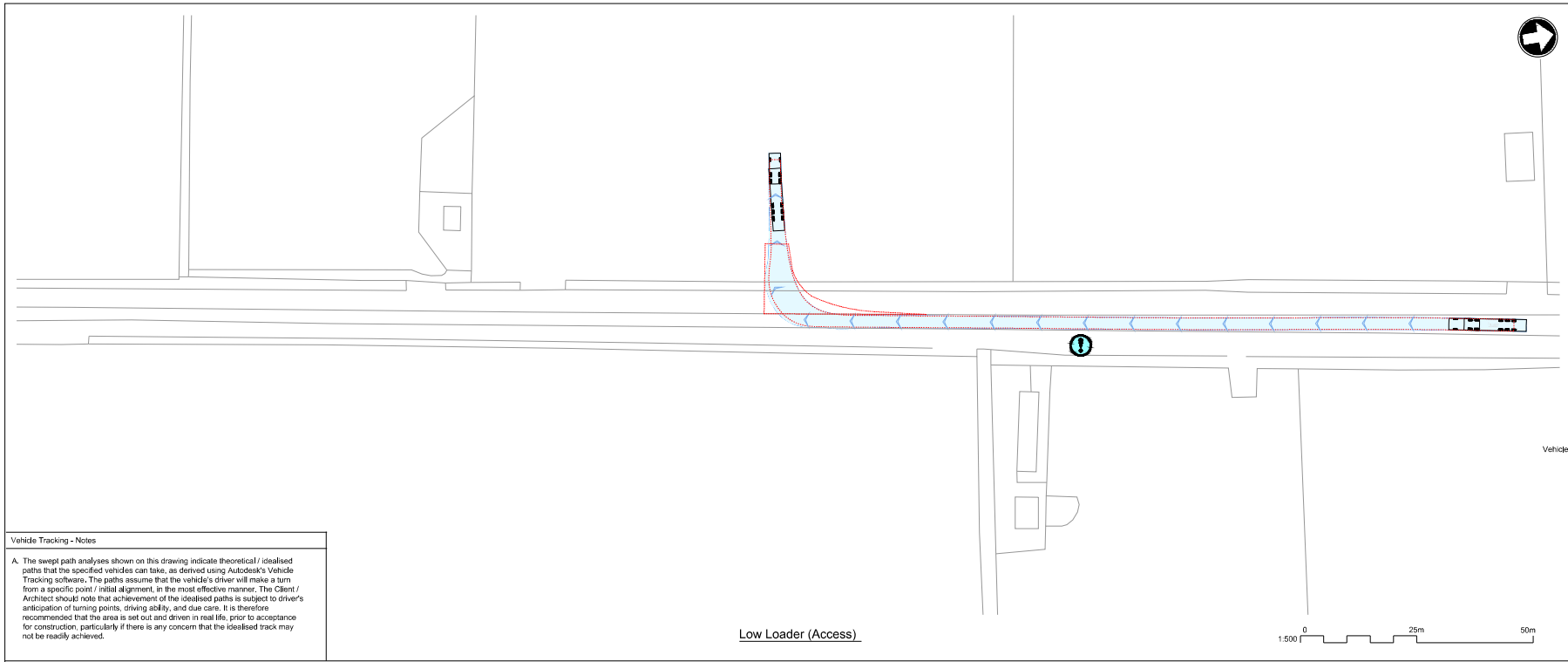
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 4).dwg May 17, 2022 - 10:14AM CAS89725



Vehicle Tra

Vehicle Tracking - Notes

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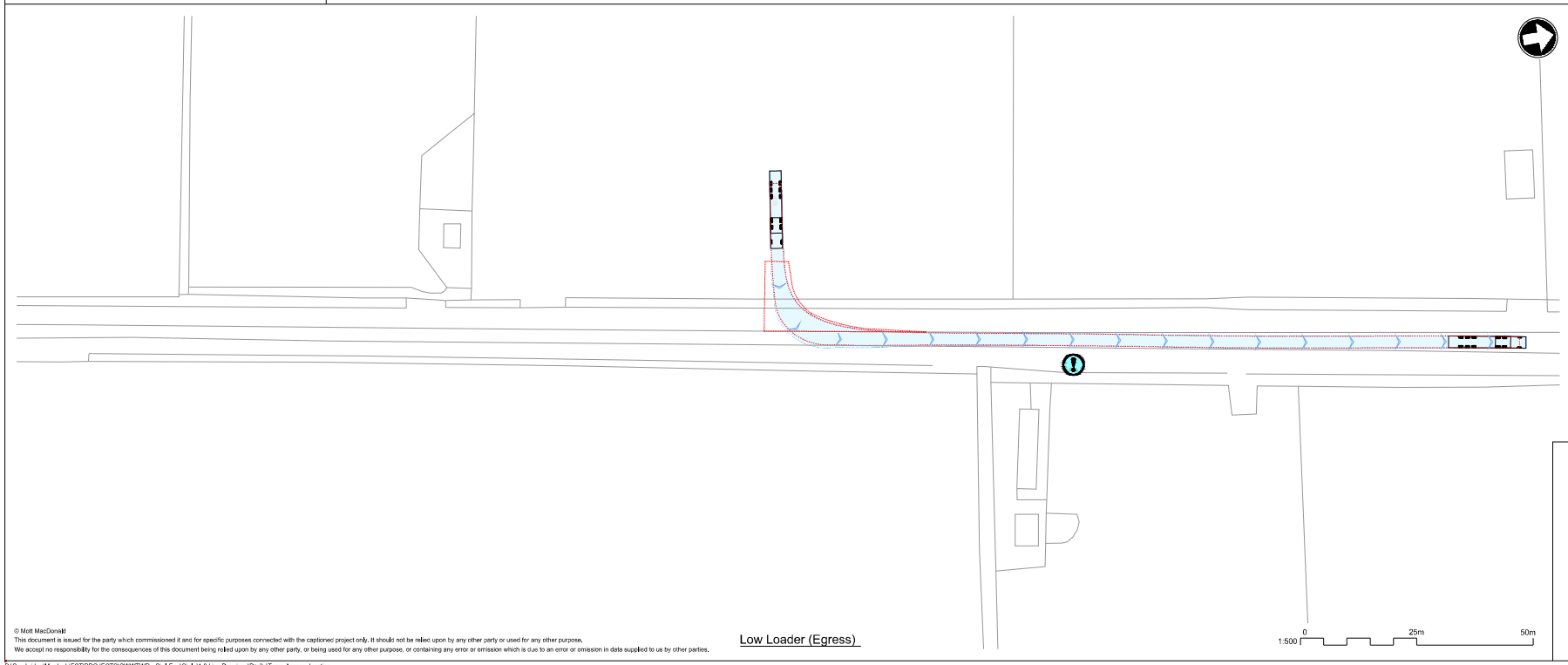

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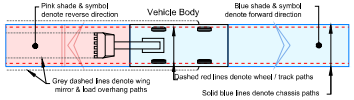
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works to the cattle dam is based on the existing arrangement. Cambridge Waste Water Treatment Works Relocation Project. Further land take is anticipated and will be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo,
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

Scale	1:500	Status	PRE	Rev	P1
Drawing No.	102375-MMD-01-XX-DR-C-DRAFT			Security	STD

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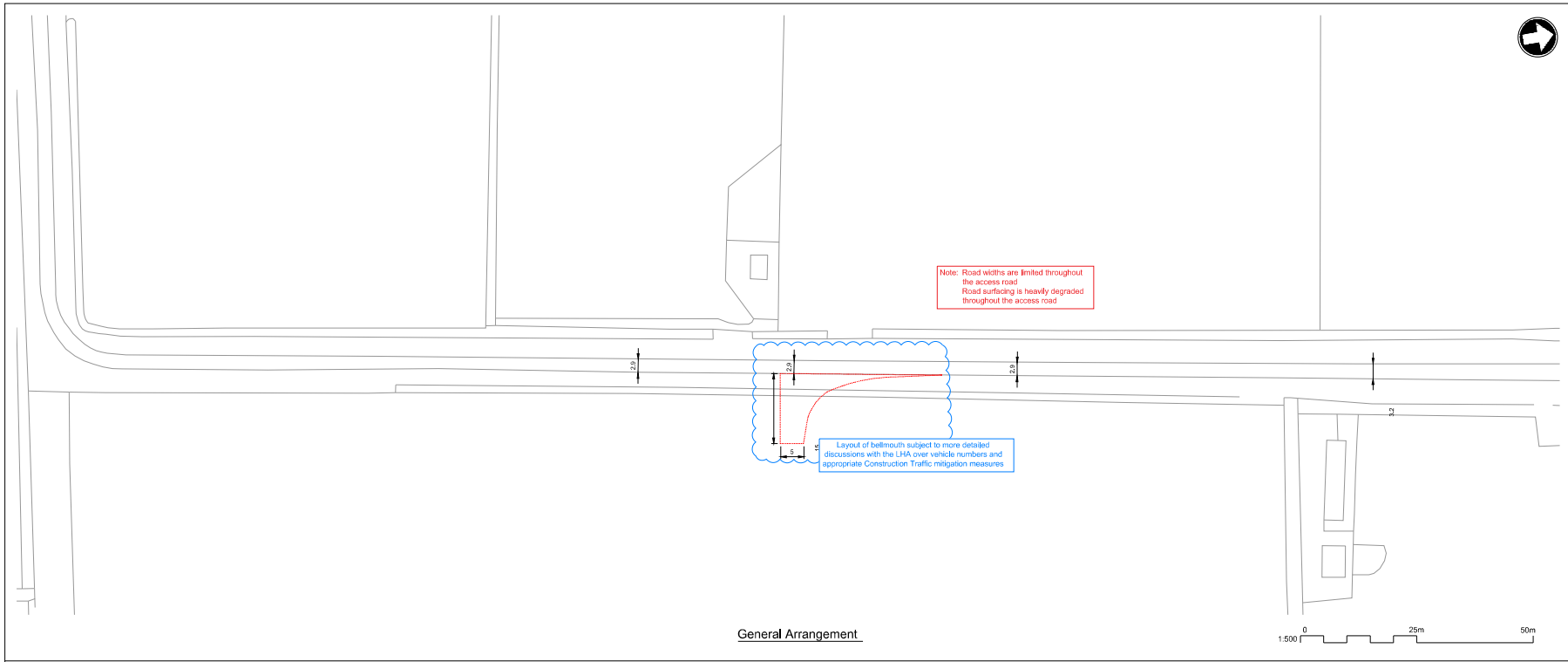
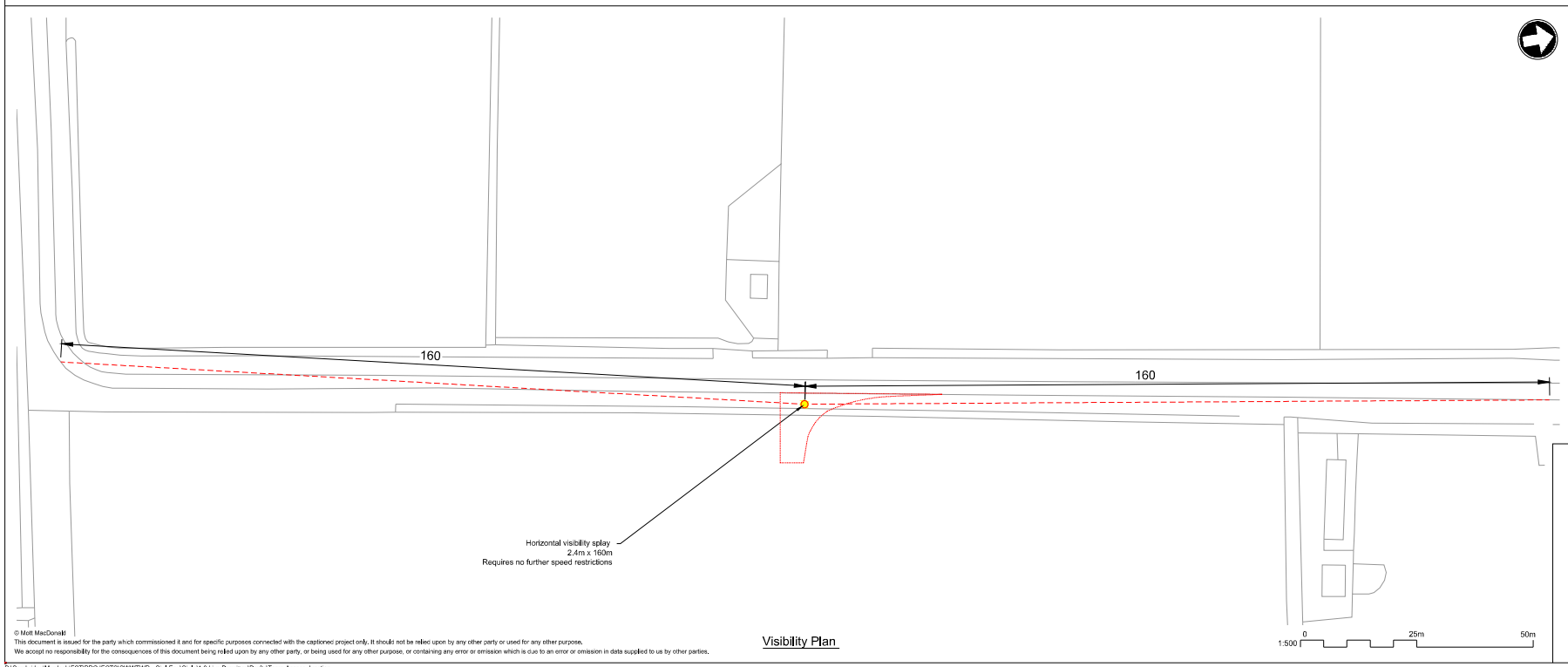


General Arrangement



Visibility Plan

Notes

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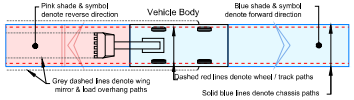
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and land take assumed within this drawing are based on the Cambridge Waste Water Treatment Works Relocation Technical Memo, 102375-MMD-01-XX-RP-C-0001 P1.
14. Road widths, gradients and land take are subject to change and additional land take is expected to be required during future stages of the design development of this option.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo, 102375-MMD-01-XX-RP-C-0001 P1.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Client

Title

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

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

Scale	1:500	Status	PRE	Rev	P1
Drawing No.	102375-MMD-01-XX-DR-C-DRAFT			Security	STD

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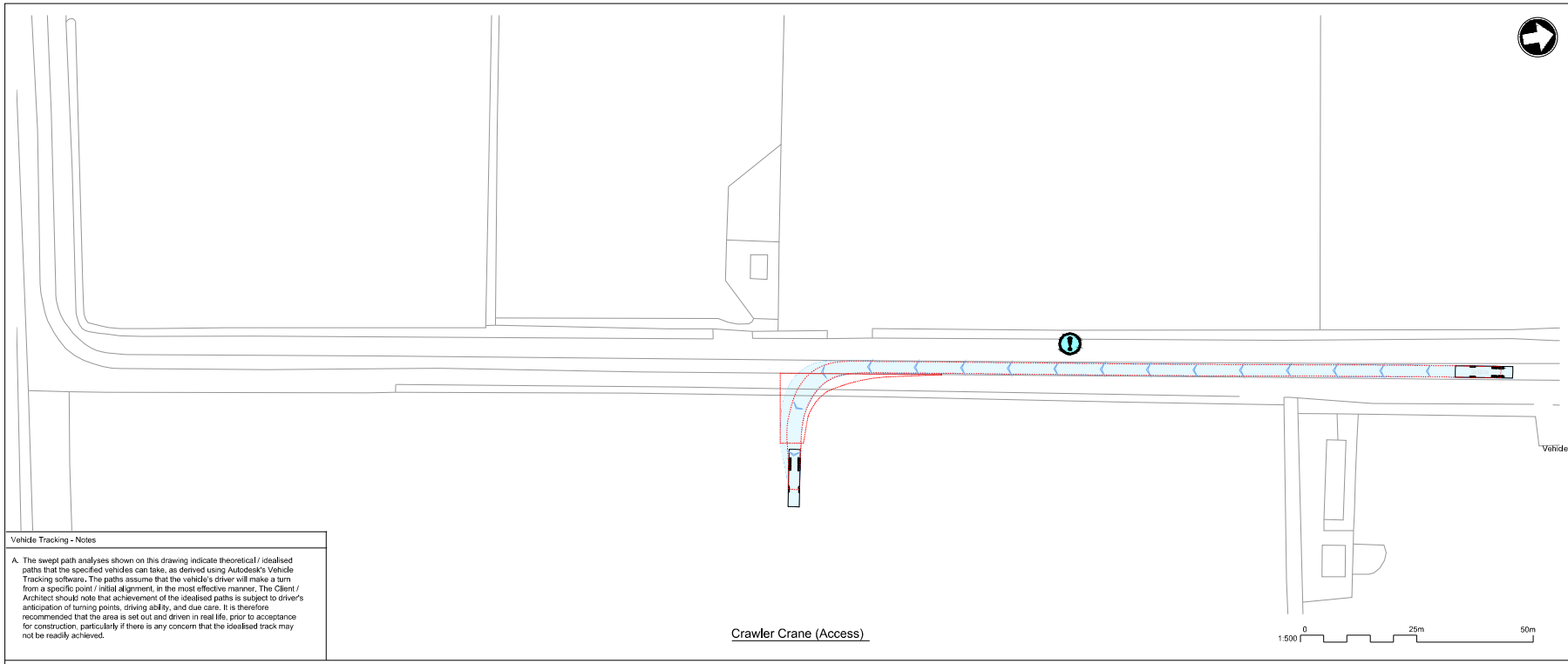

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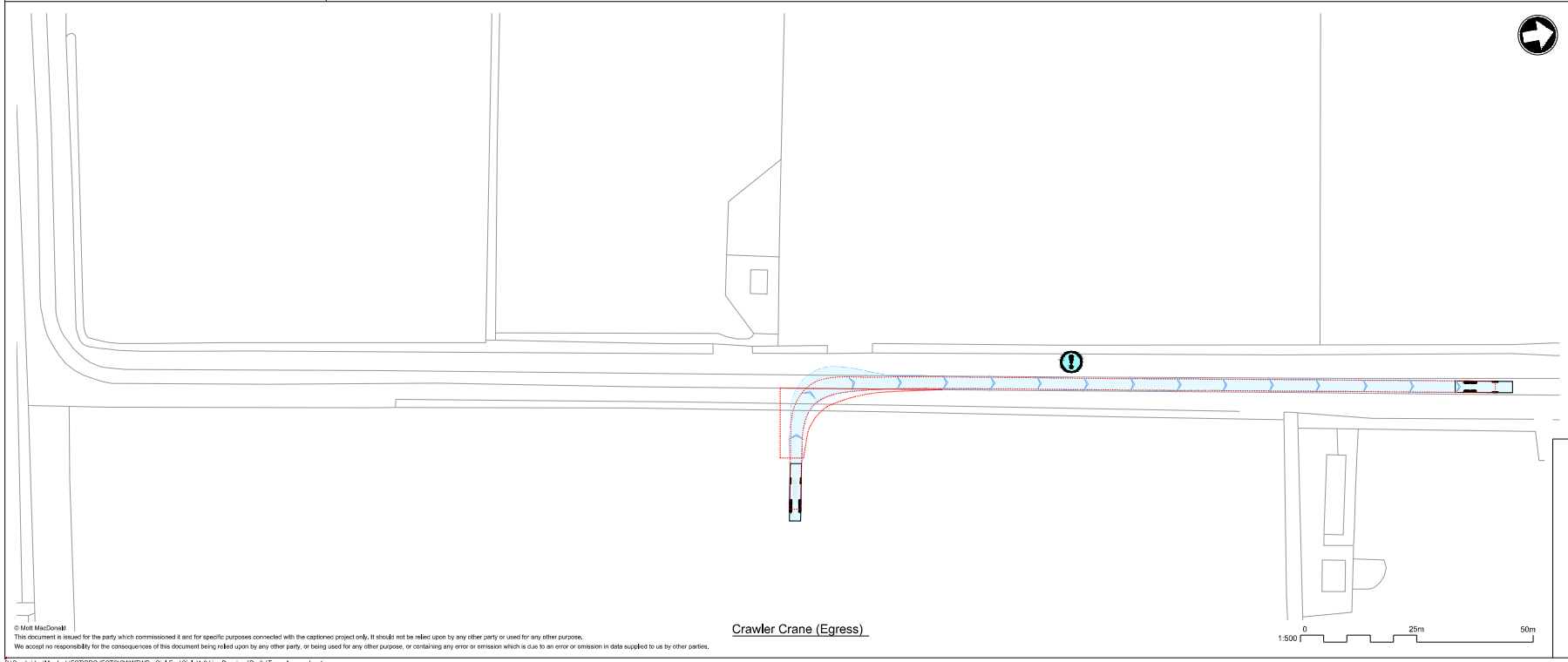

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13. [illegible] *Cambridge Waste* [illegible] is based on [illegible] of the proposed land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] tion with the Technical Memo,
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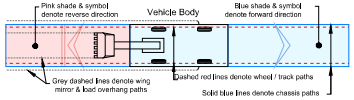
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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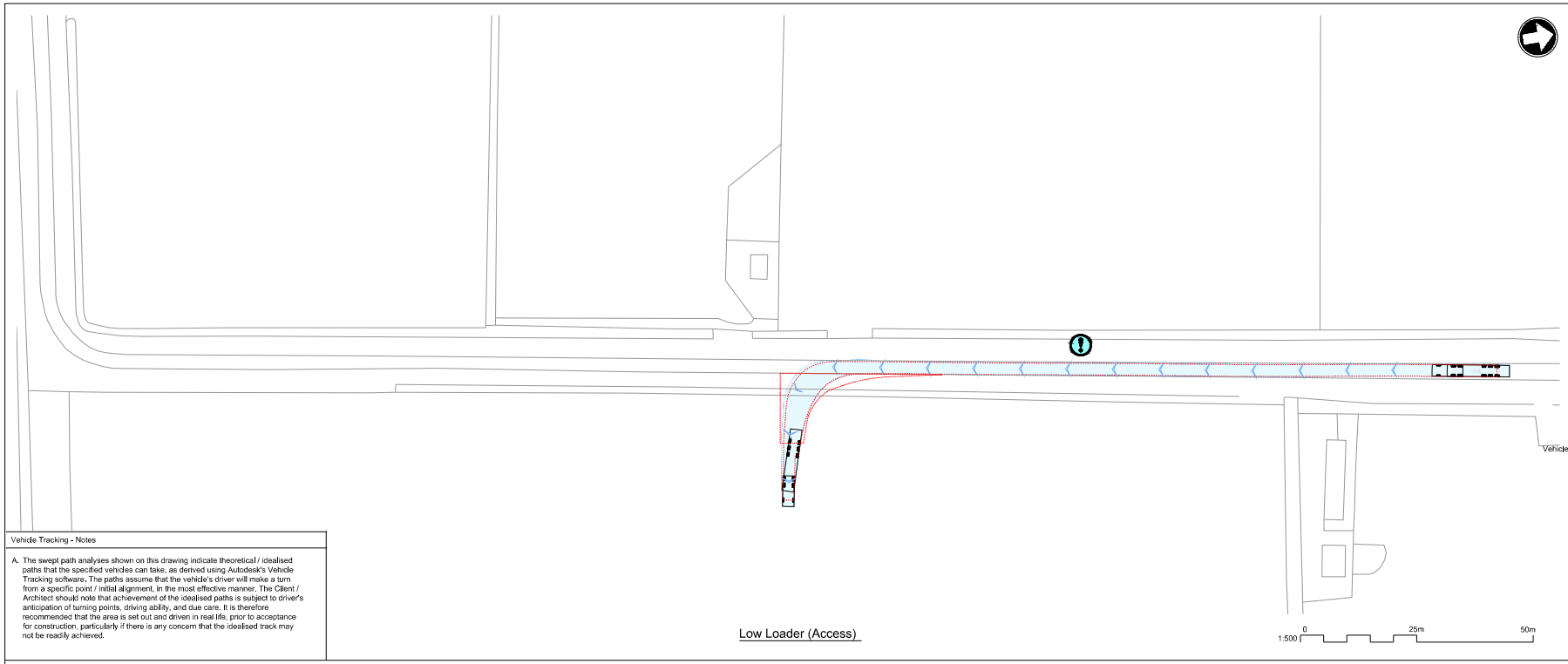

Low Loader (Access)

Vehicle Tracking - Notes

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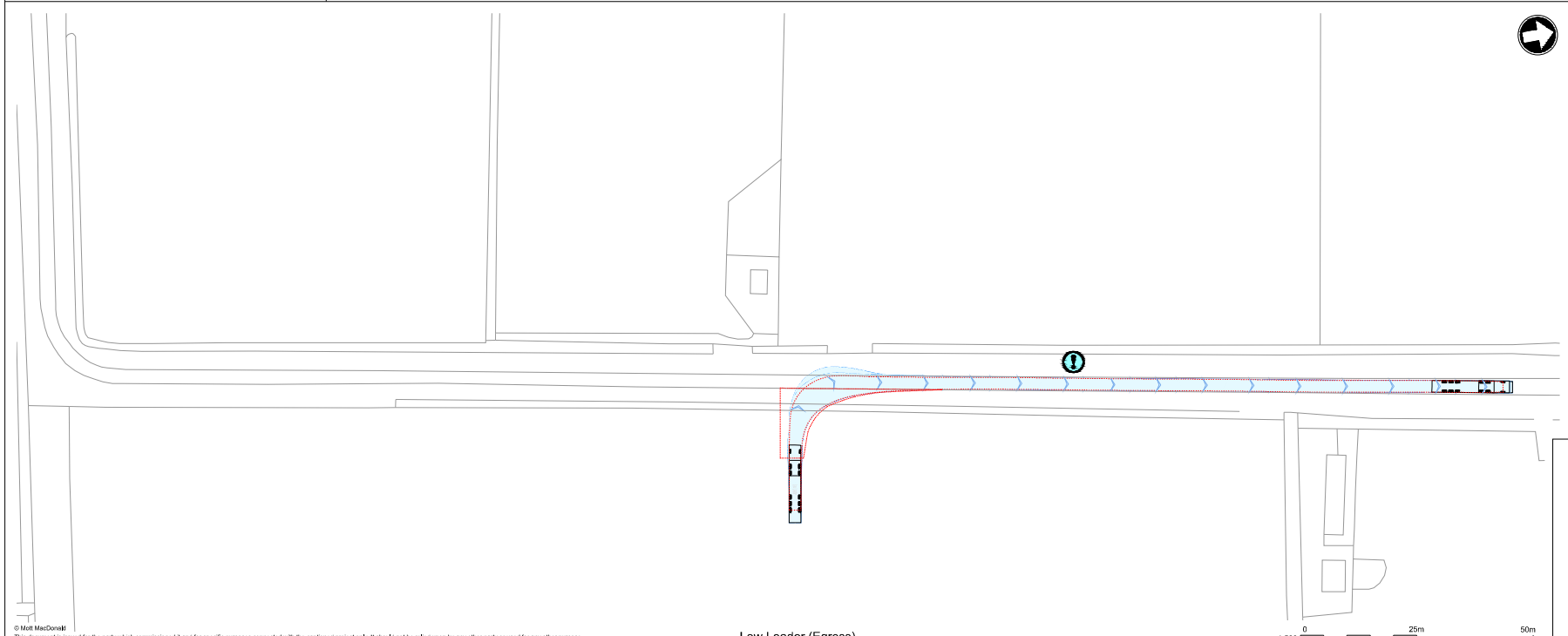

Low Loader (Egress)

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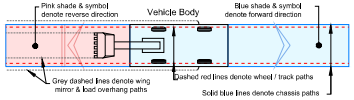
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. [illegible] Cambridge Waste [illegible] land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] tion with the Technical Memo,
15. DRAWING MUST BE READ IN CONJUNCTION

Vehicle Tracking - Key to Symbols



Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

Scale in m	1:500	Status	PRE	Rev	P1
Drawing no.	102375-MMD-01-XX-DR-C-DRAFT			Sec.	STD

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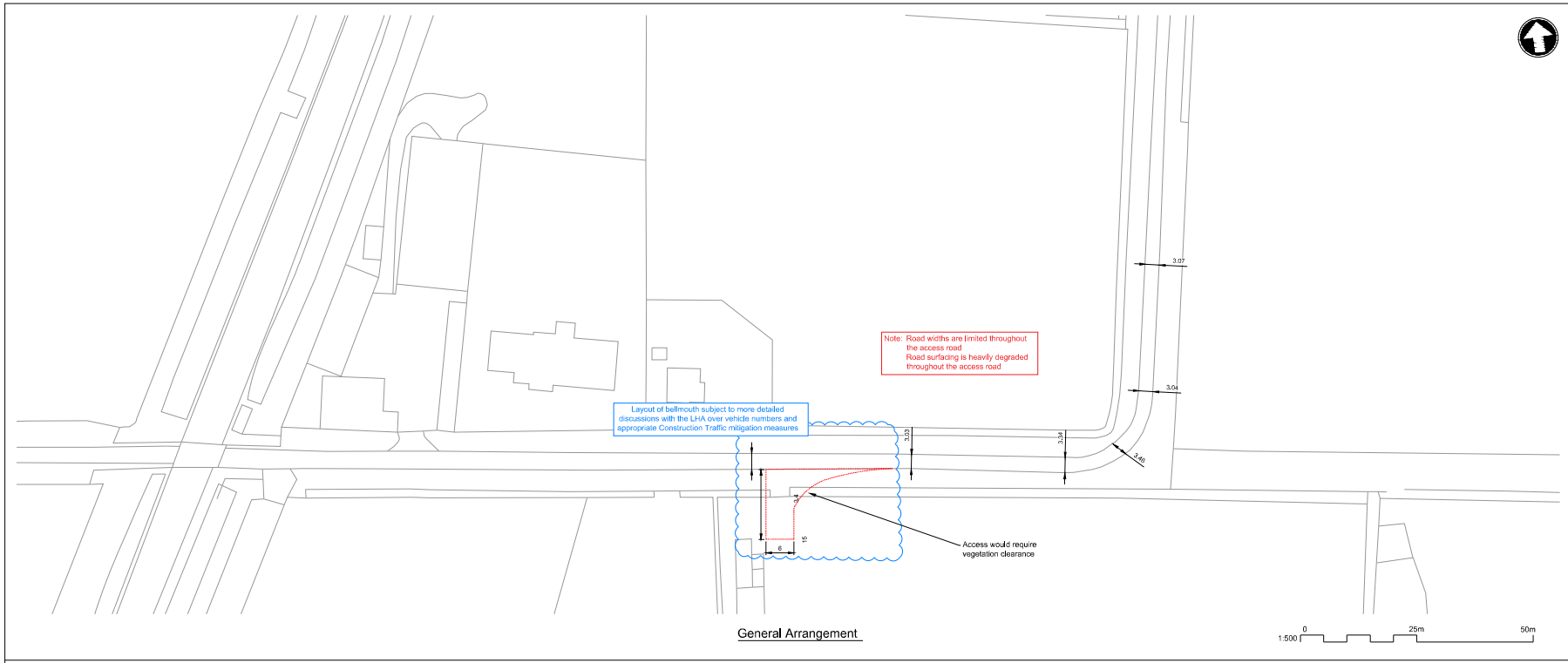
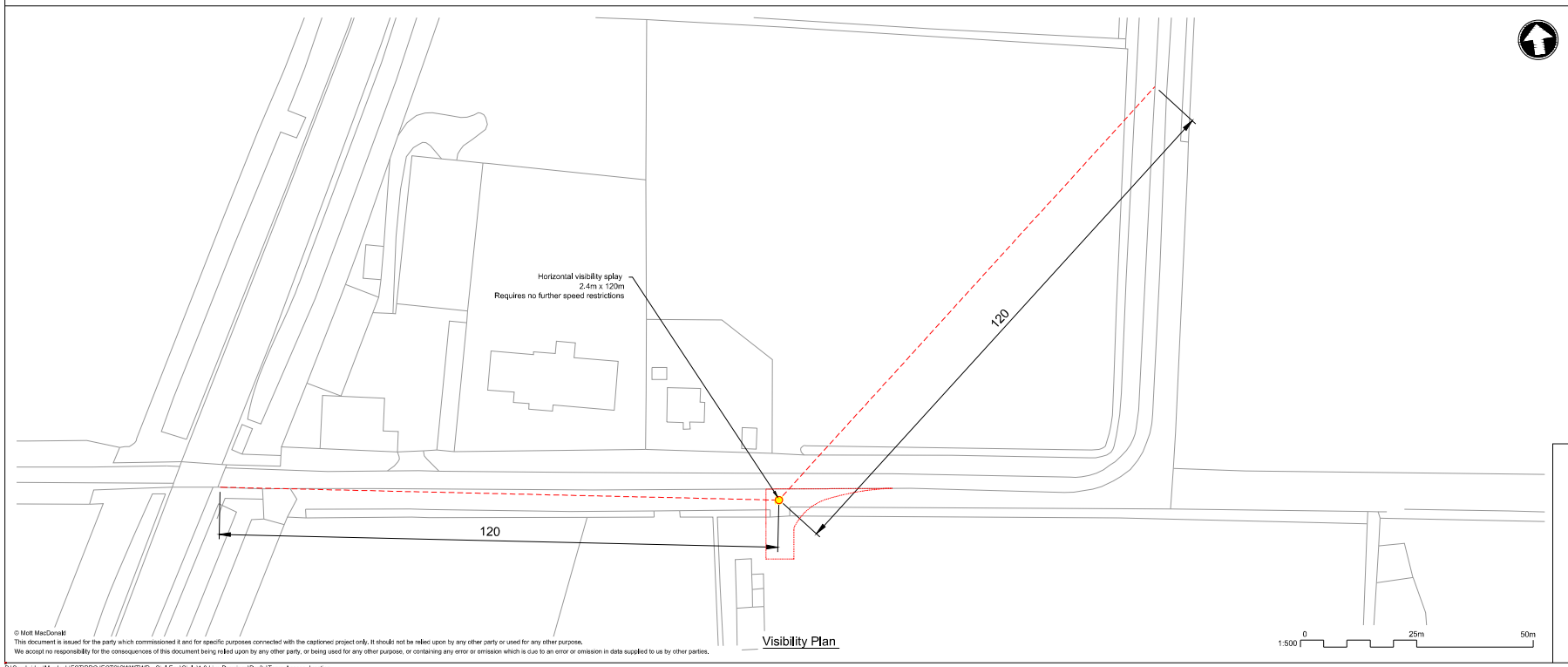


General Arrangement



Visibility Plan

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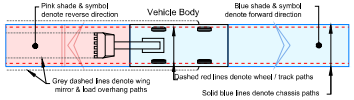
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and land take is based on the current proposed design. Cambridge Waste Water Treatment Works Relocation Project is ongoing and land take is subject to change.
14. Further design work and land take will be determined during future stages of the design development of this option.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

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

Client

love every drop anglianwater

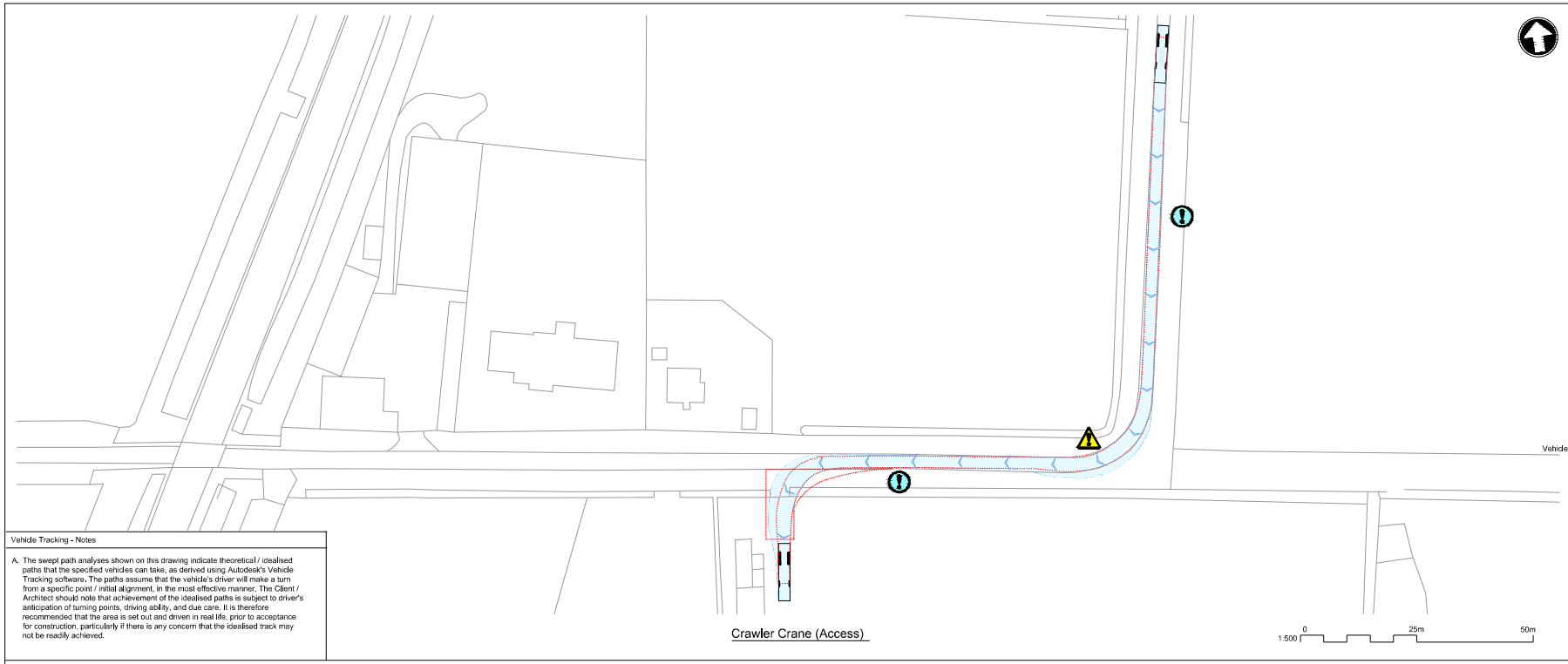
Title

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

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

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

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



Vehicle Tracking - Notes

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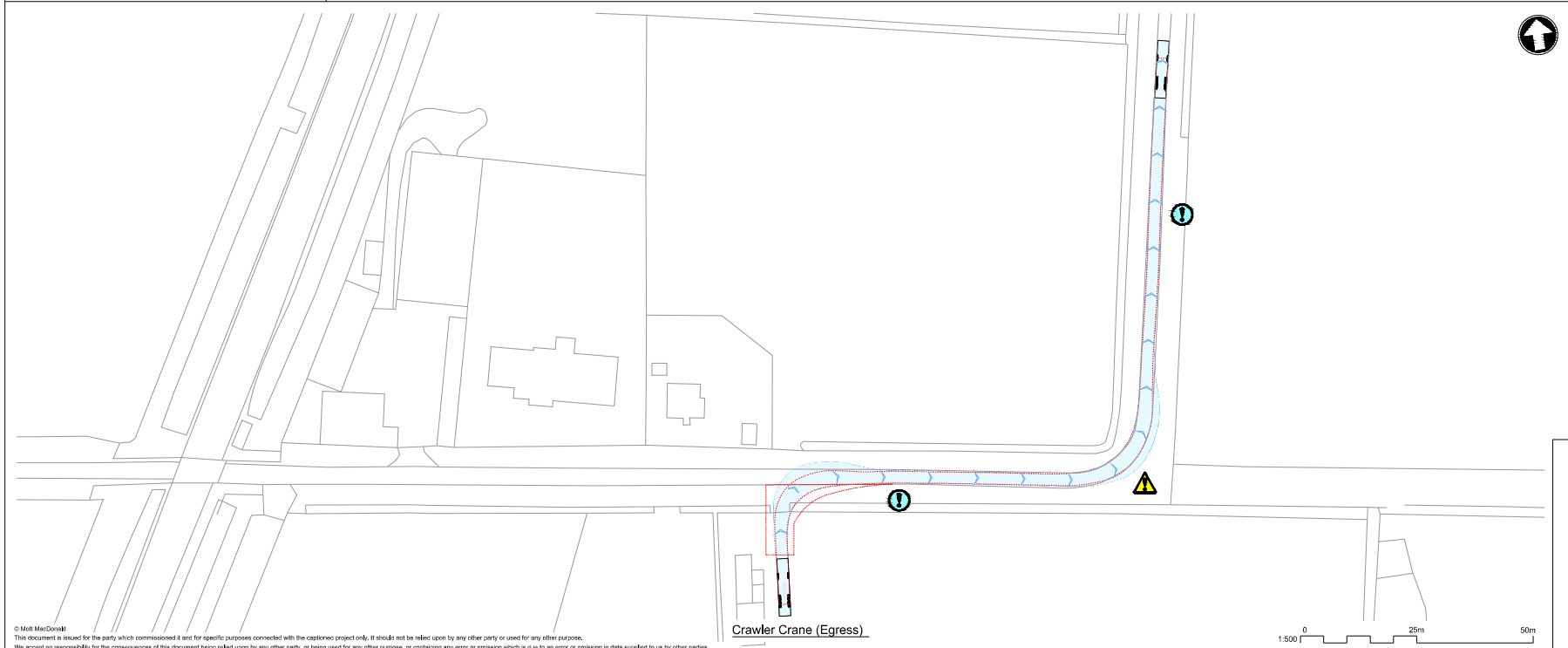

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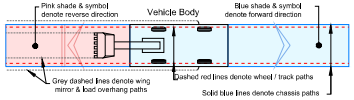
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works extend beyond the Cambridge Waste Water Treatment Works site boundary and land take is assumed. Land ownership and land take is to be confirmed during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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

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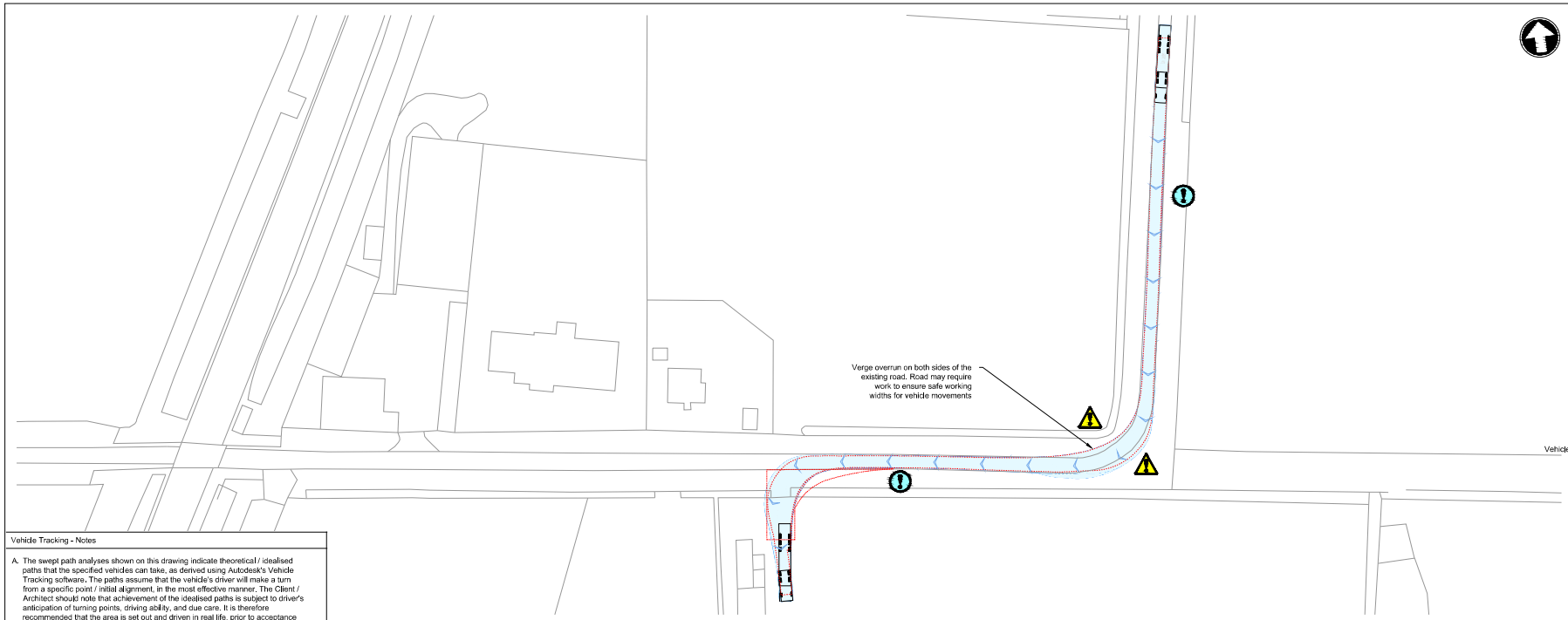
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 13, 2022 - 8:59AM CASB9725



Vehicle Tracking - Notes

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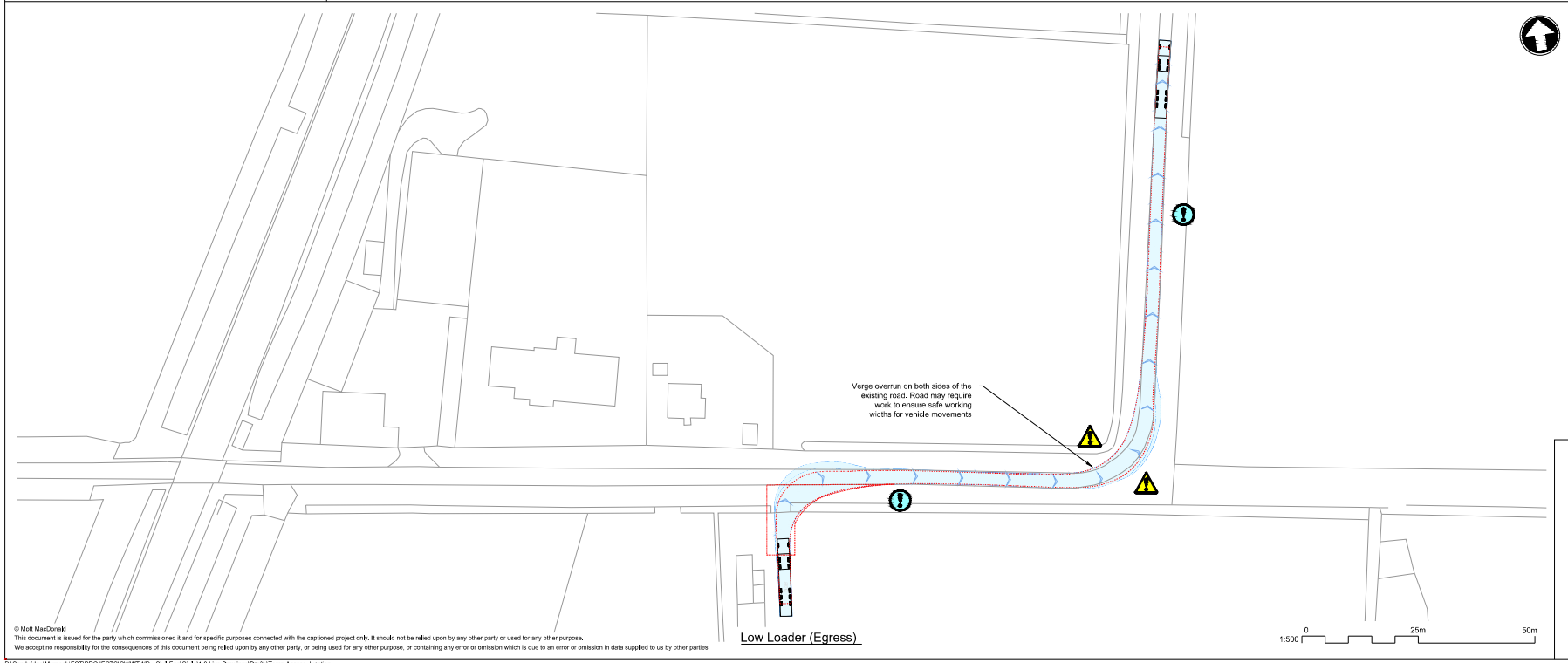

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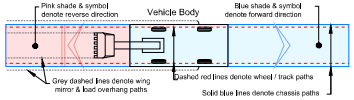
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works [illegible] land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] Cambridge Waste [illegible] in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Low Loader

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Overall Width	2.500m
Overall Body Height	3.399m
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Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

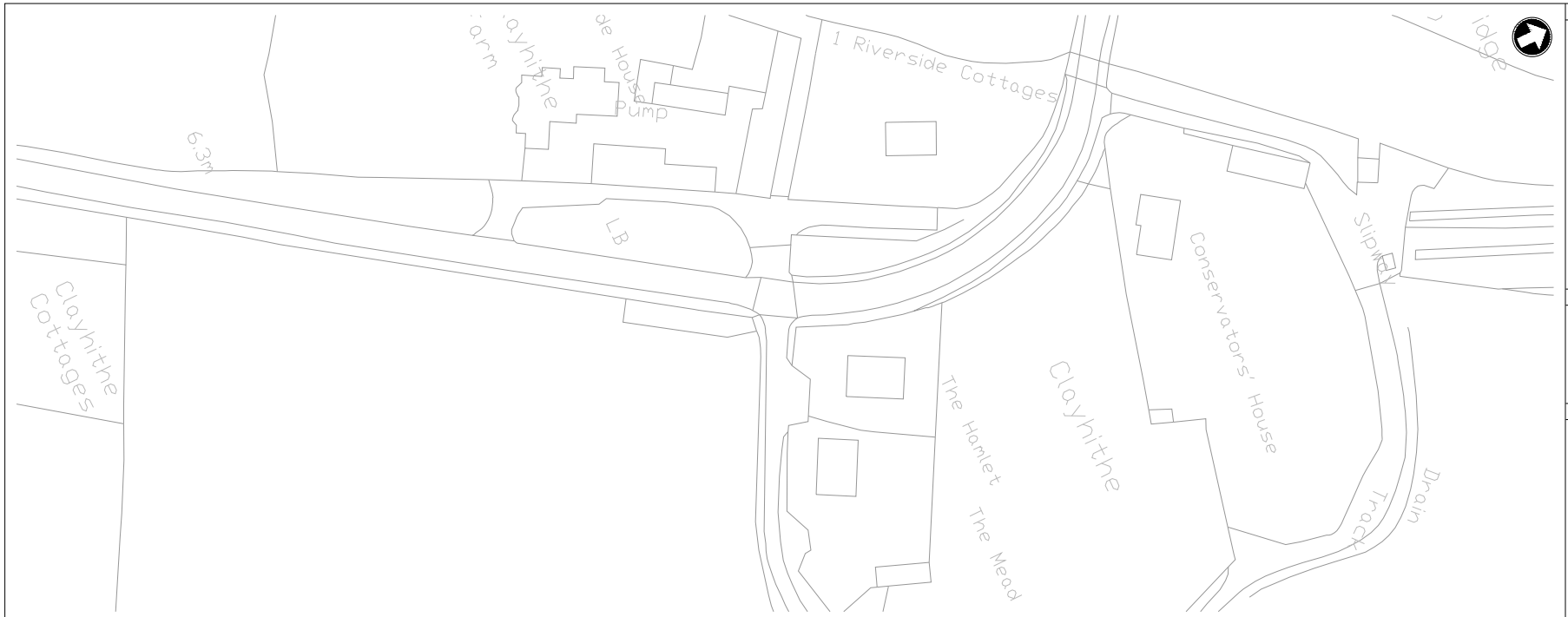
love every drop anglianwater

Title

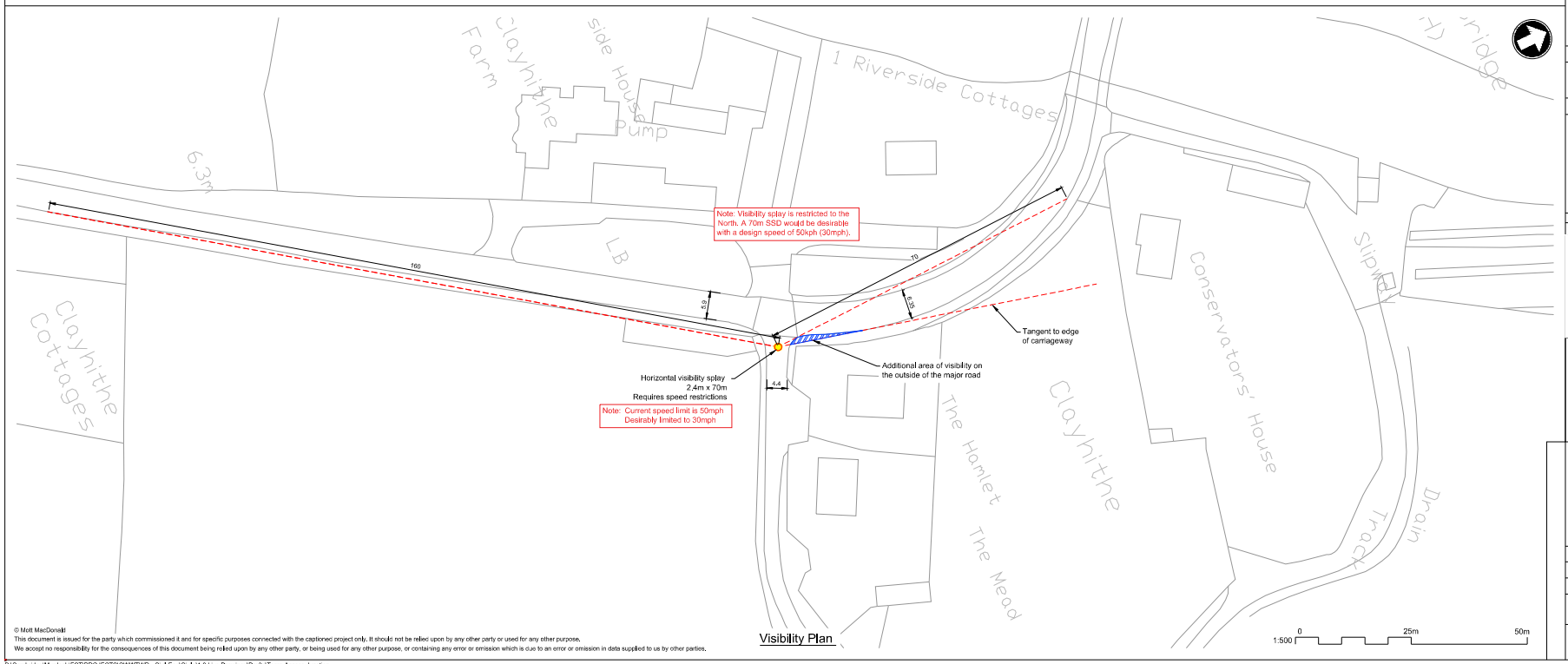
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
COA12
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale	1:500	Status	PRE	Rev	P1
Drawing No.	102375-MMD-01-XX-DR-C-DRAFT			Sec	STD



General Arrangement



Visibility Plan

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Notes

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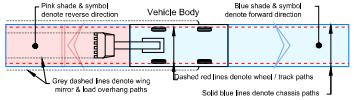
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. [illegible] Cambridge Waste [illegible] land take is [illegible] during future stages of the design development of this option.
14. [illegible] in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN CONJUNCTION

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Client

love every drop anglianwater

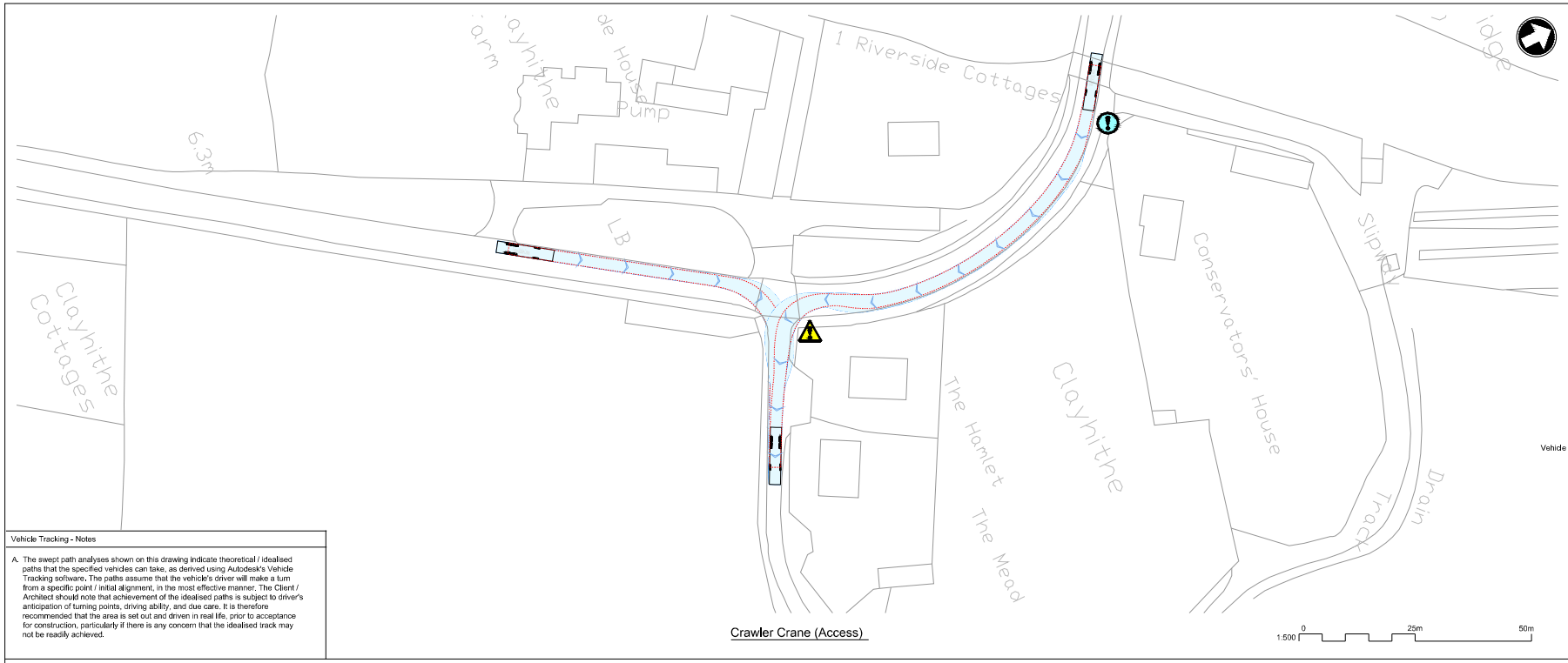
Title

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

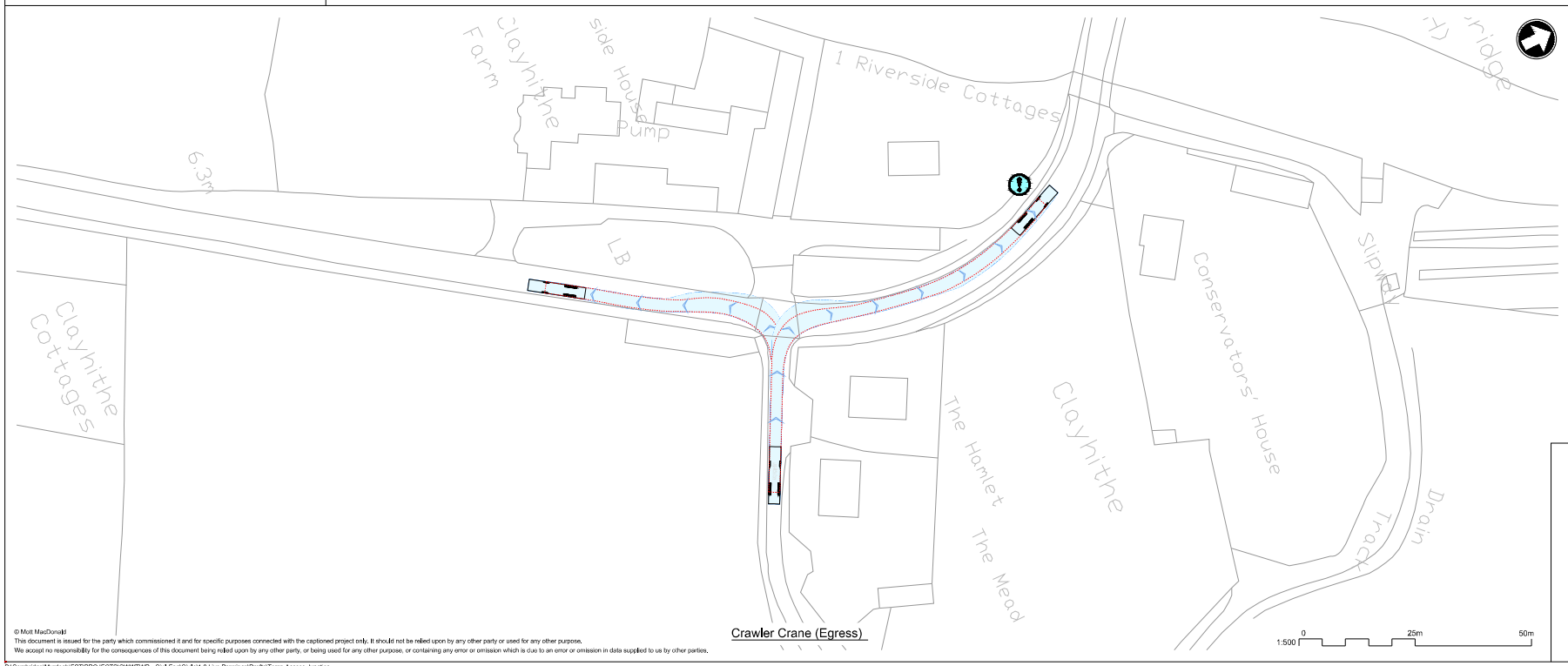
Designed	A.D.Castles	ADC	Eng check	F.Case	FC
Drawn	A.D.Castles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

Scale(s) 1:500	Status PRE	Rev P1	Sec STD		

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



Crawler Crane (Access)



Crawler Crane (Egress)

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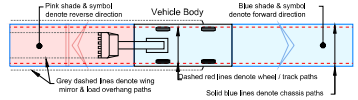
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Temporary works embankment is assumed as the preferred option. Cambridge Waste Water Treatment Works Relocation Project Team to confirm the preferred option and land take is acceptable. Alternative options will need to be considered during future stages of the design development of this option.
14. Refer to Technical Memo for further information.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

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Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Track Width	2.430m
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation

Temporary Access Junctions

COA20

Highways GA, Visibility Splay and Vehicle Tracking

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

Scale (A1)	1:500	Status	PRE	Rev	P1	Security	STD

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

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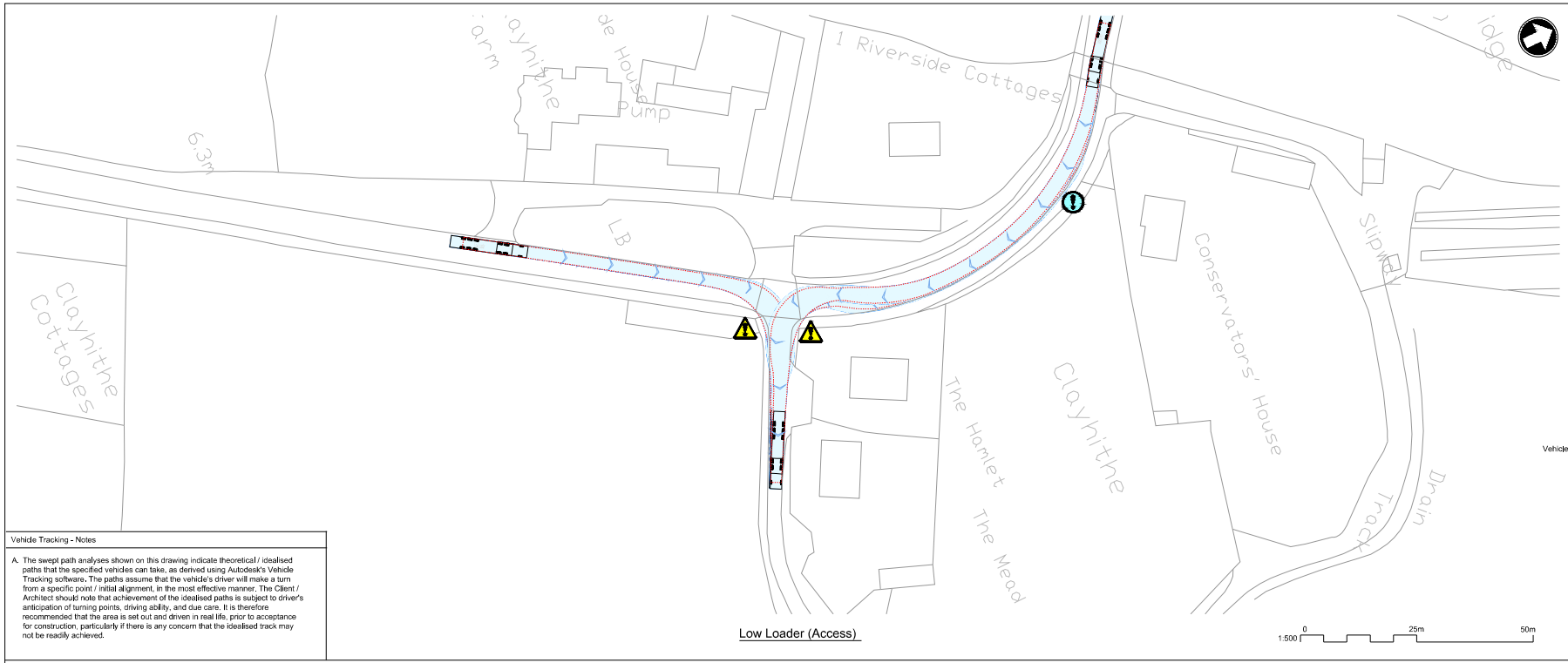

Low Loader (Access)

Vehicle Tracking - Notes

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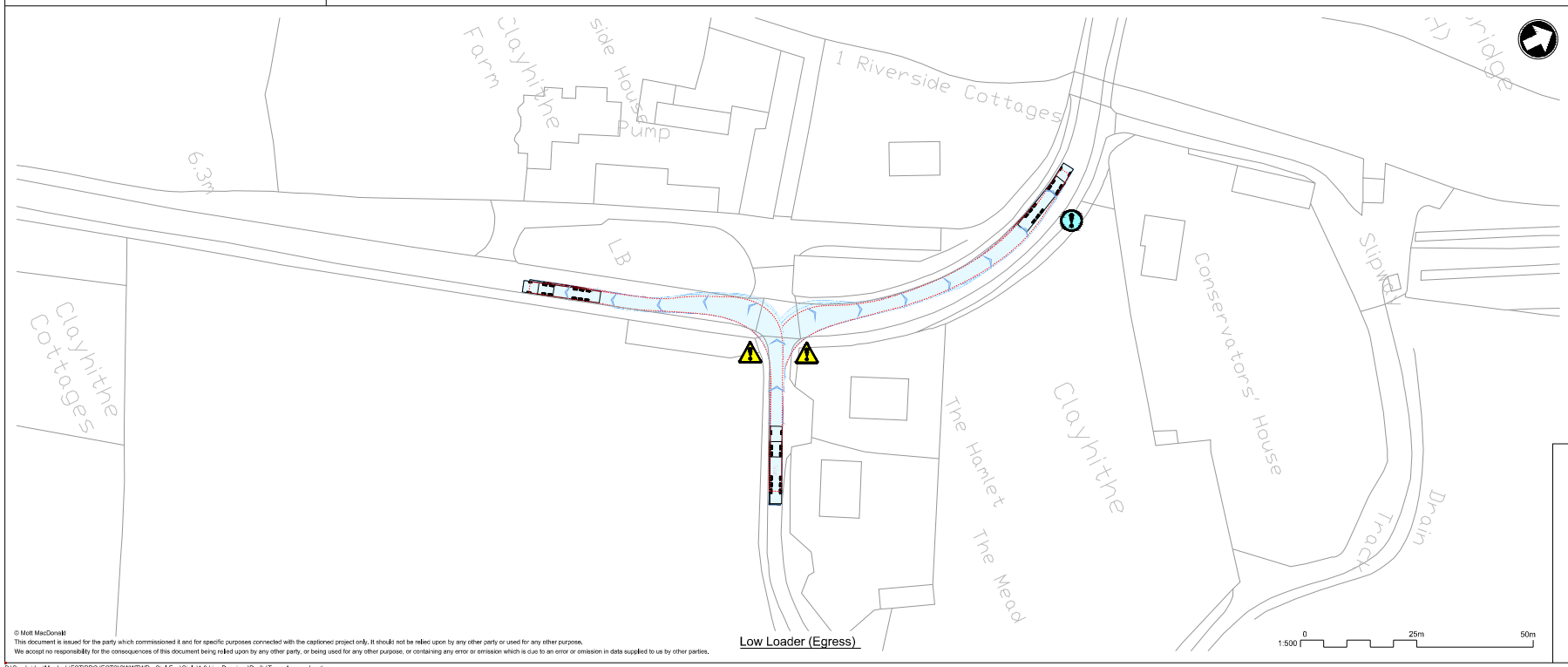

Low Loader (Egress)

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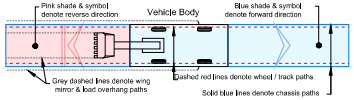
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and temporary access junction assumed land take is based on the information provided by Cambridge Waste Water Treatment Works and is subject to change and additional land take is acceptable to be determined during future stages of the design development of this option.
14. This drawing is to be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

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

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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

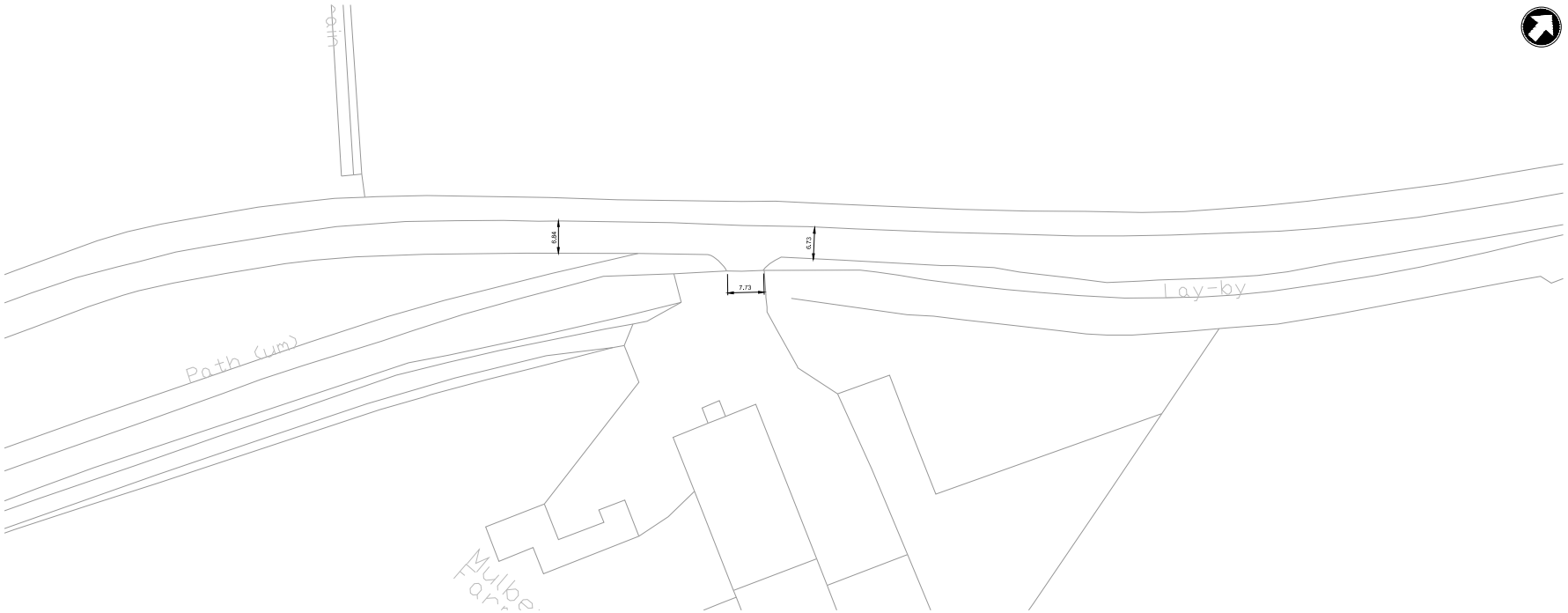
love every drop anglianwater

Title

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

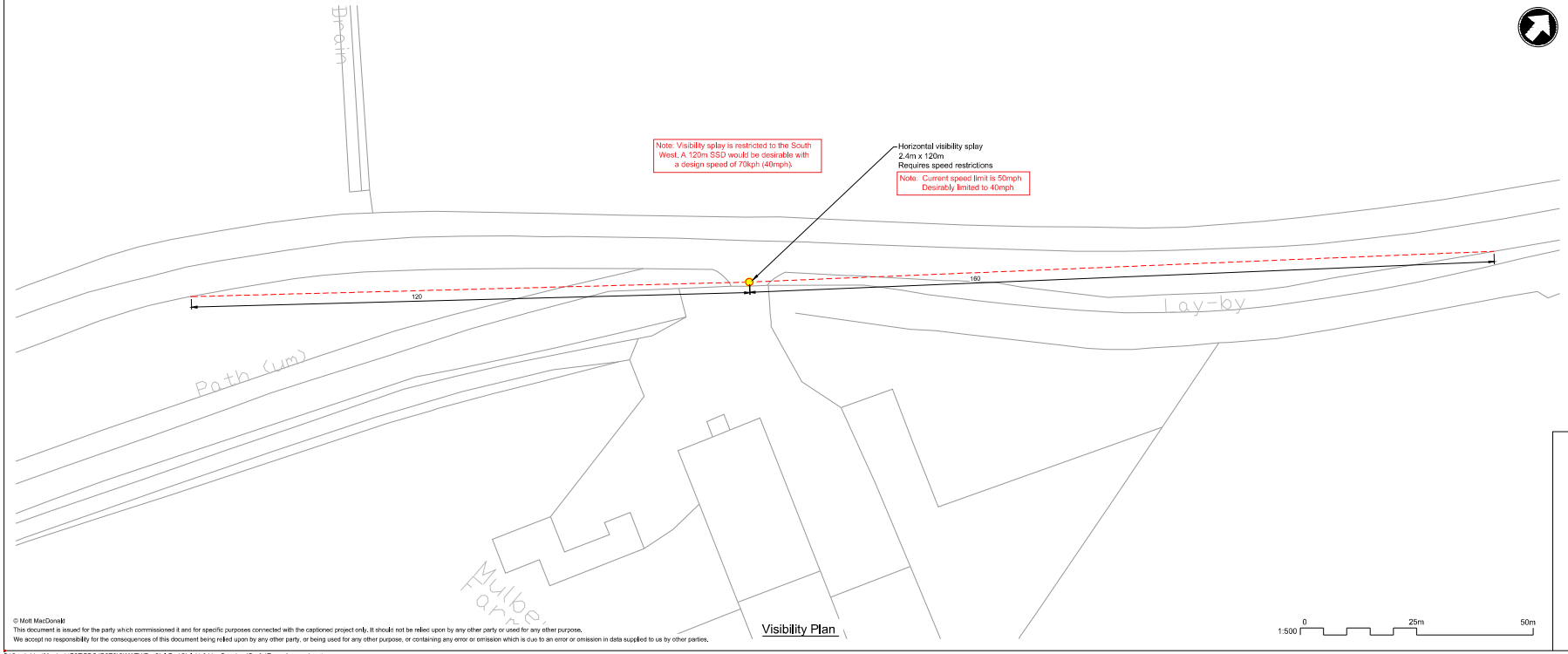
Designed	A.D.Castles	ADC	Eng check	F.Case	FC
Drawn	A.D.Castles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

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



General Arrangement

1:500 0 25m 50m



Visibility Plan

1:500 0 25m 50m

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Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 19, 2022 - 12:31PM CASB0725

Notes

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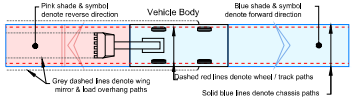
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

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

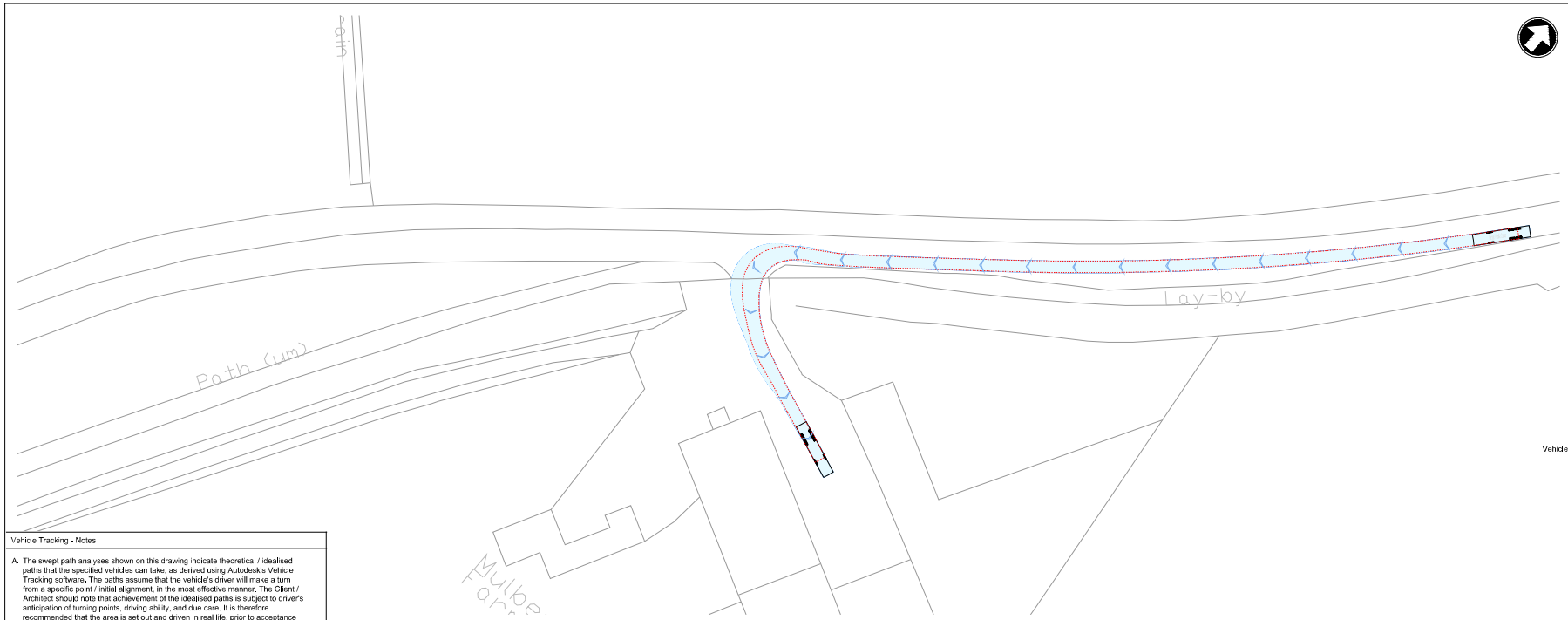
Client

Title

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

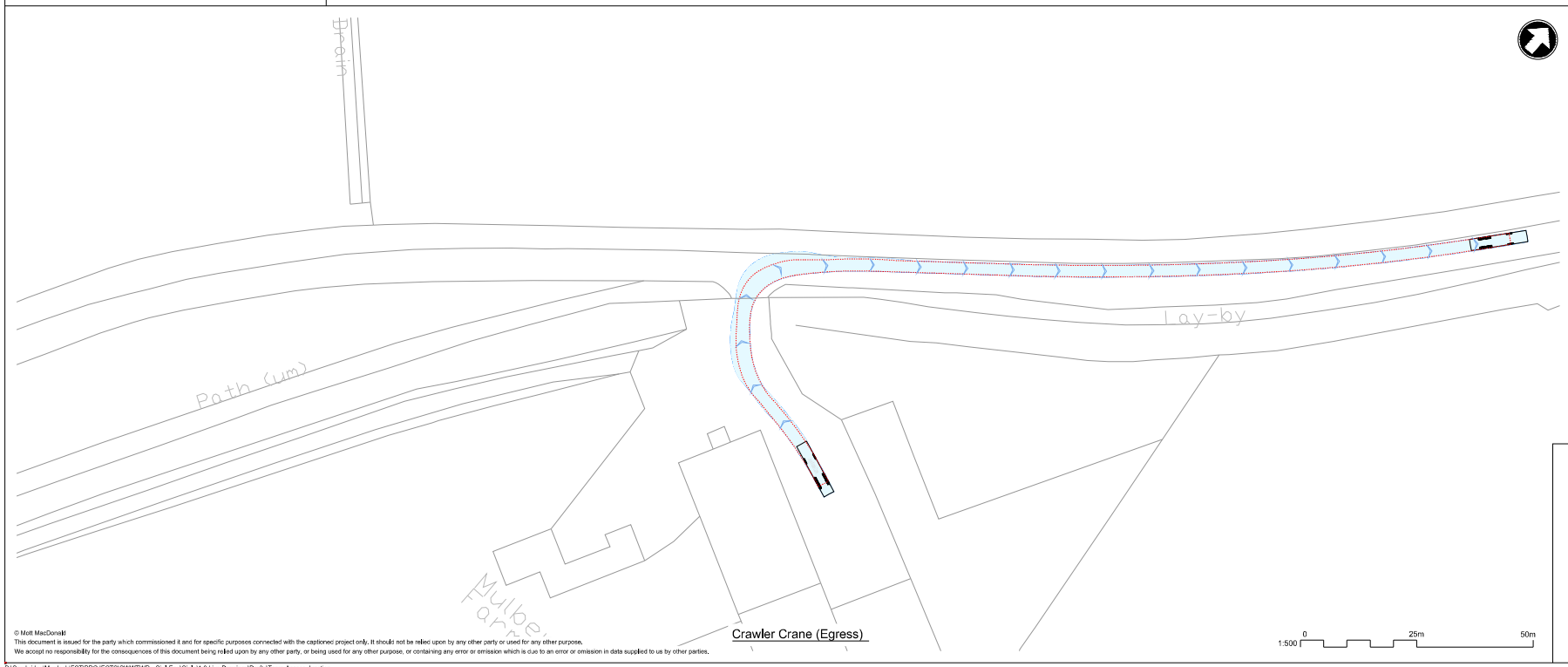
Designed	A.D.Castiles	ADC	Eng check	F.Case	FC
Drawn	A.D.Castiles	ADC	Coordination	F.Case	FC
Dwg check	-	-	Approved	A.M.Rawlings	AMR

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



Vehicle Tracking - Notes

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



Notes

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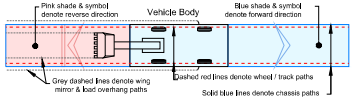
4. This drawing has been prepared for the initial high level optioneering study for the CWWTW project.
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority 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.
13. Cambridge Waste Water Treatment Works Relocation Temporary Access Junctions - COA9 - Highways GA, Visibility Splay and Vehicle Tracking
14. [illegible] in conjunction with the Technical Memo,
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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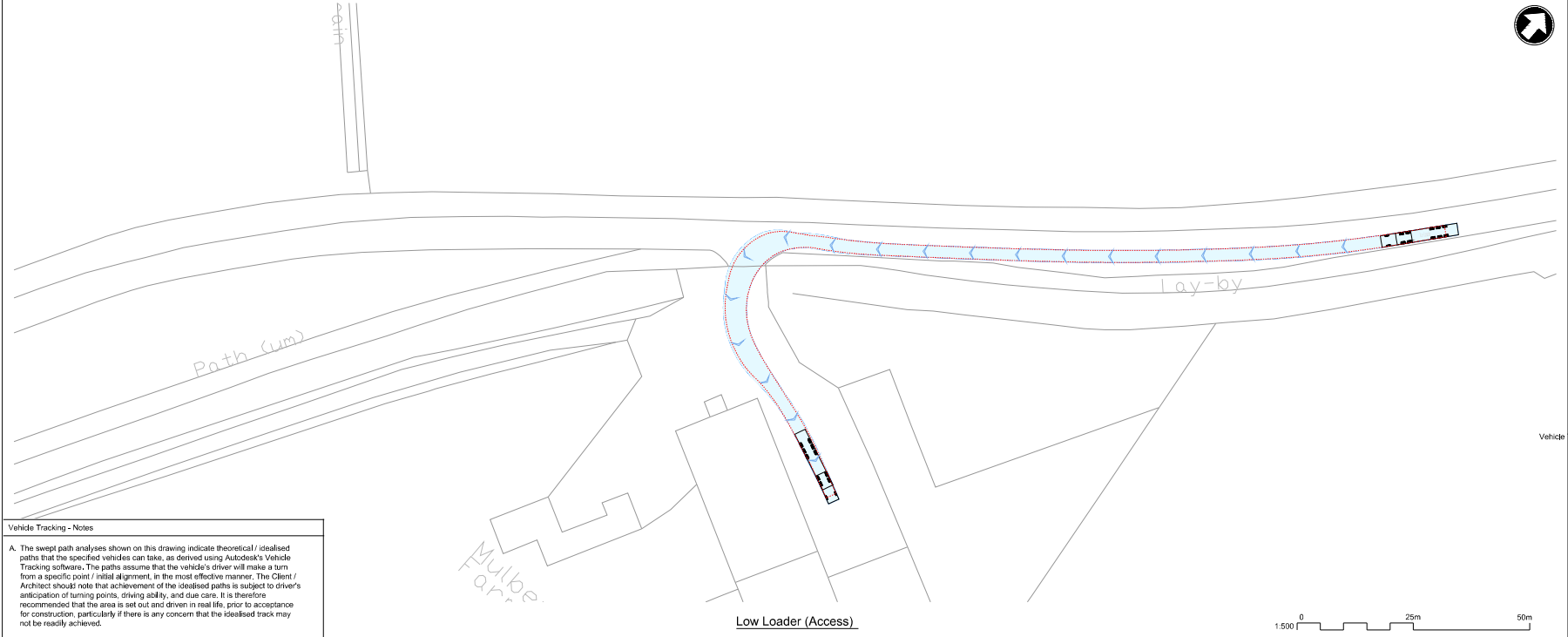

Vehicle Tracking - Notes

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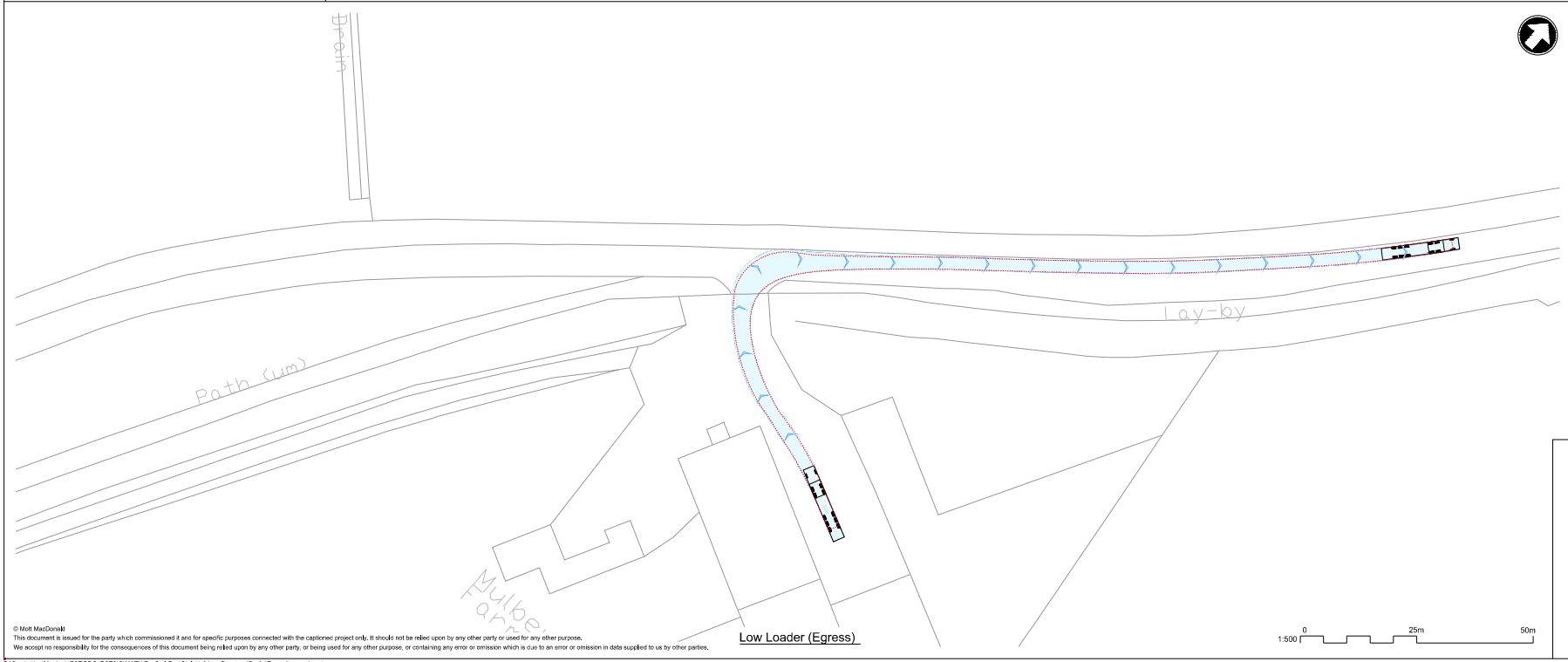

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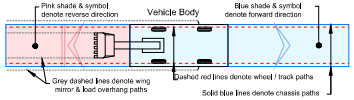
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works and land take is based on the current proposed design. Cambridge Waste Water Treatment Works Relocation Temporary Access Junction Highways GA, Visibility Splay and Vehicle Tracking
14. Any additional land take required will be determined during future stages of the design development of this option.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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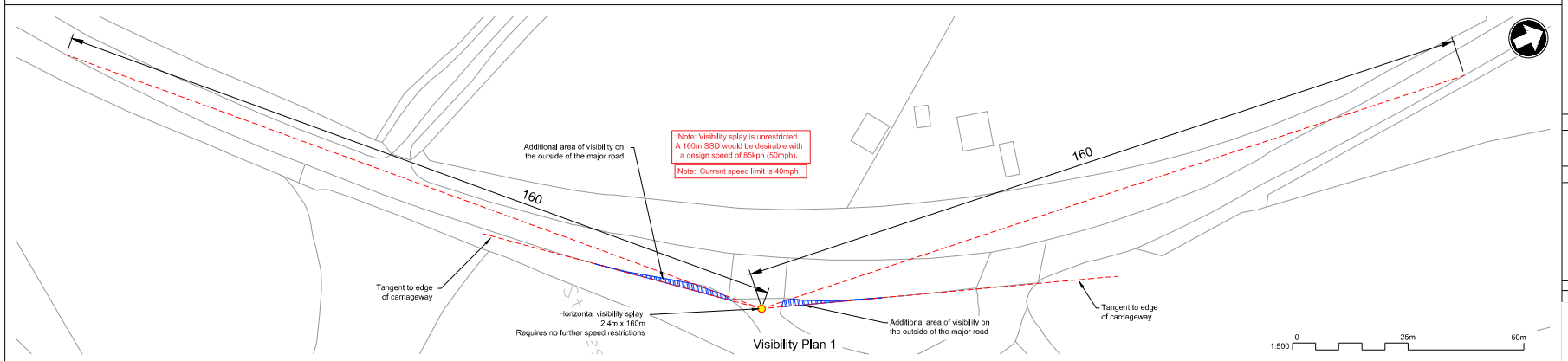
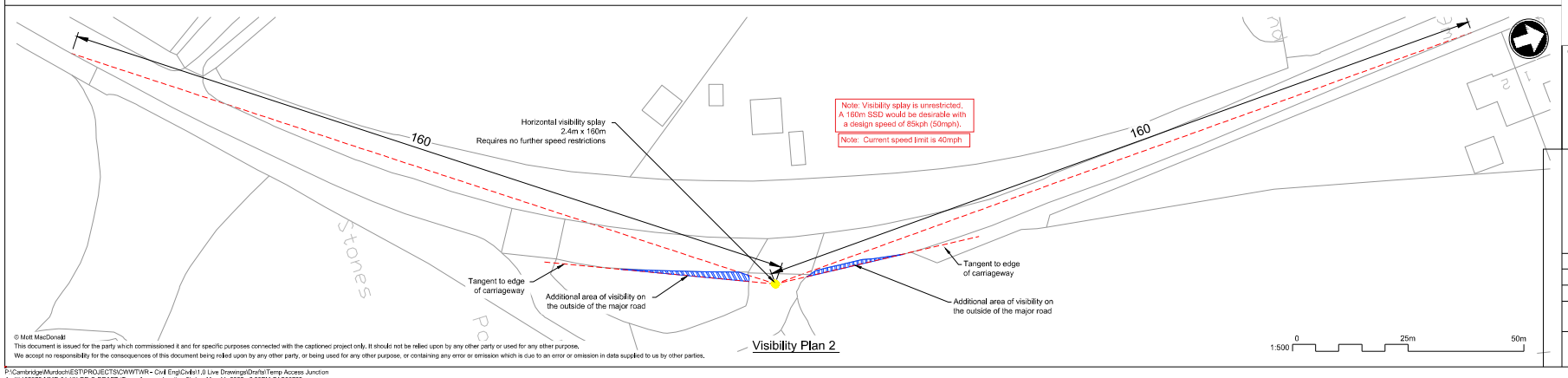
General Arrangement



Visibility Plan 1



Visibility Plan 2

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Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 11, 2022 - 2:30PM CASB97725

Notes

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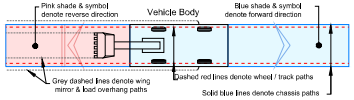
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. [illegible] *Cambridge Waste* [illegible] land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] tion with the Technical Memo,
15. DRAWING MUST BE READ IN CONJUNCTION

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

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

Client

Title

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

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

Scale	1:500	Status	PRE	Rev	P1
Drawing No.	102375-MMD-01-XX-DR-C-DRAFT			Sec.	STD

Vehicle Tracking - Notes

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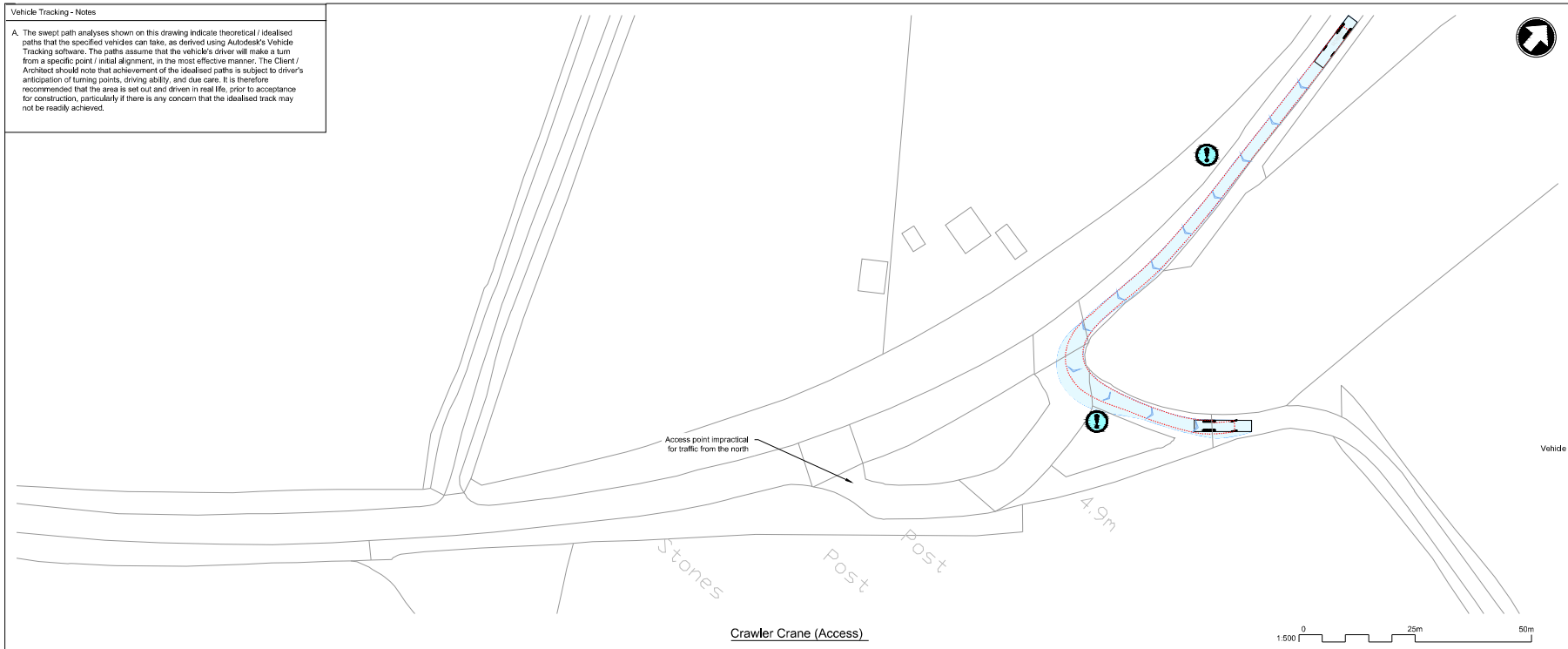
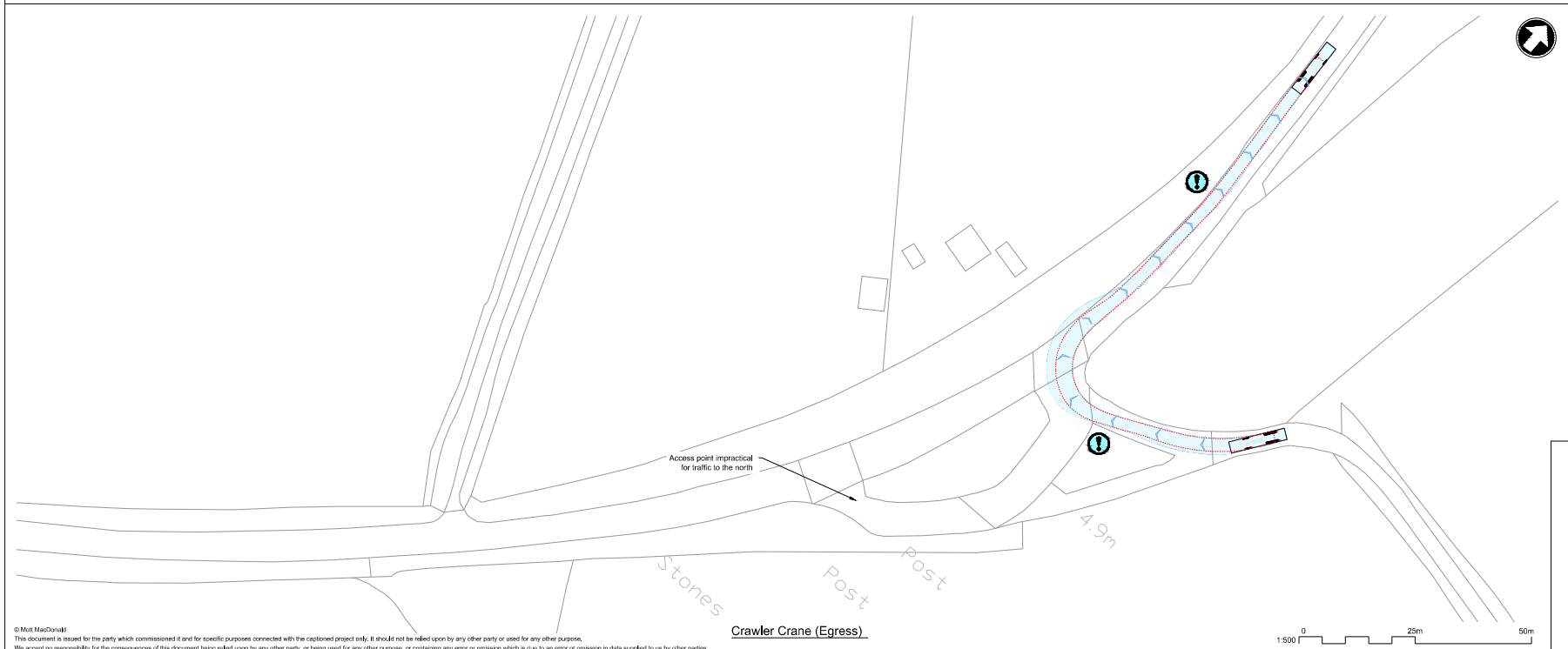


Crawler Crane (Access)



Crawler Crane (Egress)

Notes

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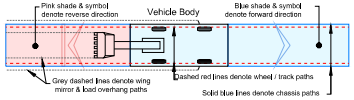
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Embankment works encroaches into Cambridge Waste Water Treatment Works land and is subject to further discussions with the relevant stakeholders. The extent of proposed land take is to be determined during future stages of the design development of this option.
14. This drawing is to be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

- Kerb overrun
- Restrictive road width

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

Client

Title

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

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

Scale	Status	Rev	Security
1:500	PRE	P1	STD

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

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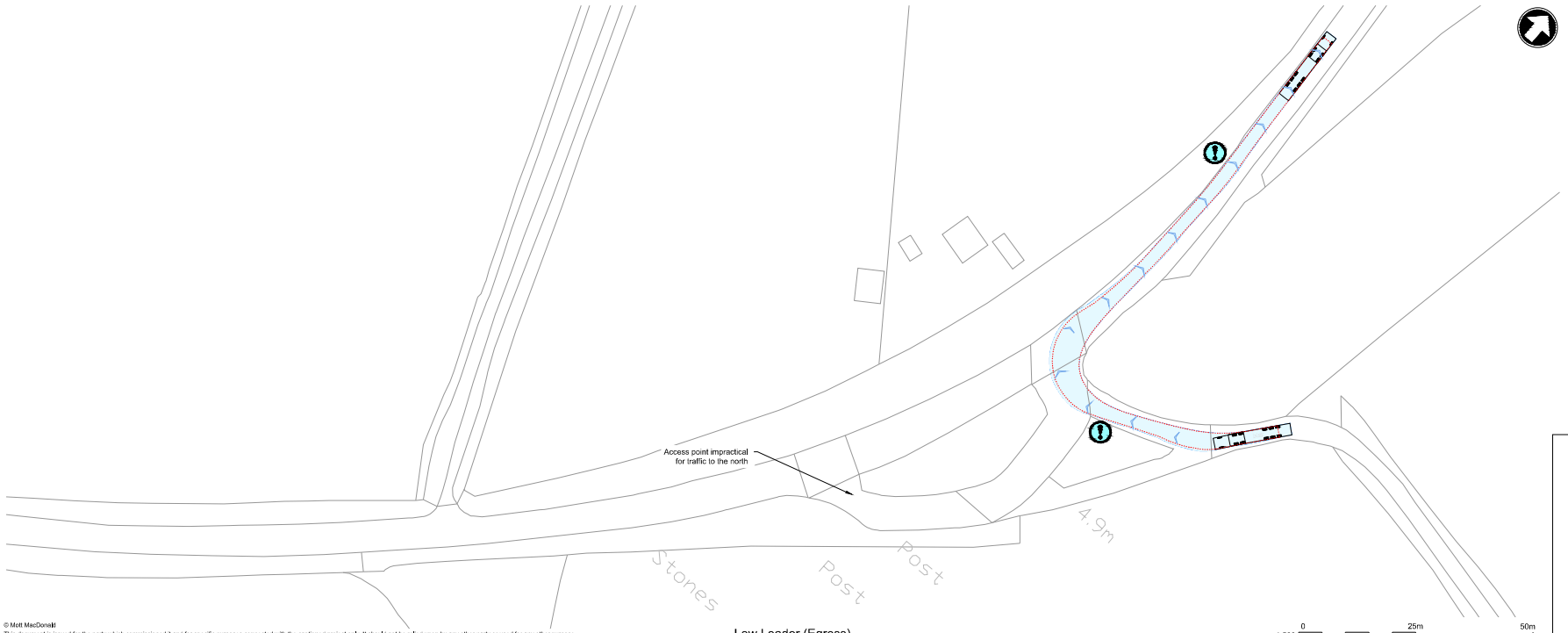
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 11, 2022 - 2:35PM CASB97J25

Vehicle Tracking - Notes

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

Low Loader (Access)

1:500 0 25m 50m



Low Loader (Egress)

1:500 0 25m 50m

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P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Eng\Civils\1.0 Live Drawings\Drafts\Temp Access Junction
Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction B).dwg May 11, 2022 - 2:38PM CASB97725

Notes

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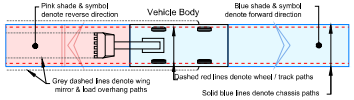
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works [illegible] land take is [illegible] determined during future stages of the design development of this option.
14. [illegible] Cambridge Waste [illegible] in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

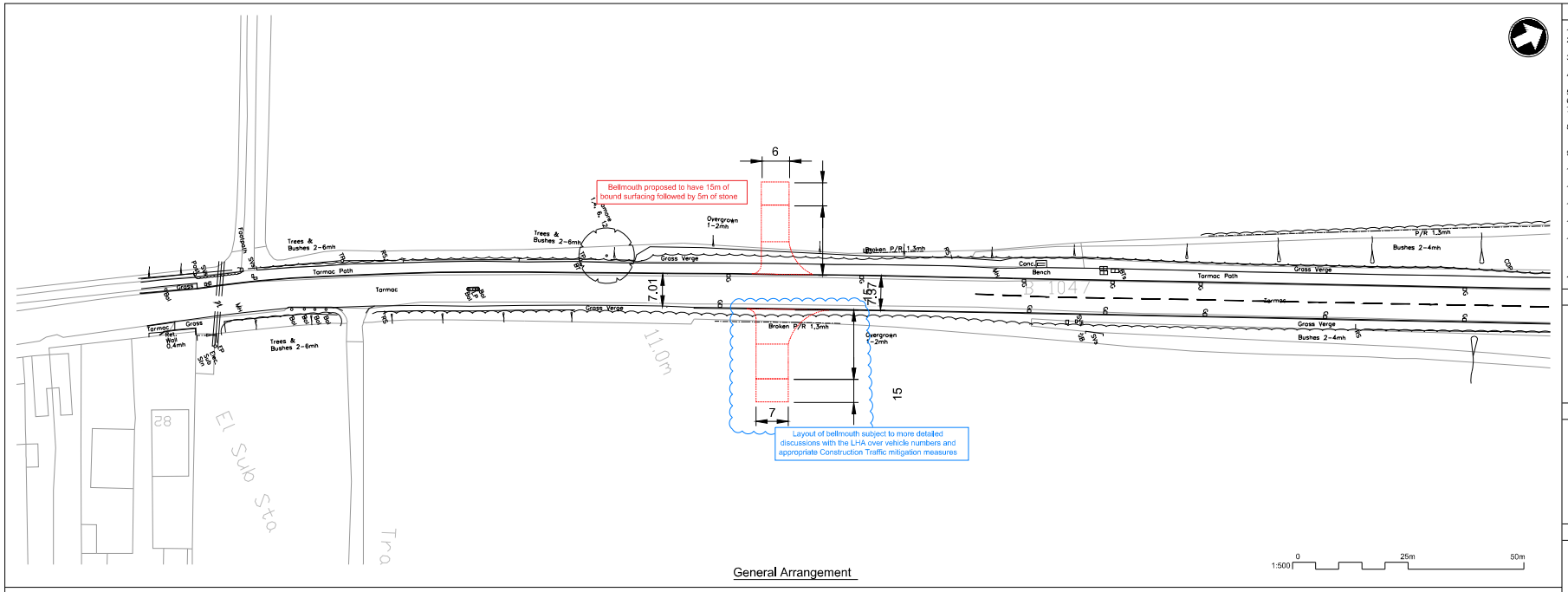
Client

love every drop
anglianwater

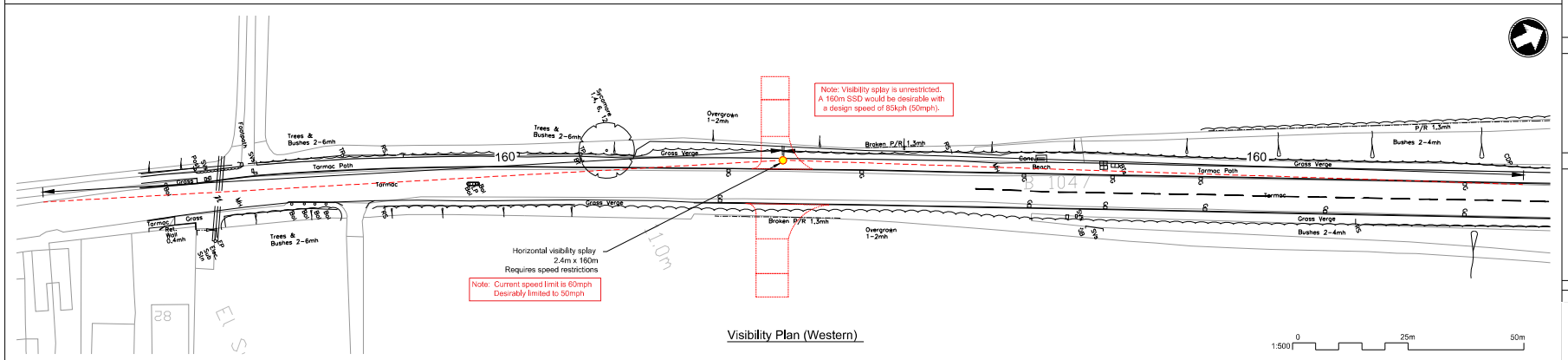
Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
CA16
Highways GA, Visibility Splay and Vehicle Tracking

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

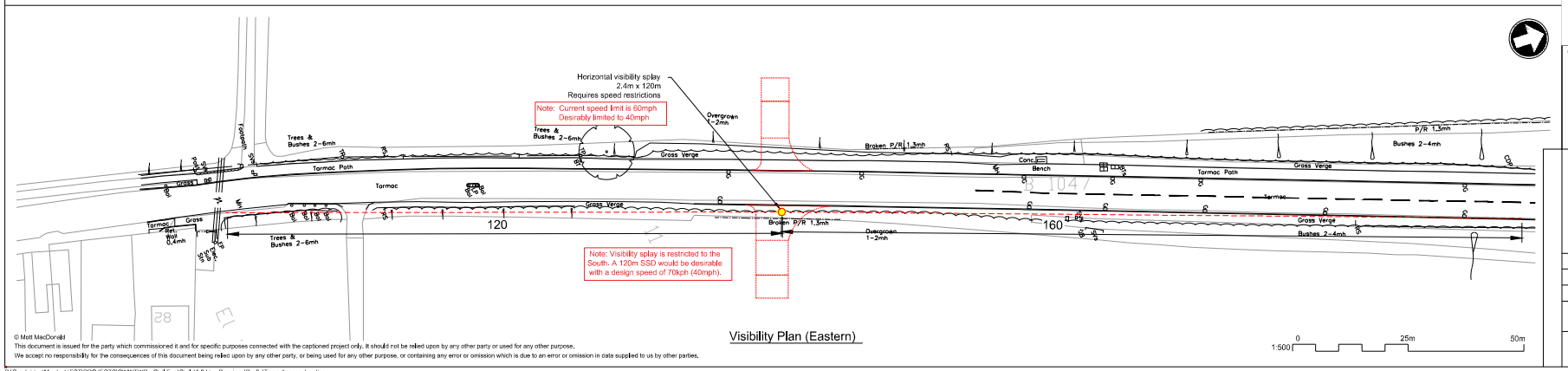
Scale	1:500	Status	PRE	Rev	P1
Drawing Number	102375-MMD-01-XX-DR-C-DRAFT			Security	STD



General Arrangement



Visibility Plan (Western)



Visibility Plan (Eastern)

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Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 12).dwg May 12, 2022 - 9:22AM CAS897925

Notes

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6. The information is preliminary and subject to further detailed design
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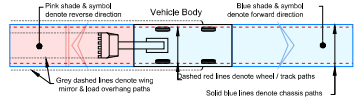
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo,

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

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

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

Client

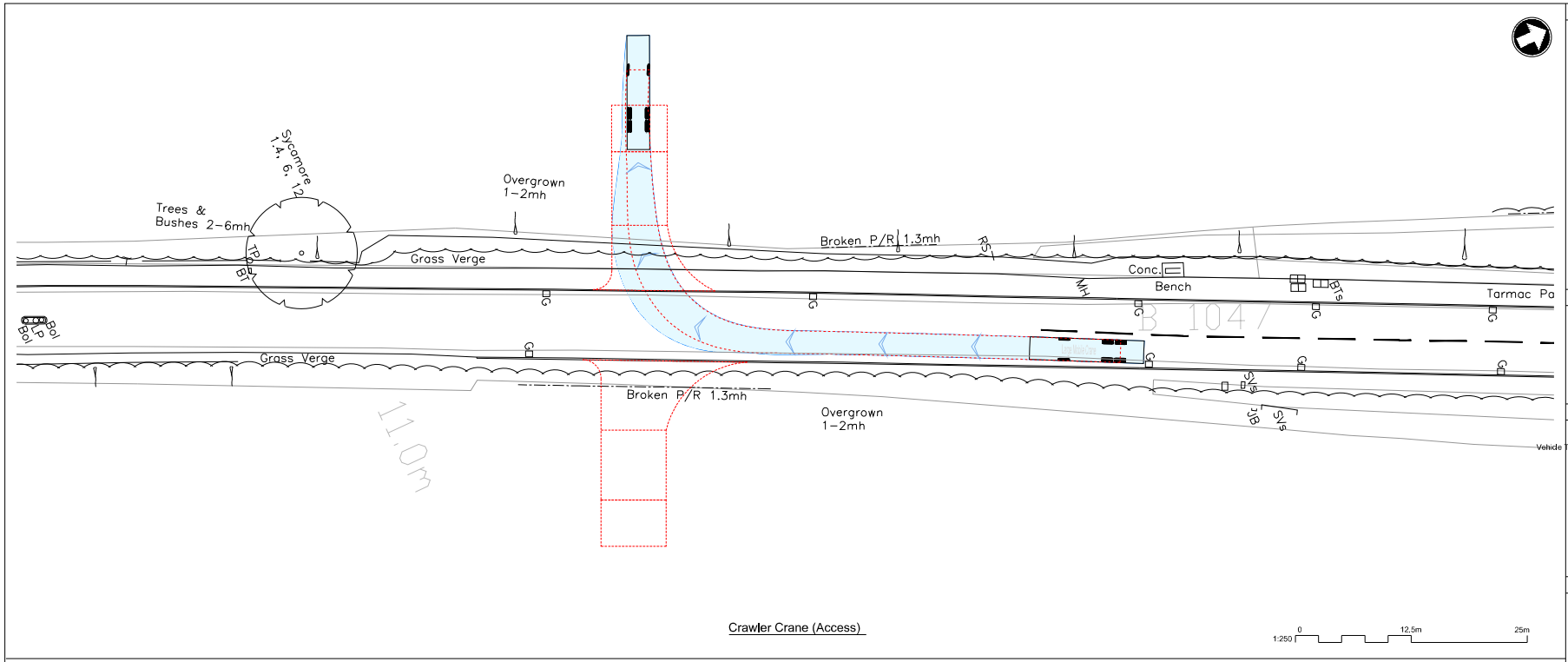
Title

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

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

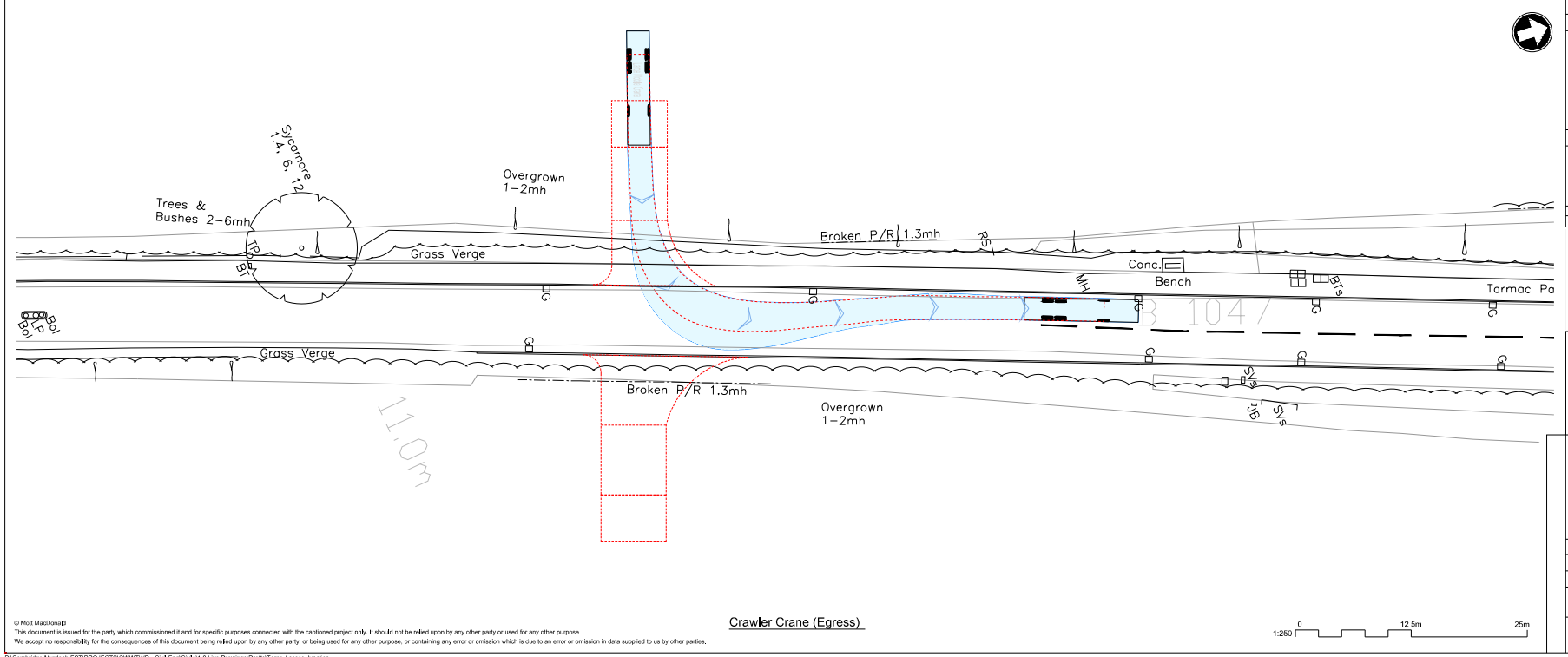
Scale(s) 1:500 Status PRE Rev P1 Security STD

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



Crawler Crane (Access)

1:250 0 12.5m 25m



Crawler Crane (Egress)

1:250 0 12.5m 25m

Notes

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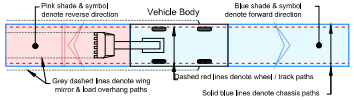
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo, *Cambridge Waste Water Treatment Works Relocation Early assessment and sifting of proposed site access options.*

15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

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

Client

Title

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

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

Scale	1:250	Status	PRE	Rev	P1	Sec	STD

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

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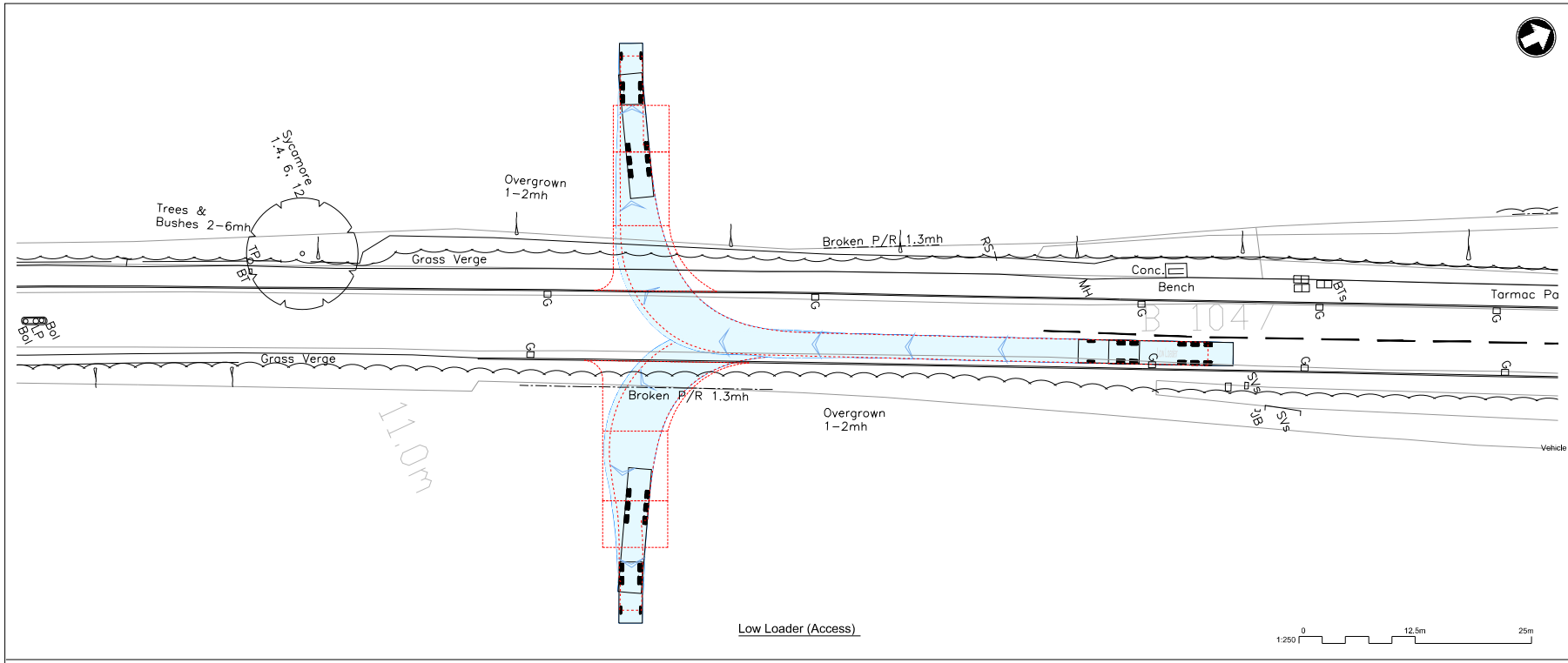
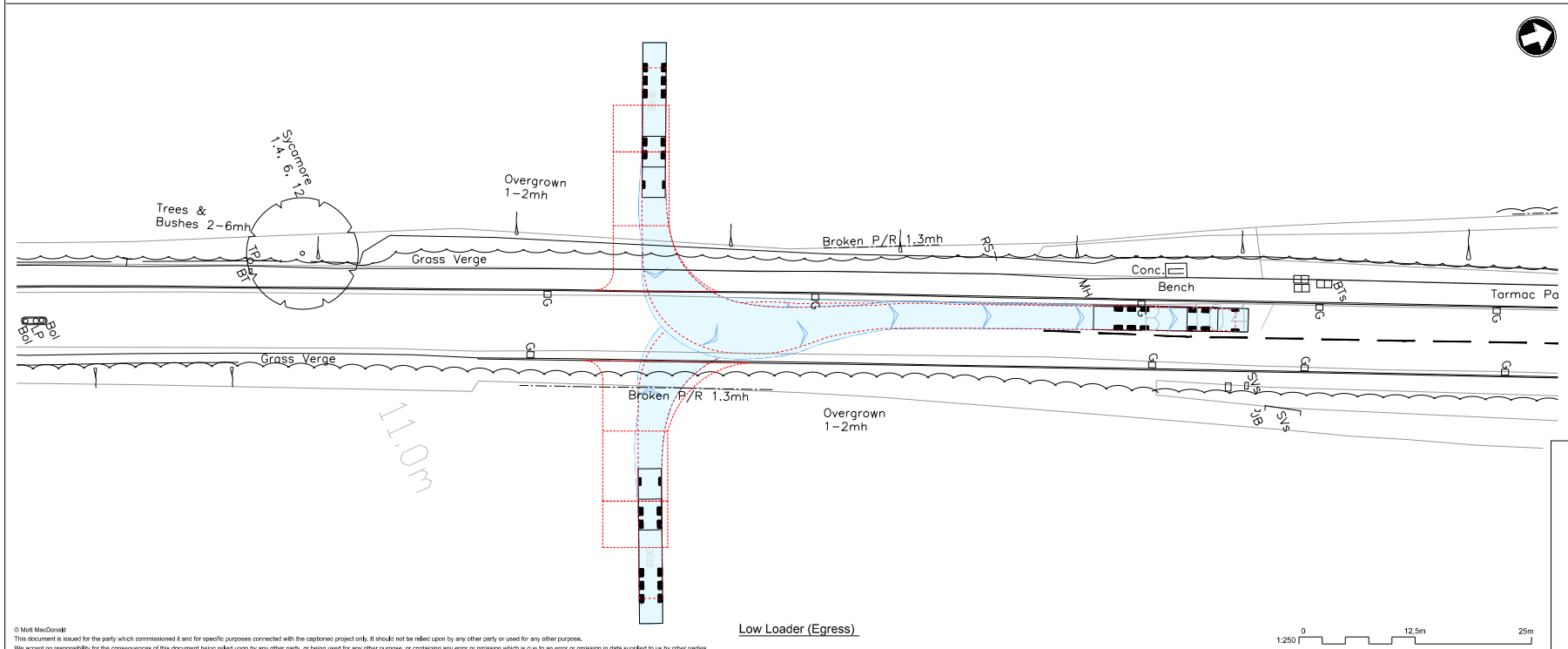
P:\Cambridge\Murdoch\EST\PROJECTS\CWWTWR - Civil Eng\Civil\1.0 Live Drawings\Draft\Temp Access Junction Audit\102375-MMD-01-XX-DR-C-DRAFT (Temp Access Junction 12).dwg May 5, 2022 - 4:22PM CASB97125



Low Loader (Access)

1:250 0 12.5m 25m



Low Loader (Egress)

1:250 0 12.5m 25m

Notes

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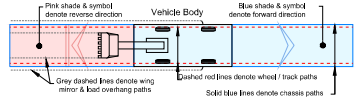
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo, *Cambridge Waste Water Treatment Works Relocation Early assessment and sifting of proposed site access options.*
15. **DRAWING MUST BE READ IN COLOUR**

Vehicle Tracking - Key to Symbols



Low Loader

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Reference drawings

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

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

Scale 1:250 Status PRE Rev P1 Section STD

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

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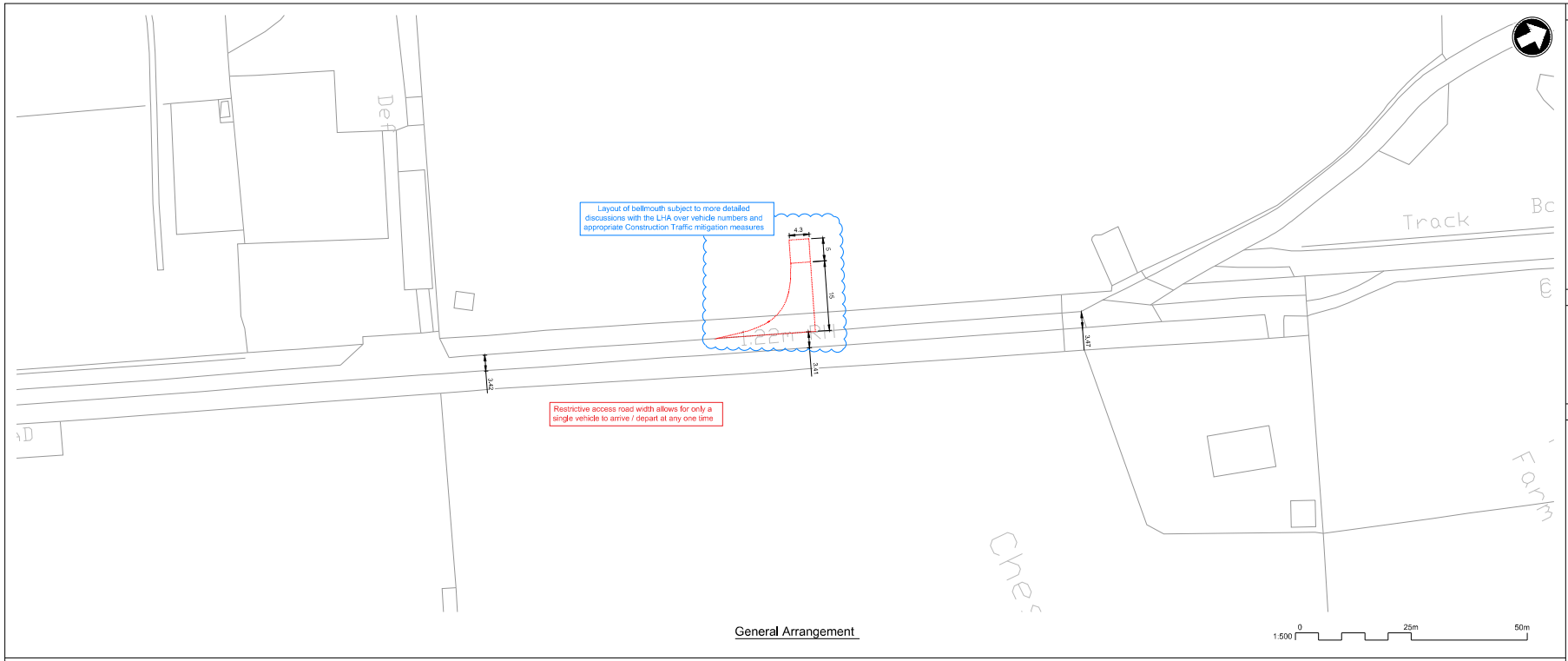
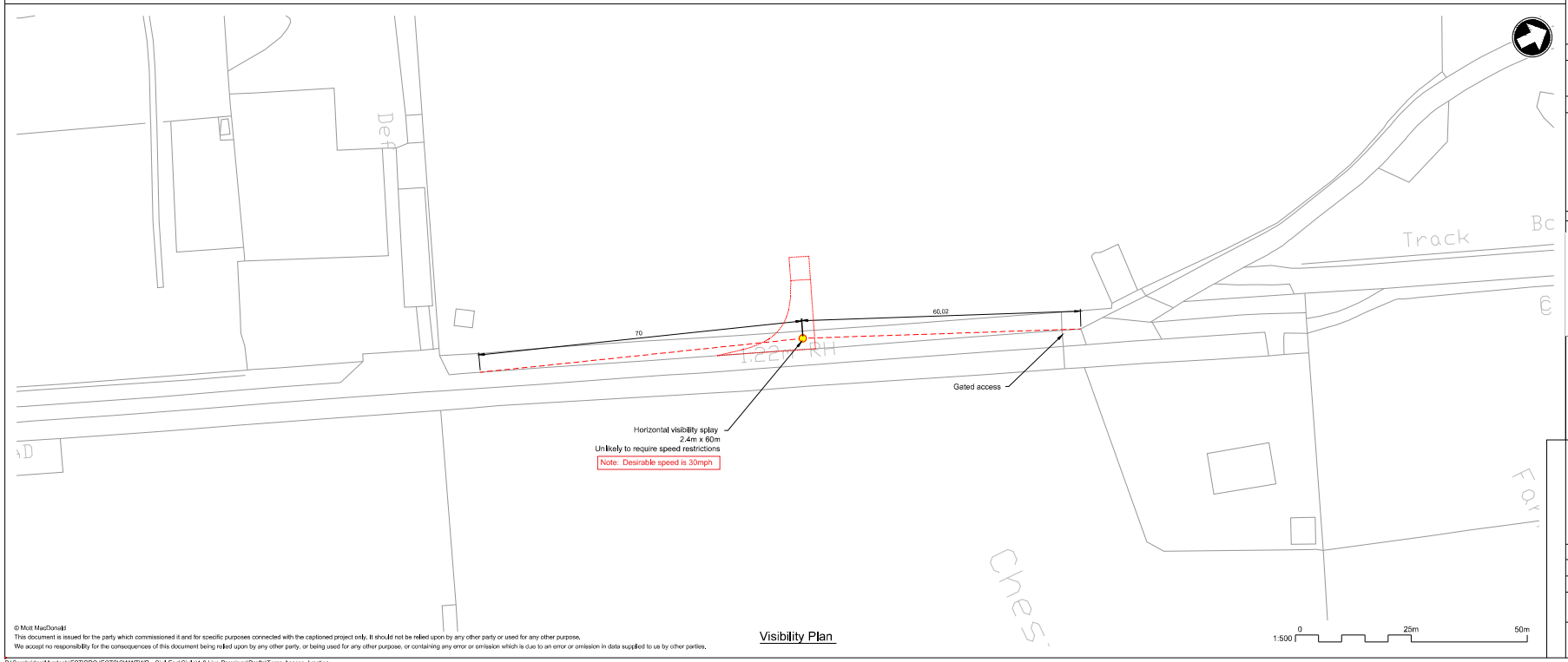


General Arrangement



Visibility Plan

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Notes

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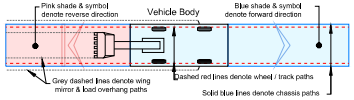
5. The drawing is based on OS mapping information and LIDAR data.
6. The information is preliminary and subject to further detailed design
7. The design has not been submitted to the Highway Authority or Highways England for their technical review.
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. Embankment works and earthworks are assumed to be carried out by the adjacent landowner. Cambridge Waste Water Treatment Works (Anglian Water) is seeking an option for land take is acceptable to the landowner.
14. Safety issues will be addressed during future stages of the design development of this option.
15. DRAWING MUST BE READ IN CONJUNCTION with the Technical Memo.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

High Risks

H1 Explanation of risk.

Vehicle Tracking - Notes

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

Client

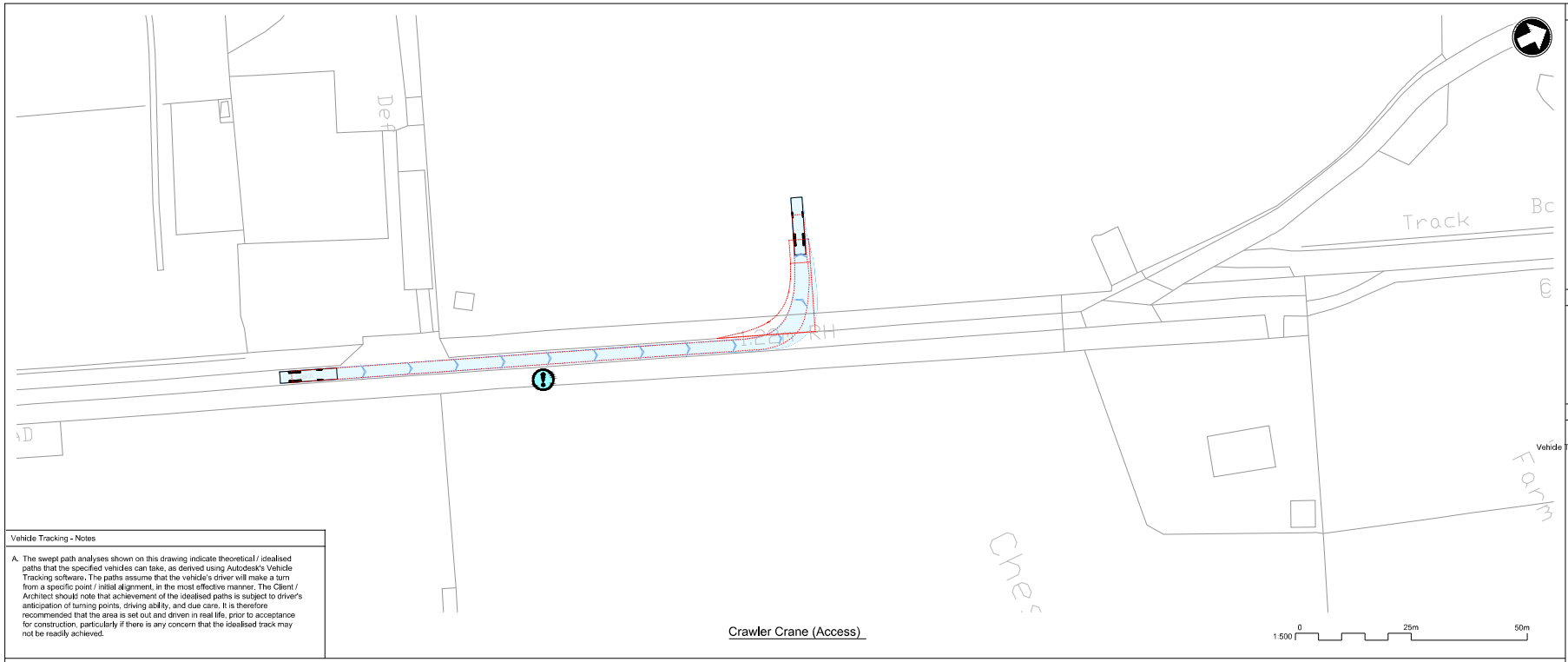
Title

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

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

Scale 1:500	Status PRE	Rev P1	Sec STD		

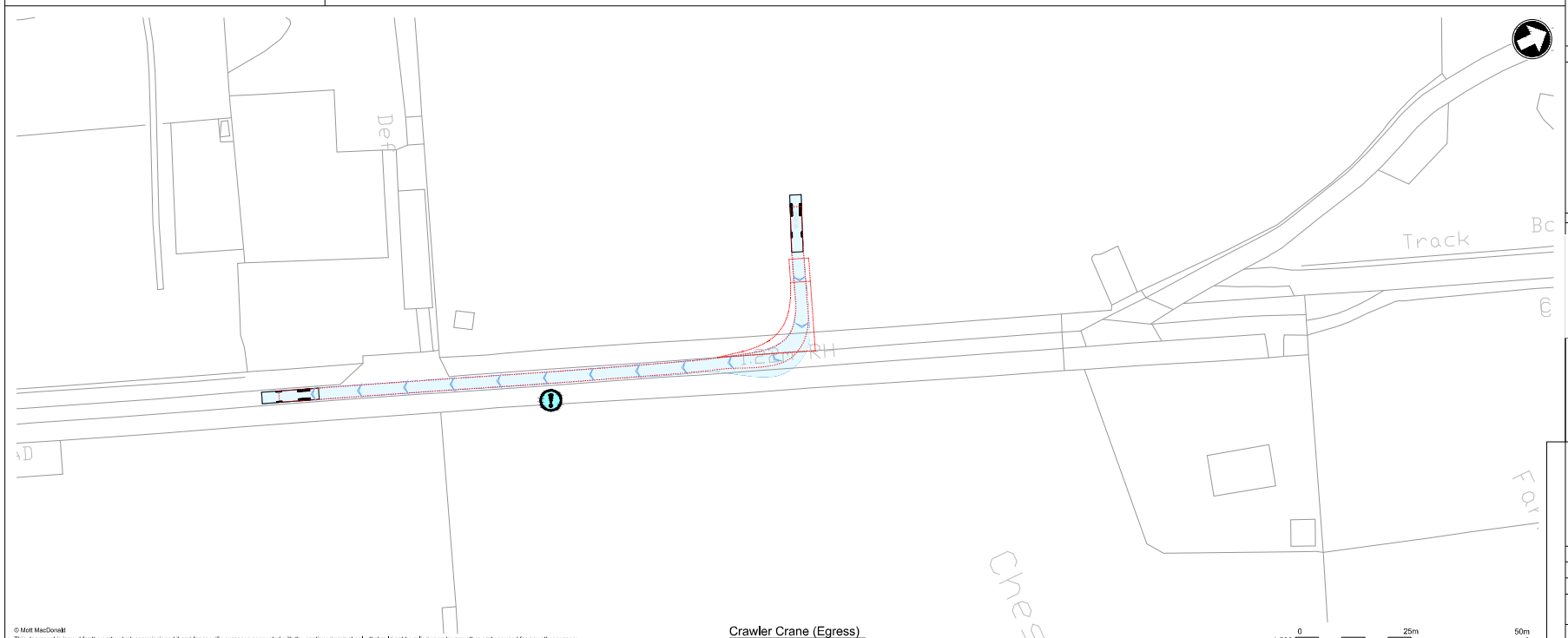
Drawing No 102375-MMD-01-XX-DR-C-DRAFT



Crawler Crane (Access)

Vehicle Tracking - Notes

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



Crawler Crane (Egress)

Notes

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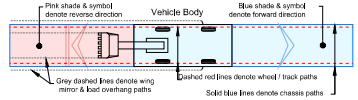
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works in this drawing is based on the preferred option identified by Cambridge Waste Water Treatment Works Relocation Project. Further work will be required during the detailed design stage of this option. Alternative options will be considered during future stages of the design development of this option.
14. The design is based on information provided in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Low Loader

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.399m
Max Track Width	2.500m
Kerb to Kerb Turning Radius	6.790m

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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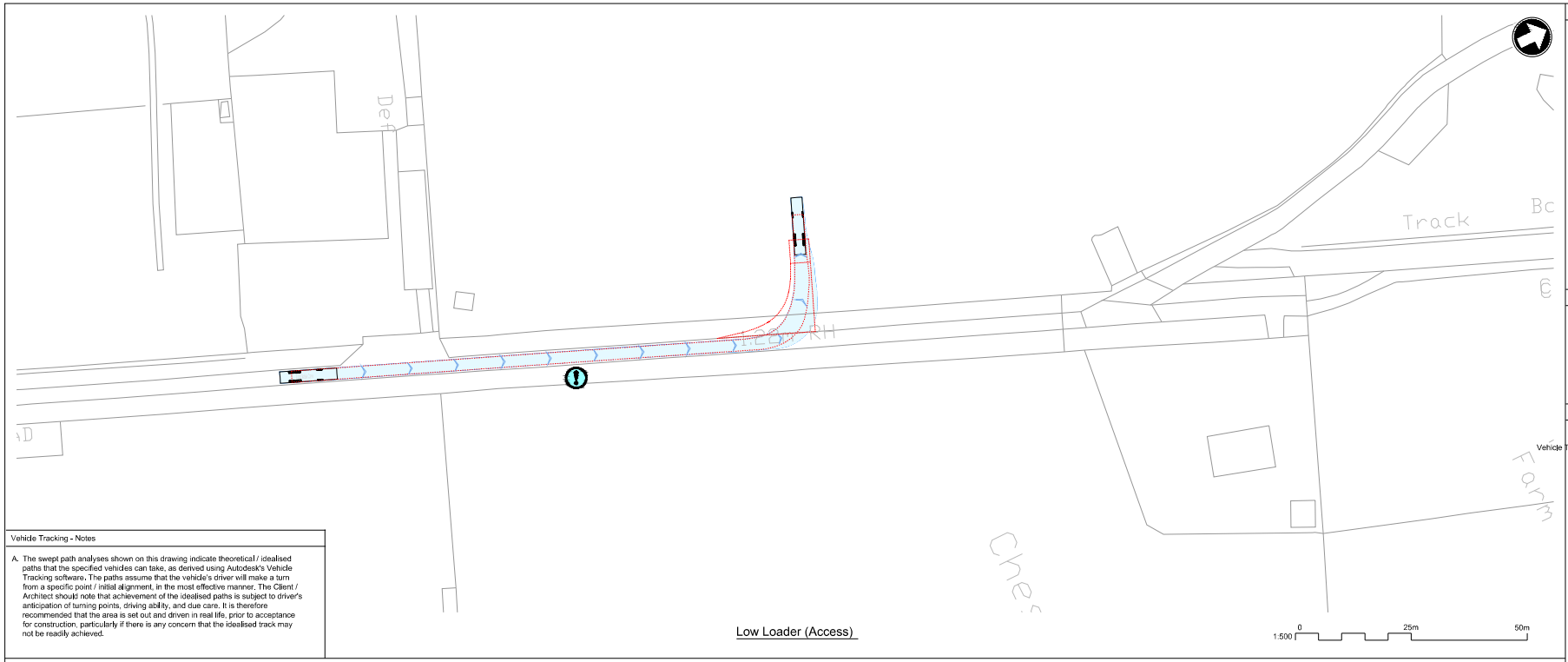

Low Loader (Access)

Vehicle Tracking - Notes

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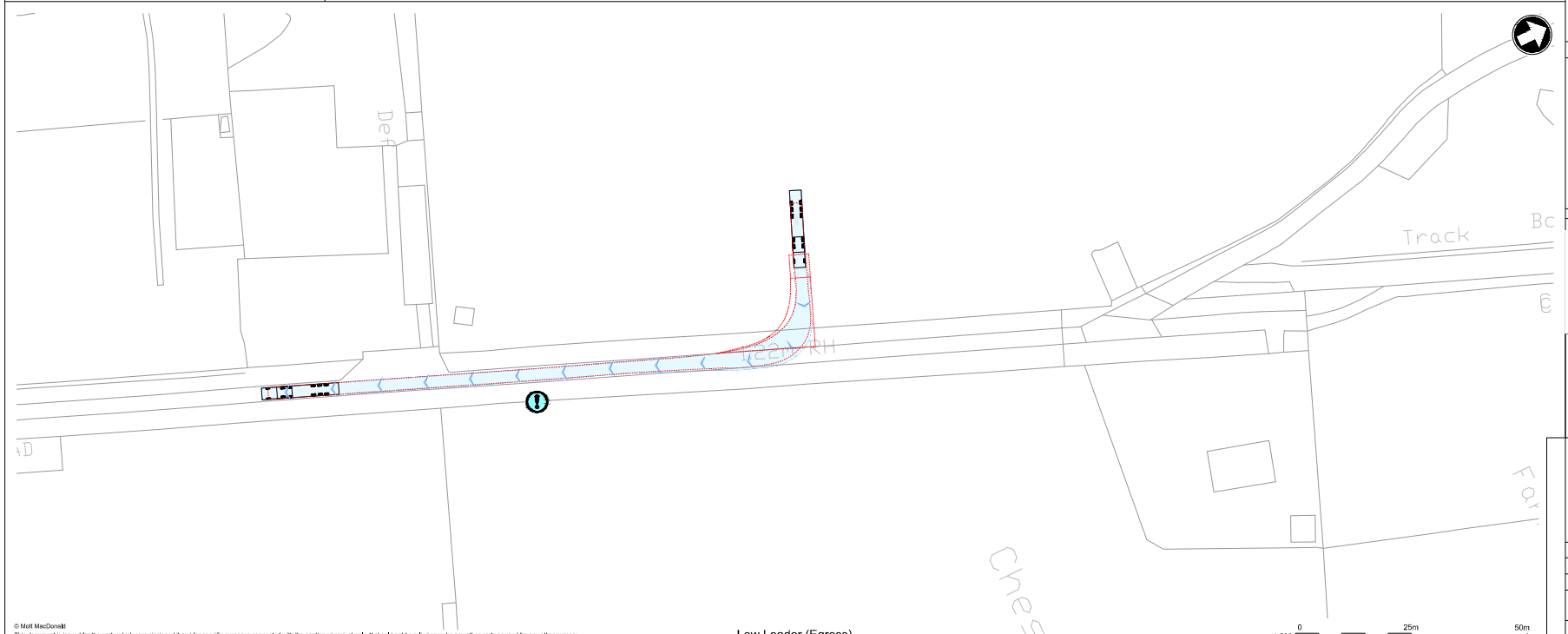

Low Loader (Egress)

Notes

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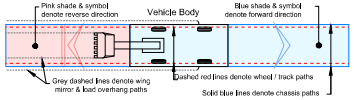
9. The design requires works to the public highway and would require further discussions with the relevant stakeholders. The design is subject to change and additional land take.
10. The drawings do not include any street lighting or other highway infrastructure which may be required as part of the overall scheme design.
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB. Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposed works in this area may be affected by the proposed Cambridge Waste Water Treatment Works Relocation project. Land take is subject to change and additional land take is to be determined during future stages of the design development of this option.
14. This drawing is to be read in conjunction with the Technical Memo.
15. DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tra

Low Loader

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

Large Mobile Crane

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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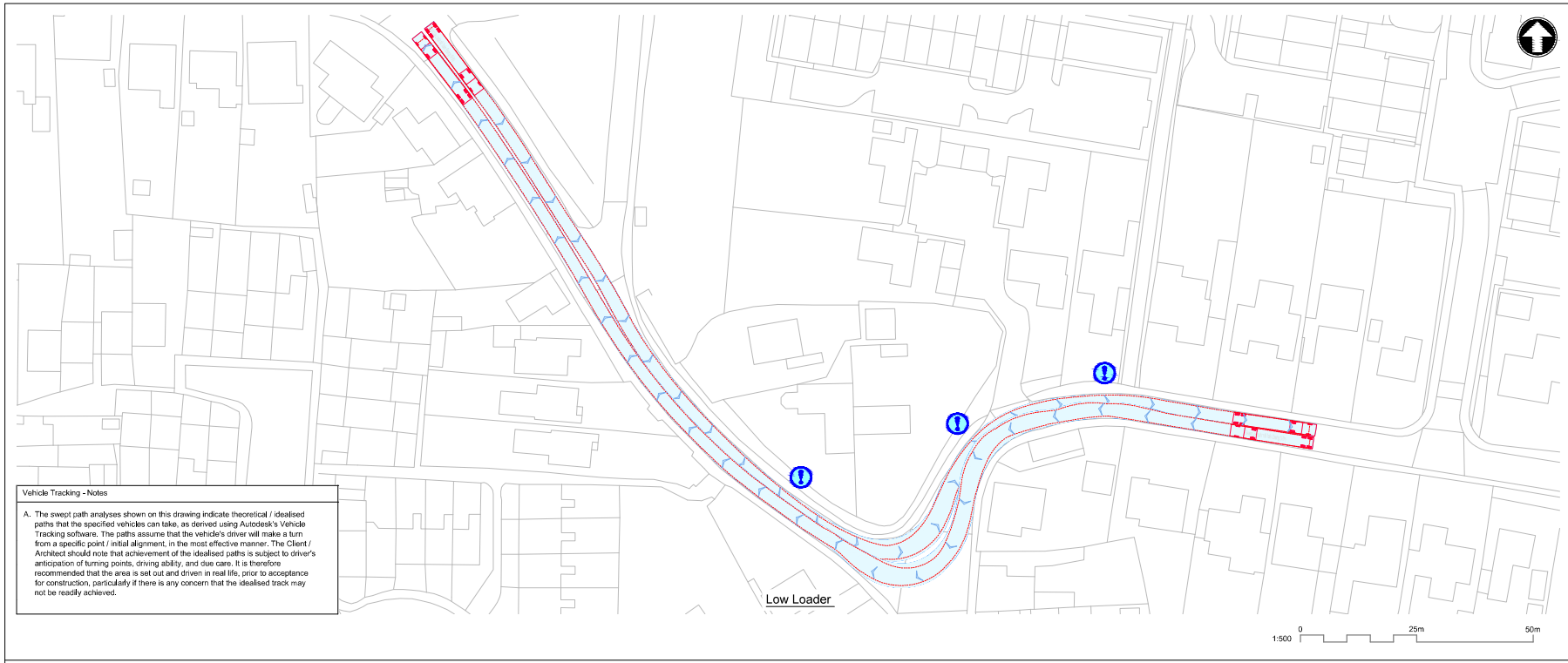

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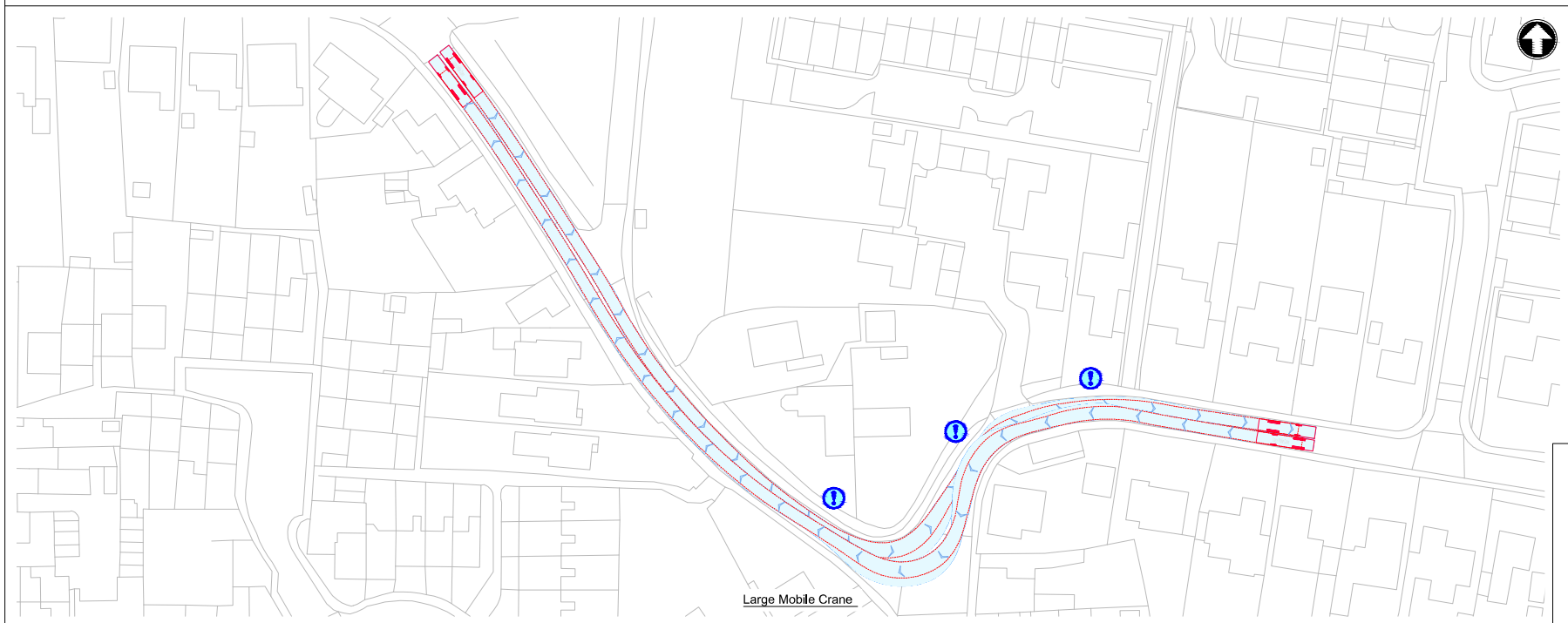

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14. This drawing should be read in conjunction with the Technical Memo, *Cambridge Waste Water Treatment Works Relocation Early assessment and sifting of proposed site access options*.
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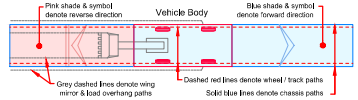
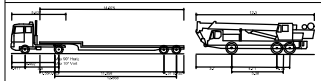
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,495m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,280m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,470m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

Drawing Number

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

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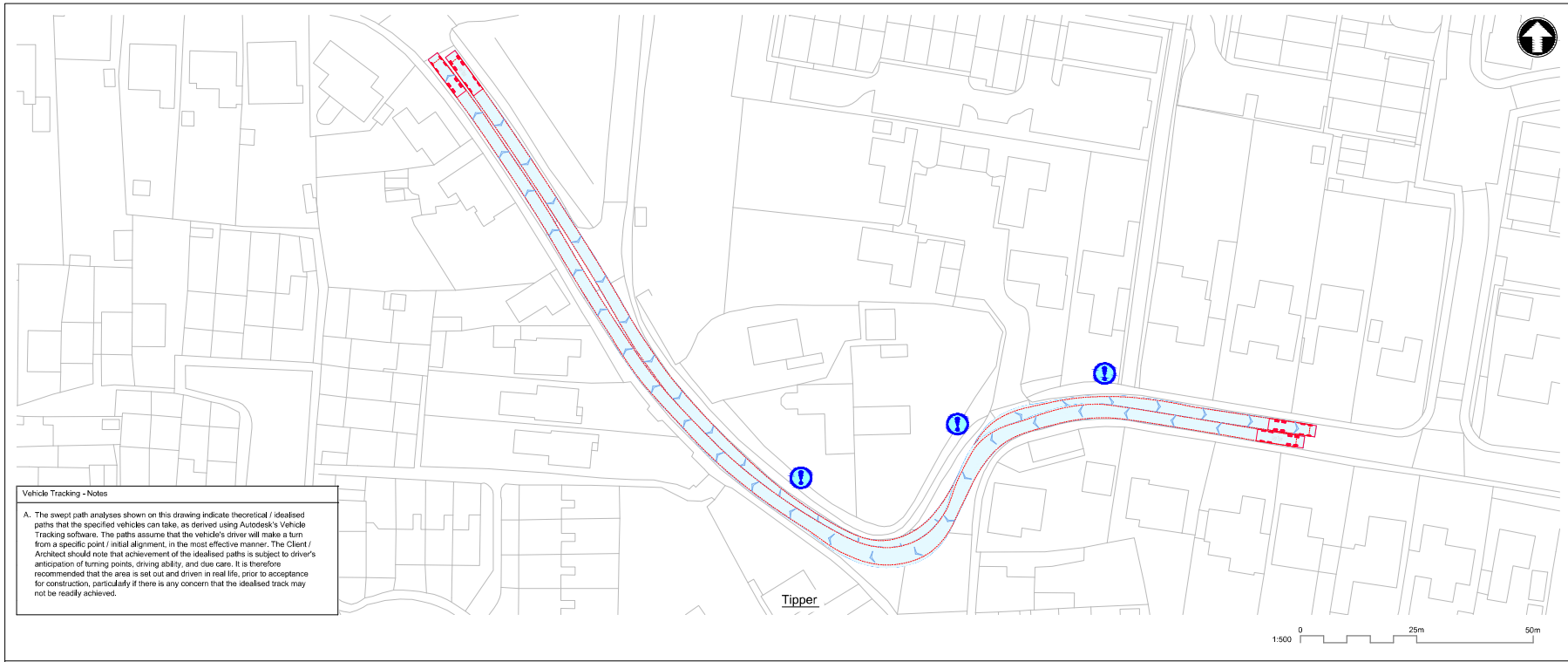

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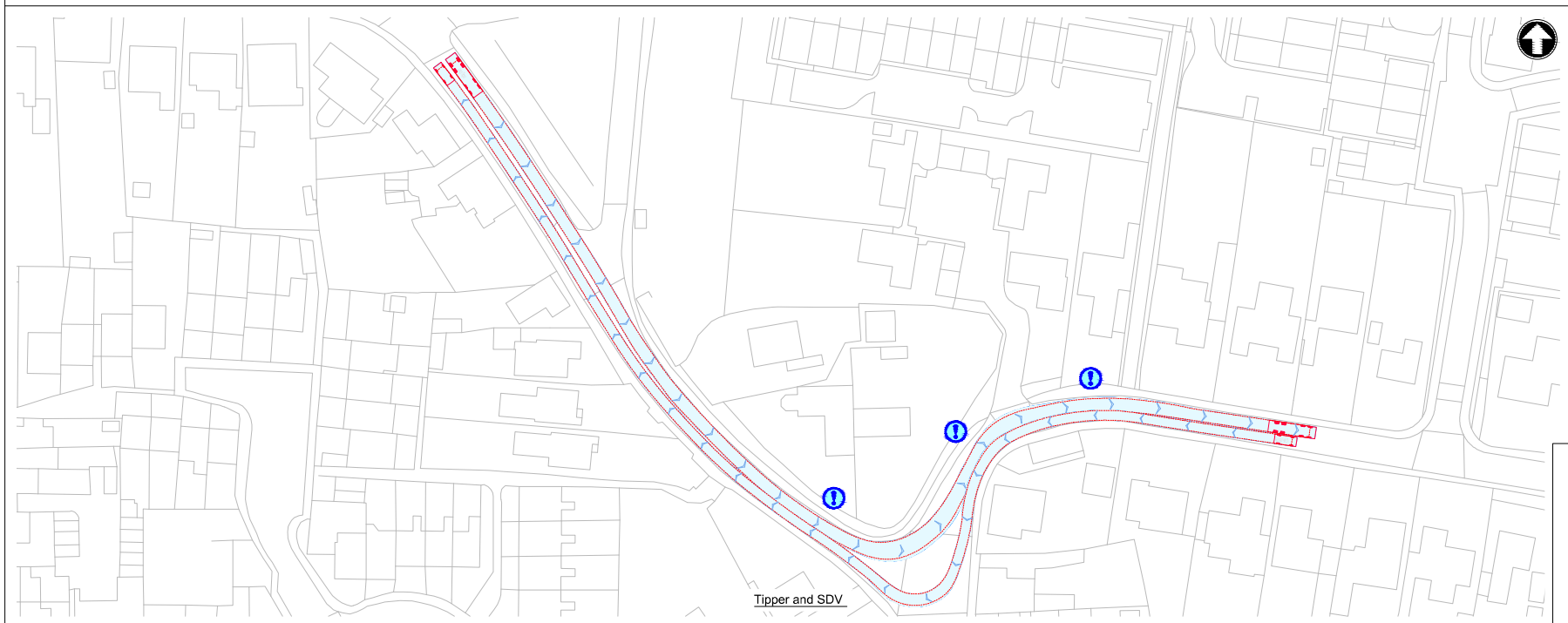

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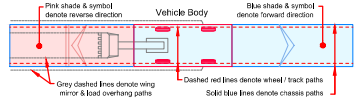
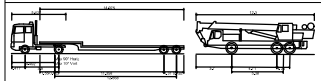
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,400m
Min Body Ground Clearance	0,430m
Max Track Width	3,230m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,430m
Track Width	2,430m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,900m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

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Track Width	2,000m
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

love every drop anglianwater

Title

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

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

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

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

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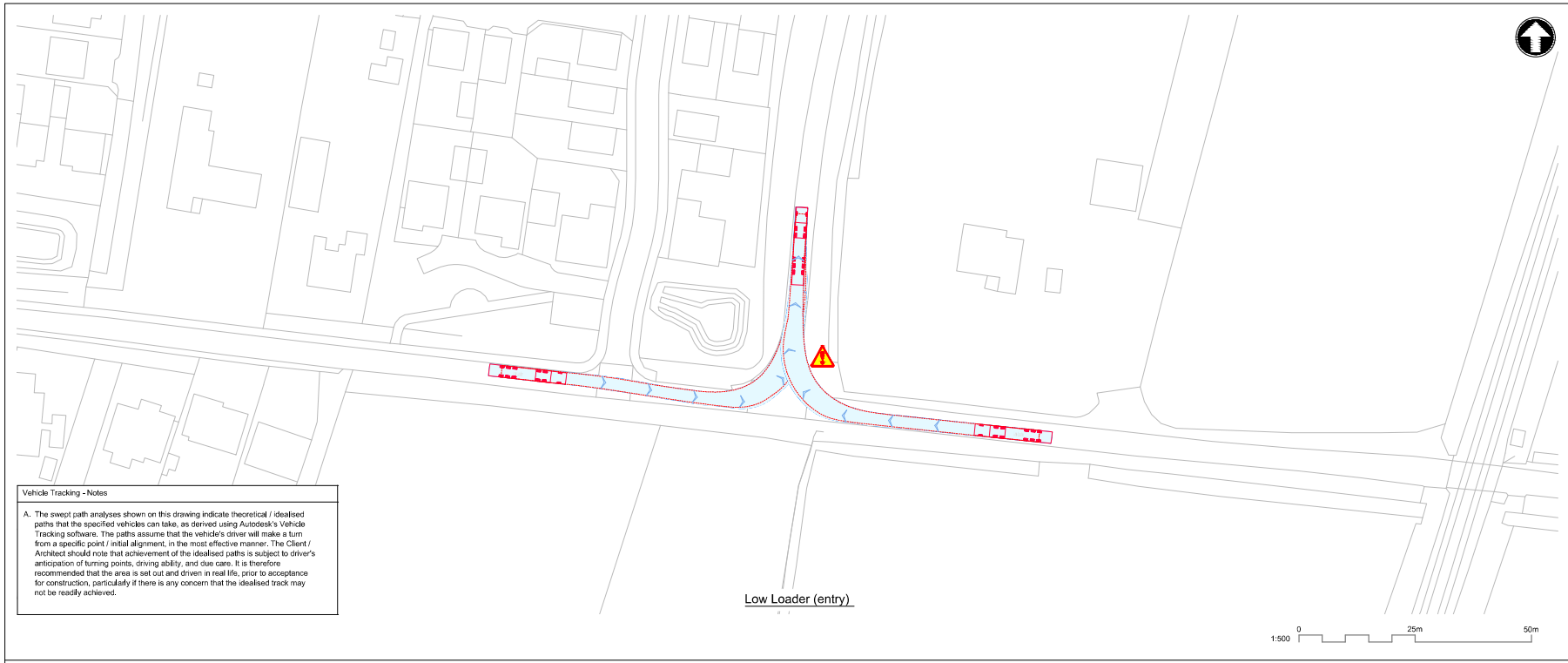

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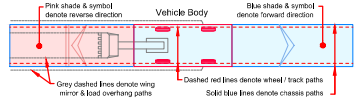
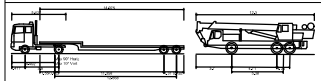
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

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
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Drawing Number

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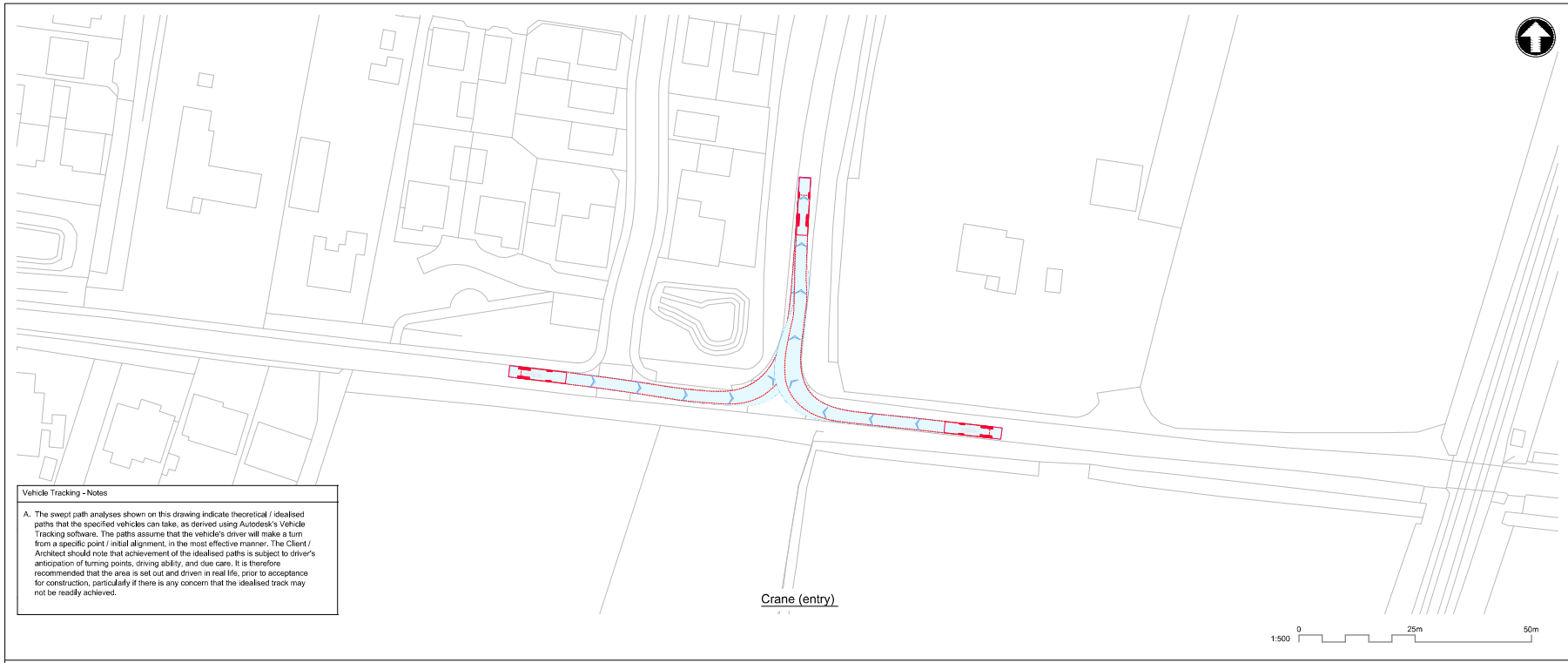

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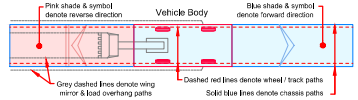
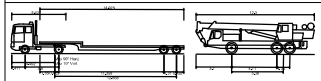
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

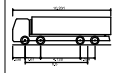


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,280m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,735m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

Drawing Number
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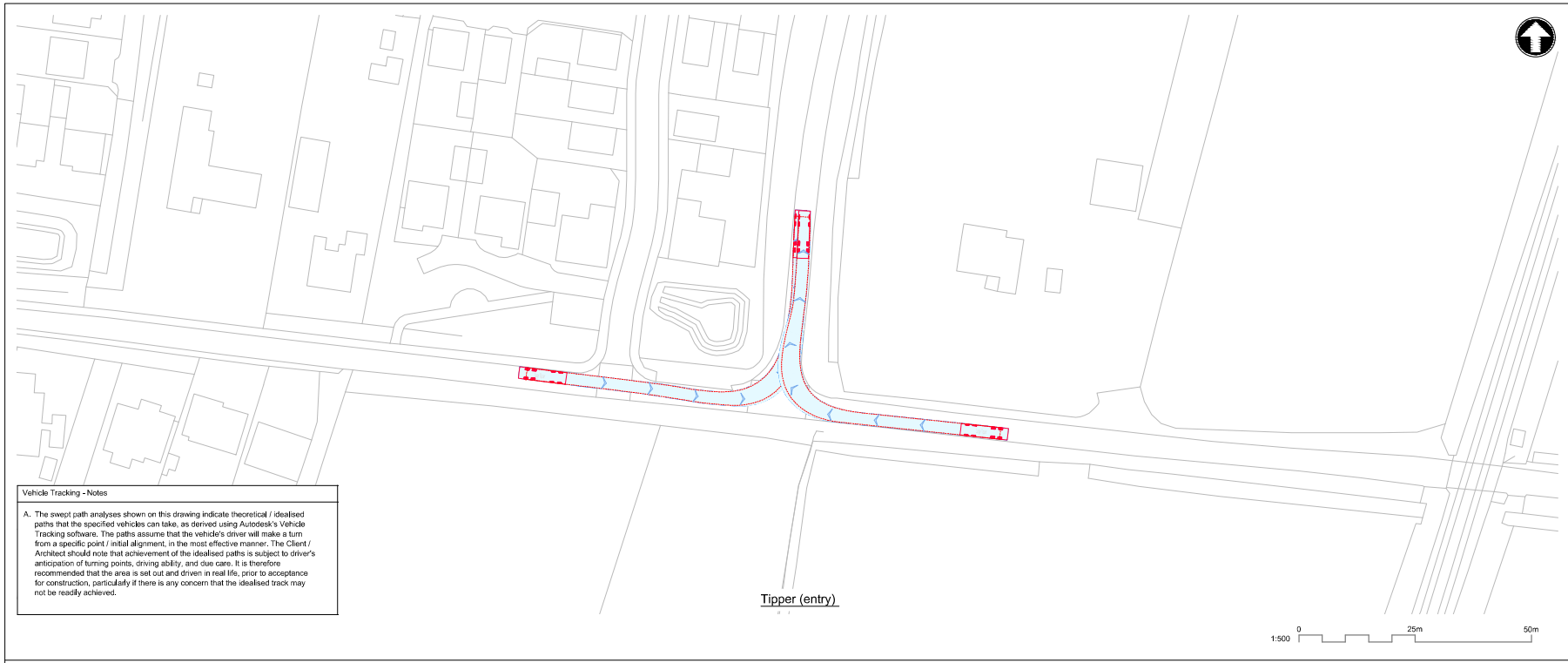

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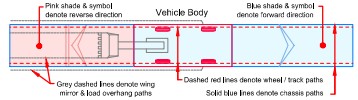
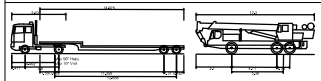


Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

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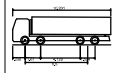
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

love every drop anglianwater

Title

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

Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
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Scale at A1	Status	Rev	Security
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Drawing Number
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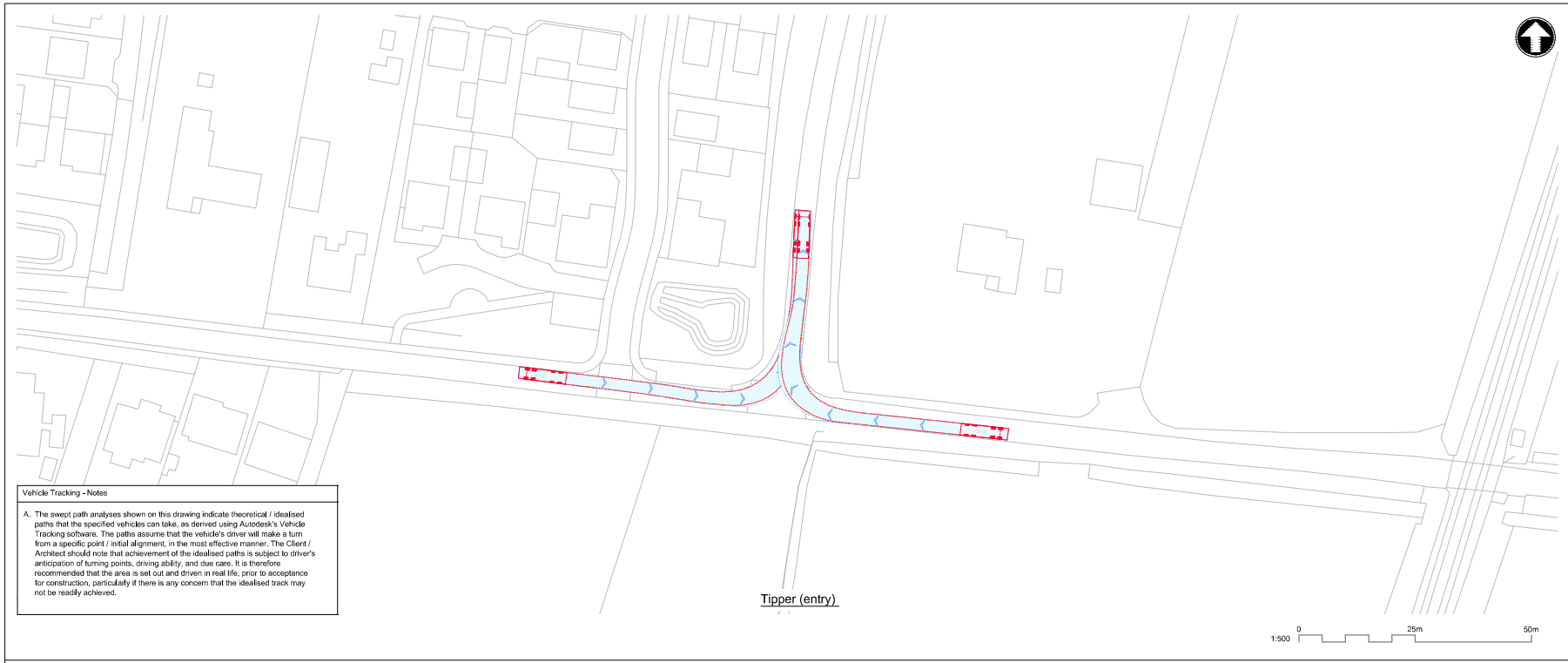

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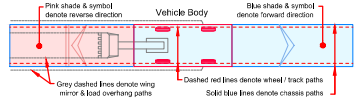
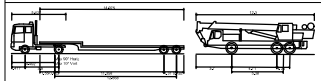
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

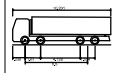


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	2,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,330m
Max Track Width	2,520m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	5,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
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Scale at A1	Status	Rev	Security
1:500	PRE	P1	STD

Drawing Number

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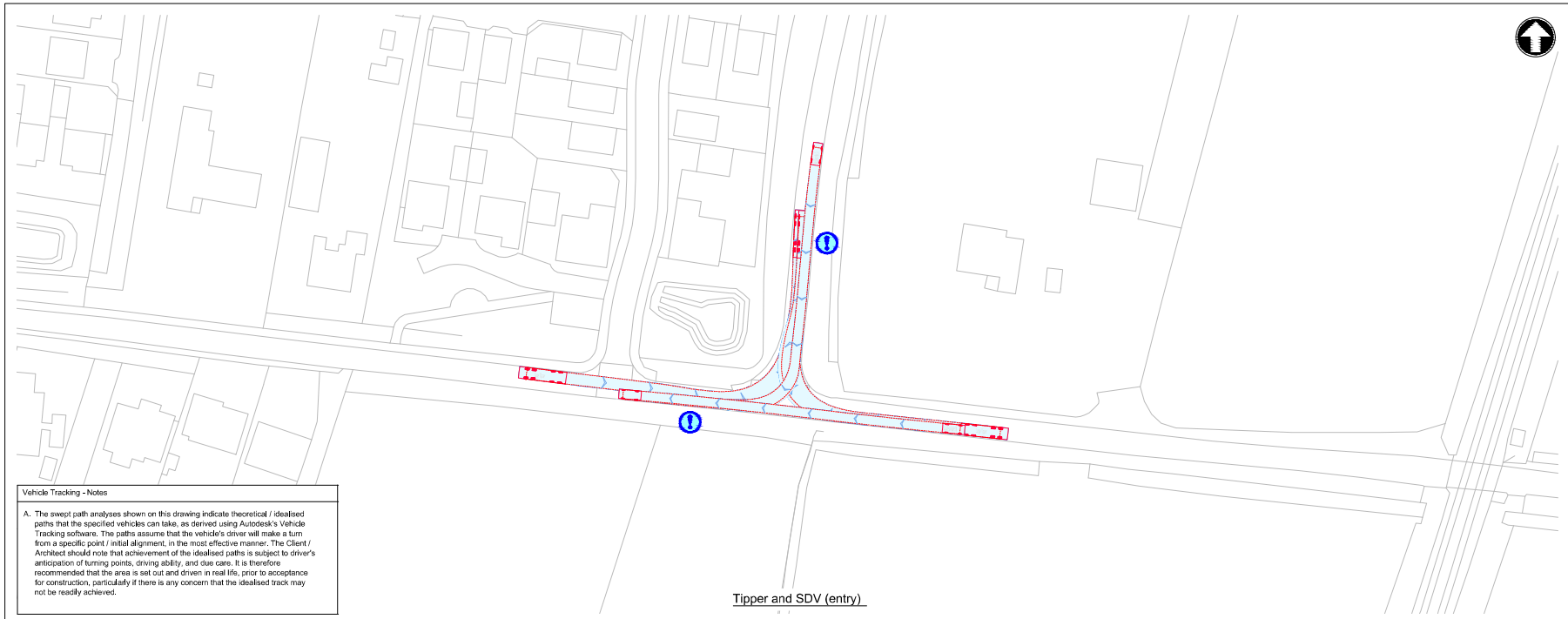

Tipper and SDV (entry)

1:500 0 25m 50m

Vehicle Tracking - Notes

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Tipper and SDV (egress)

1:500 0 25m 50m

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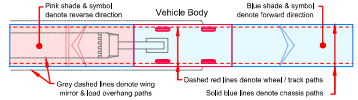

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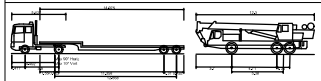

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Overall Width	3,540m
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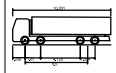
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,285m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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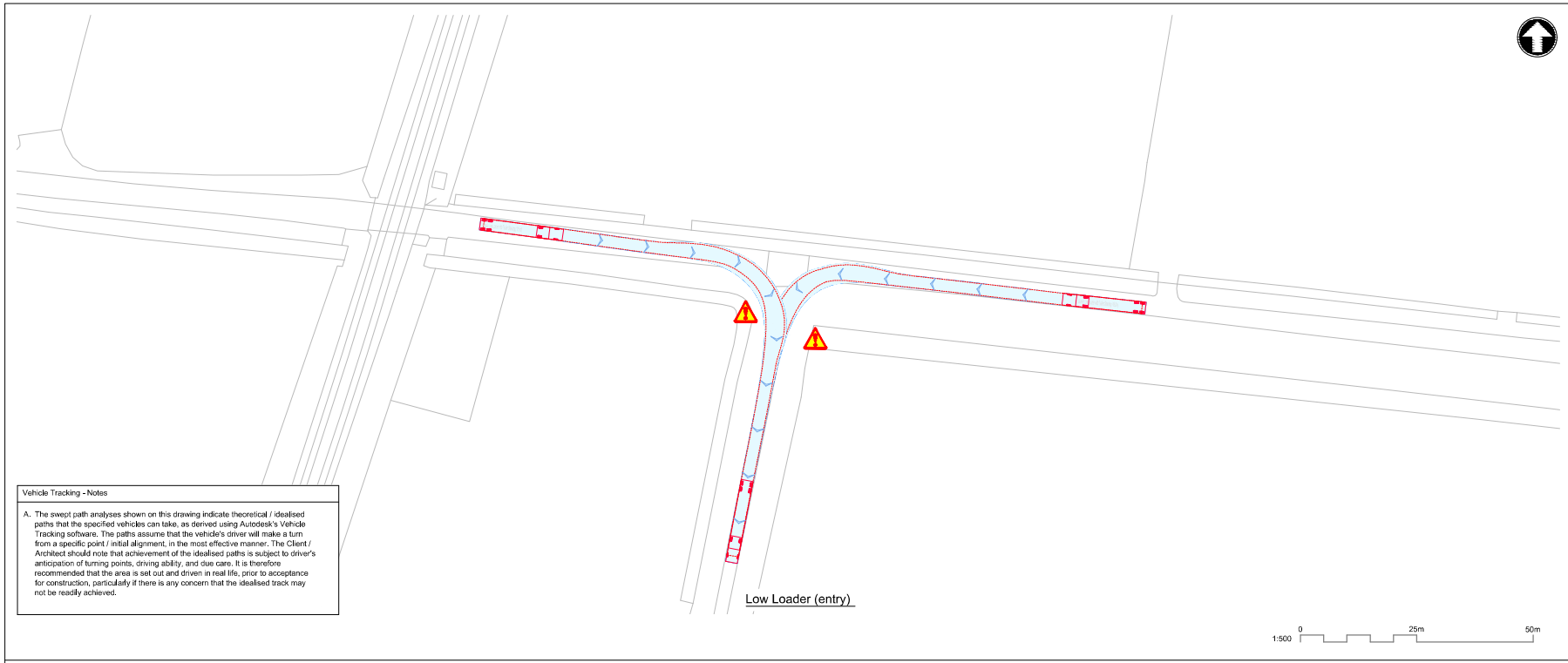

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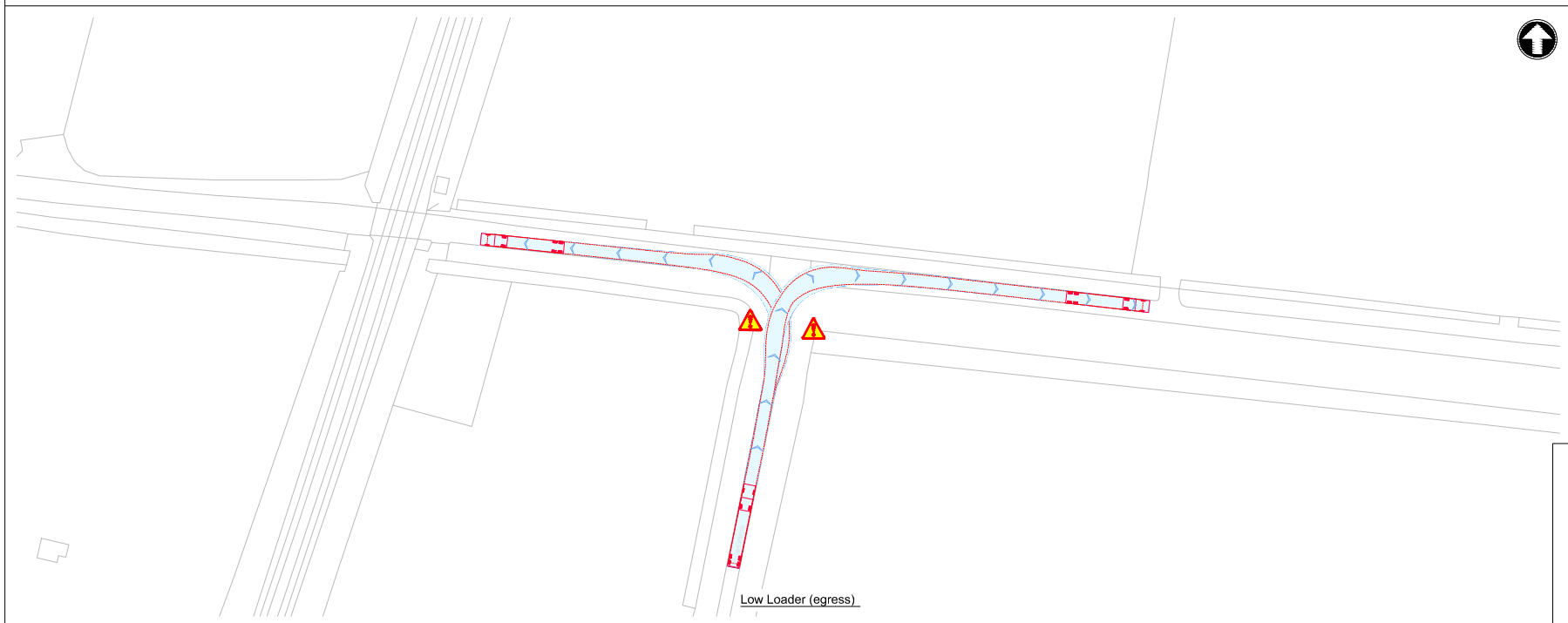

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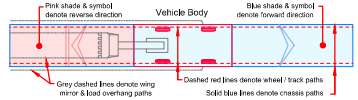

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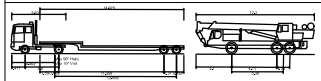

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Overall Length	17.918m
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Overall Body Height	3.405m
Min Body Ground Clearance	0.300m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

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

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.000m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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

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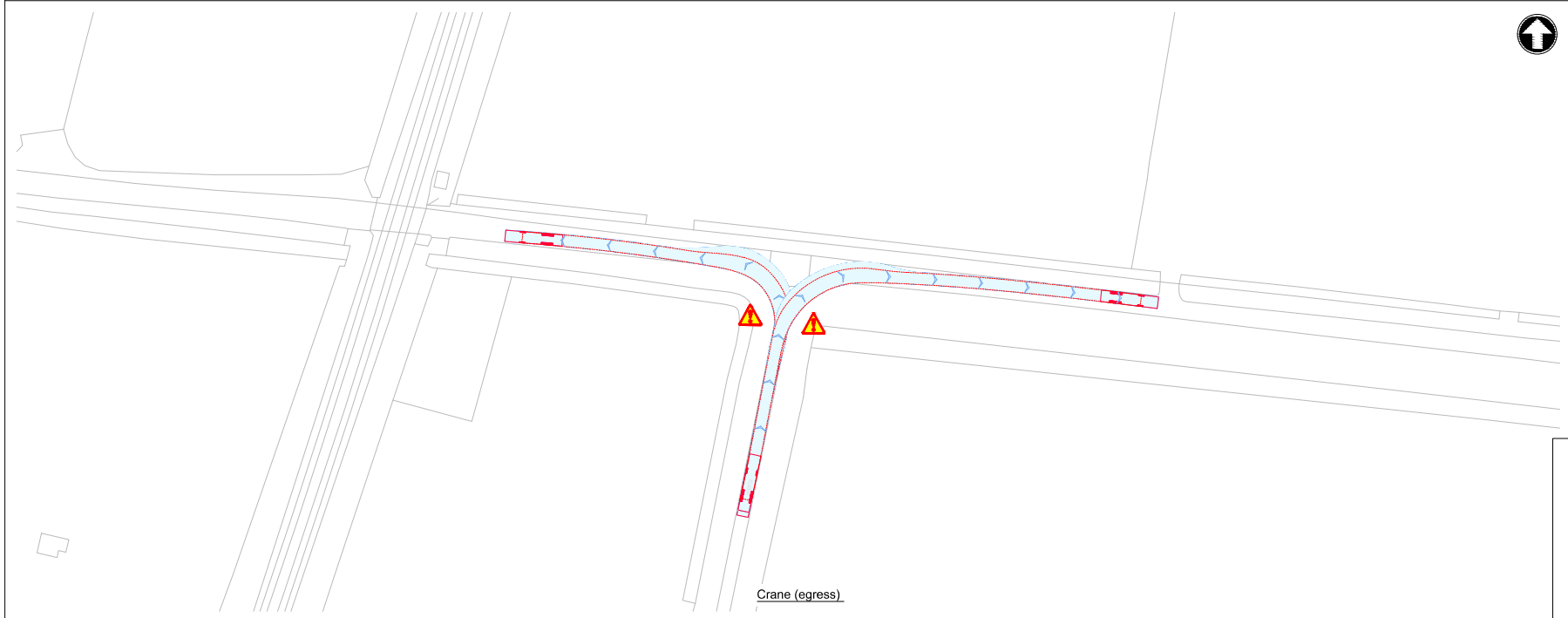

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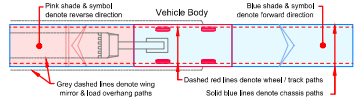
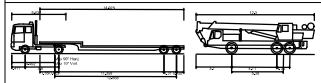
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.405m
Min Body Ground Clearance	0.330m
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Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
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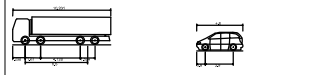
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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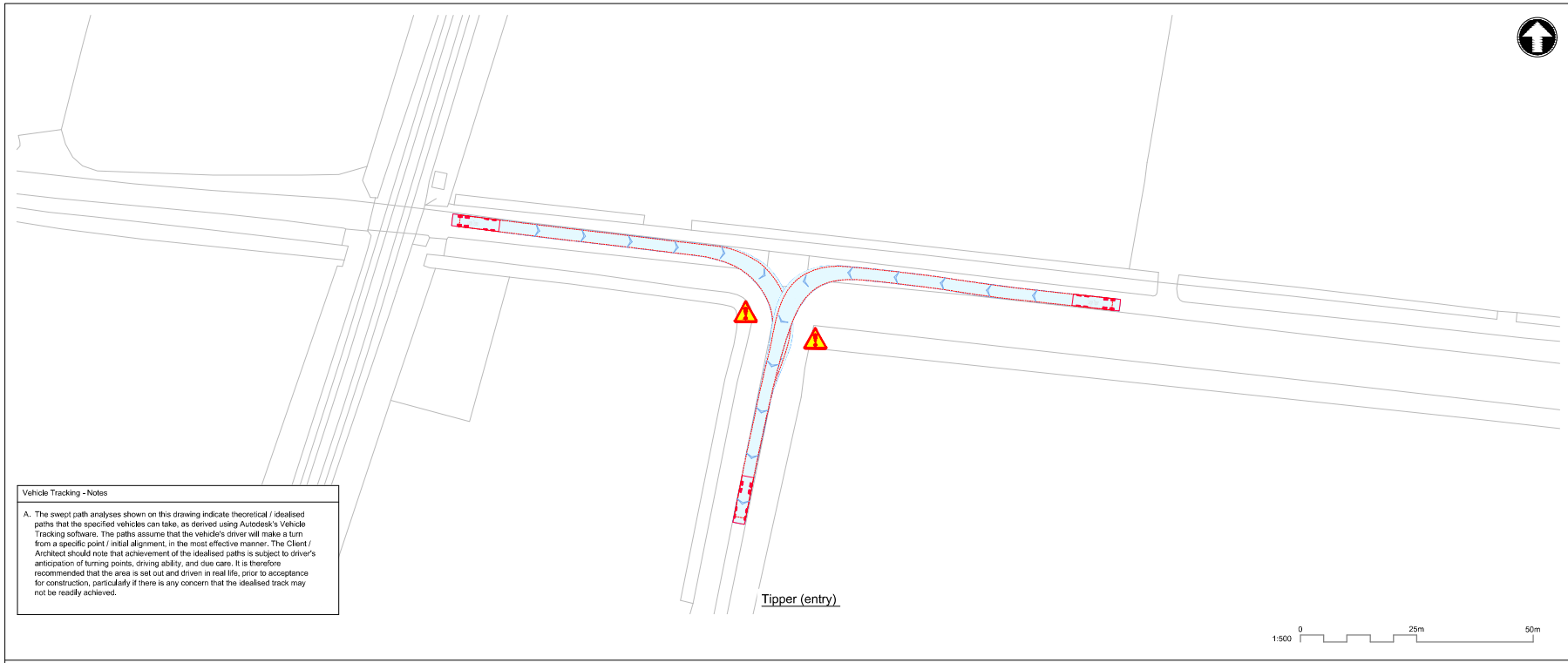

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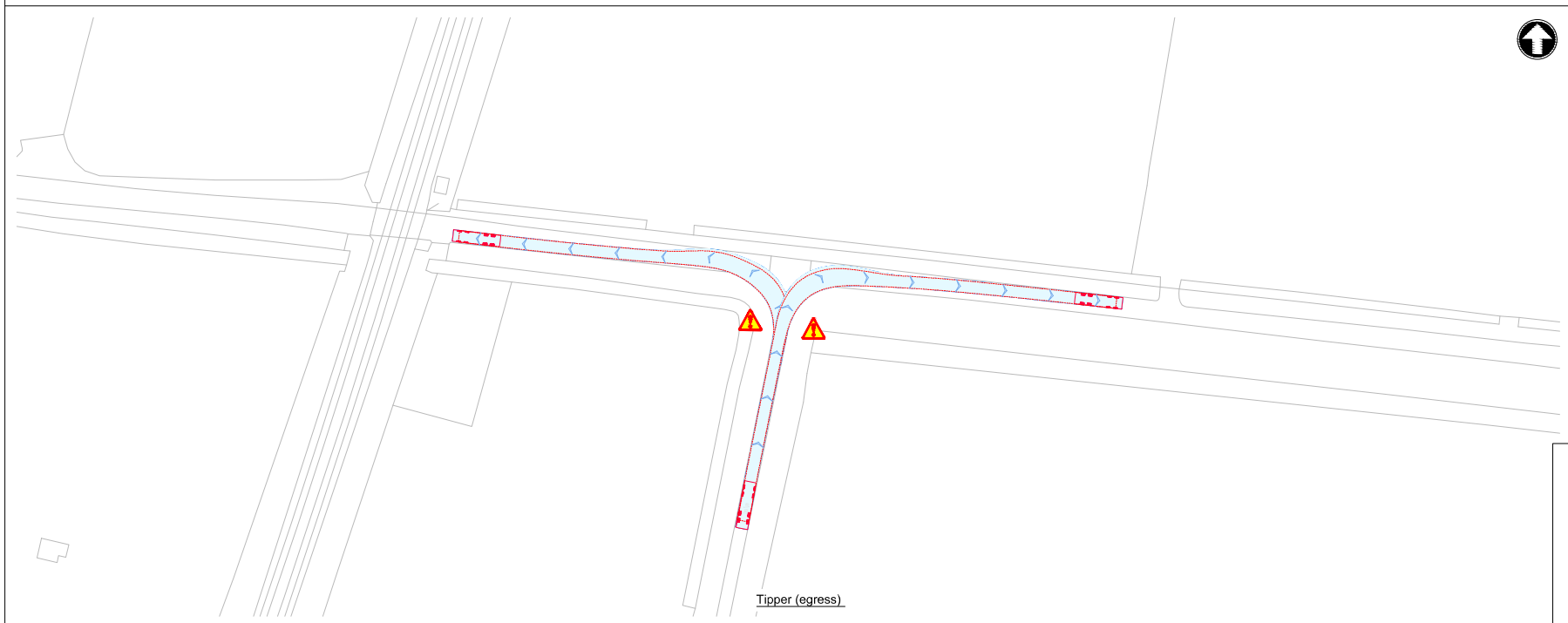

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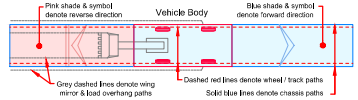
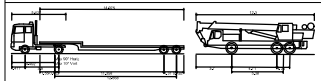
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)	
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Overall Width	3,540m
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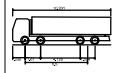
Min Body Ground Clearance	0,400m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane	
Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper	
Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)	
Overall Length	4,800m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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	-	
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Scale at A1	Status	Rev	Security
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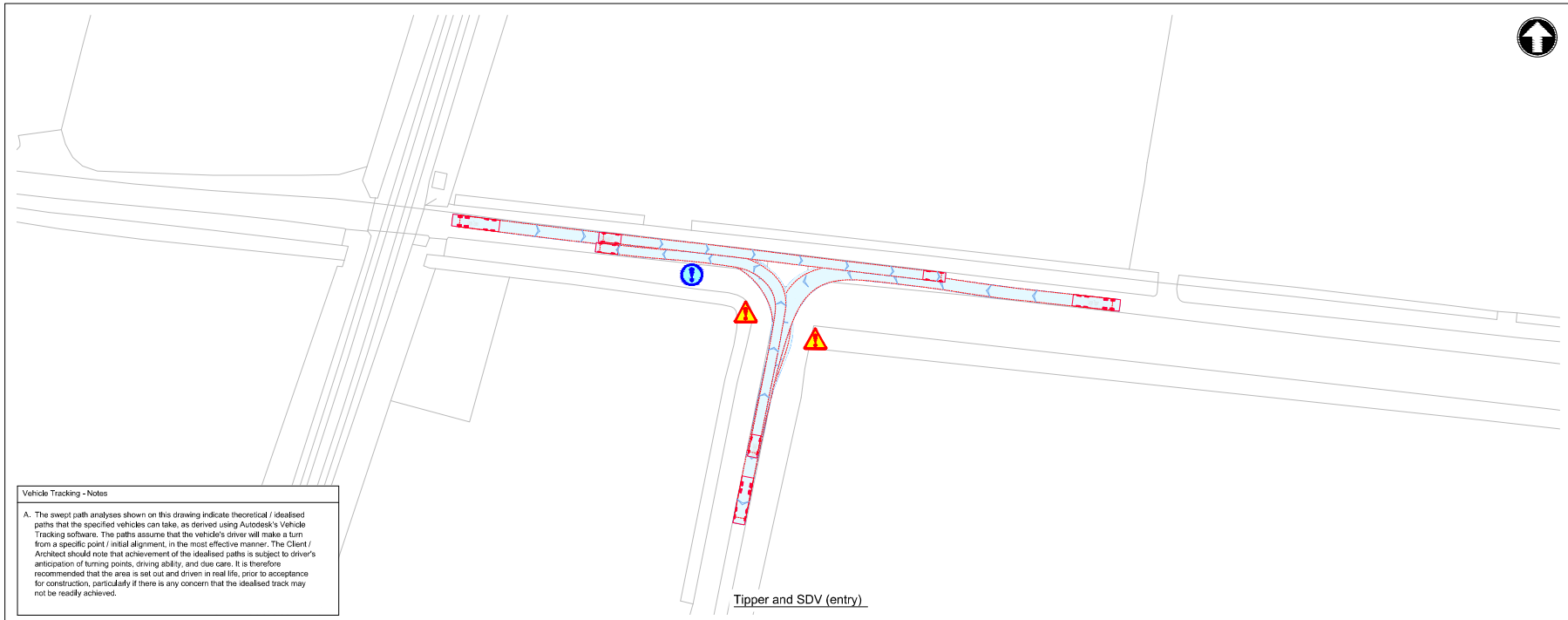

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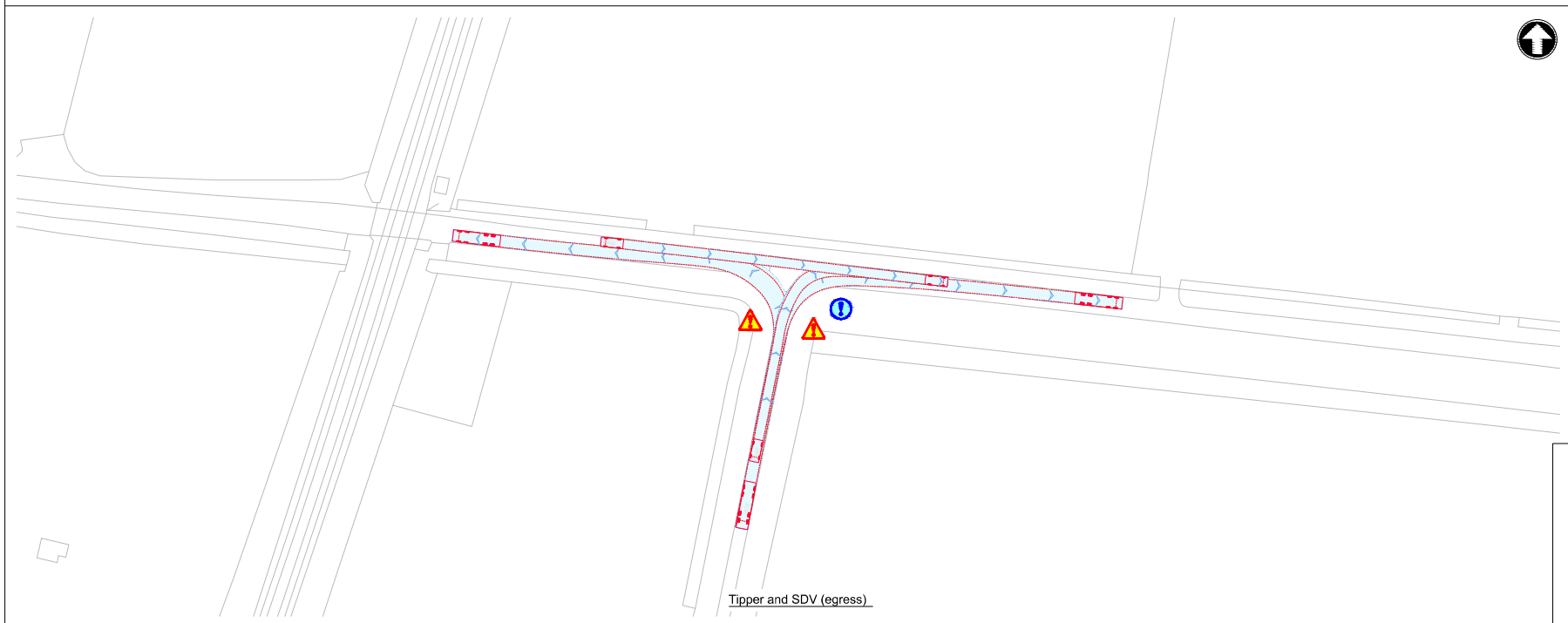

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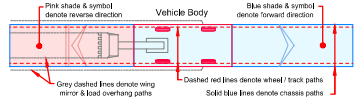
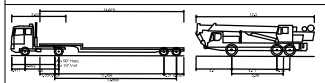


Vehicle Tracking - Vehicle Details



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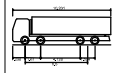

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Standard Design Vehicle (SDV)

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Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
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Vehicle Tracking - Risks & Compliance

Risks

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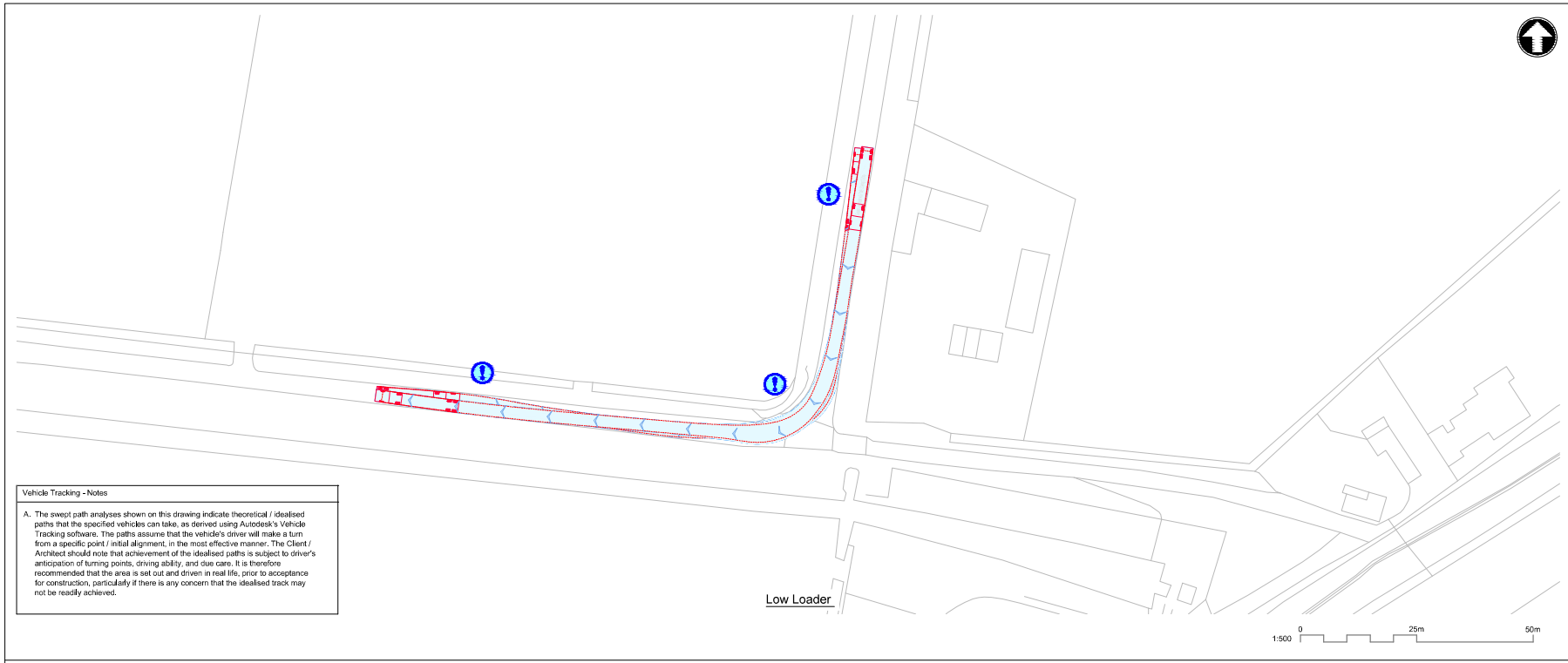

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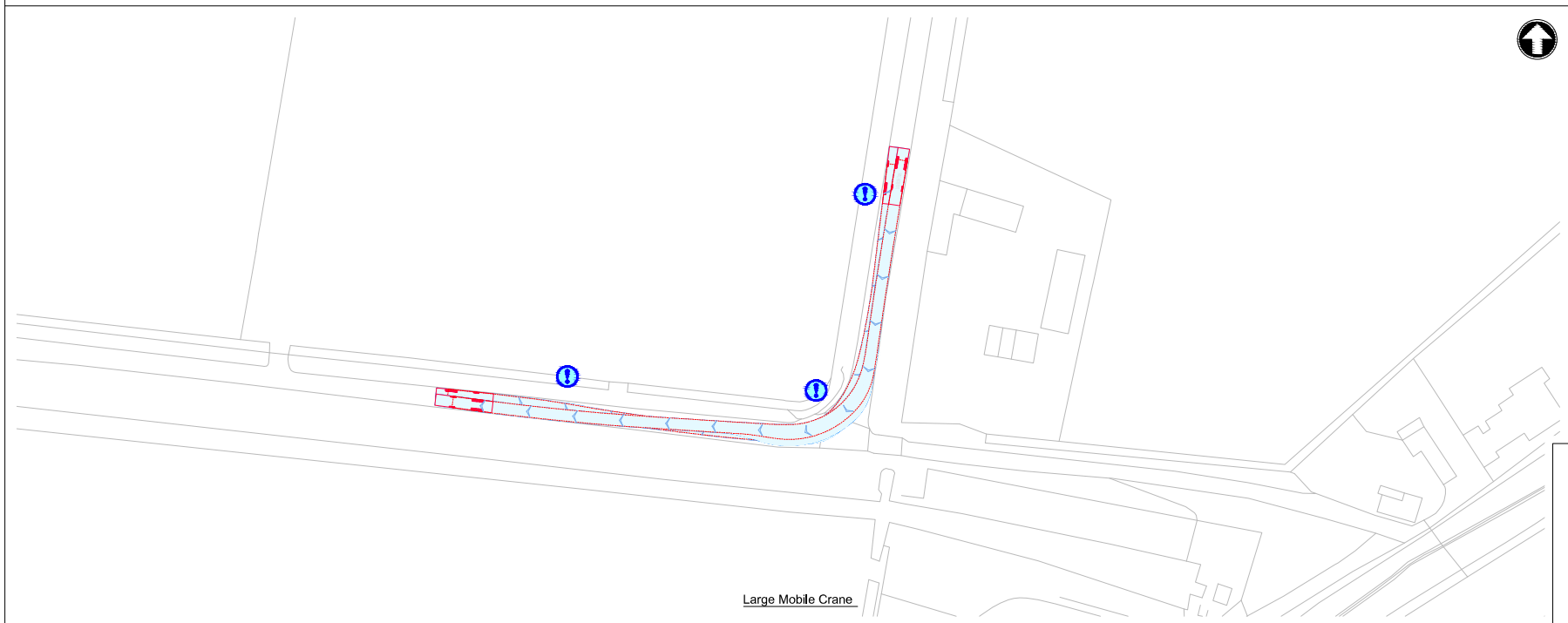

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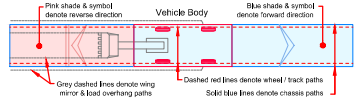

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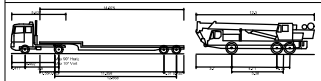

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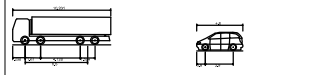

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Bannold Rd - Long Drove
Highways GA, Visibility Splay and Vehicle Tracking

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

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

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

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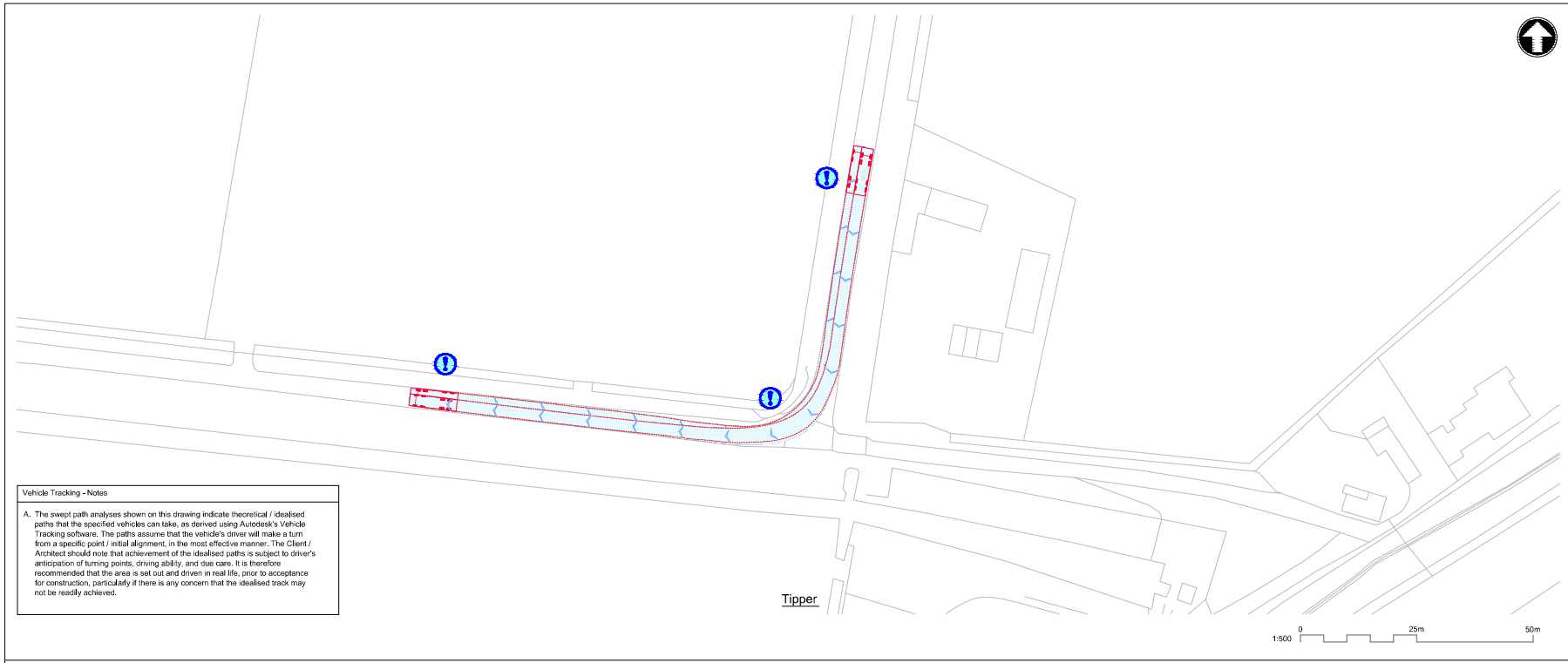

Vehicle Tracking - Notes

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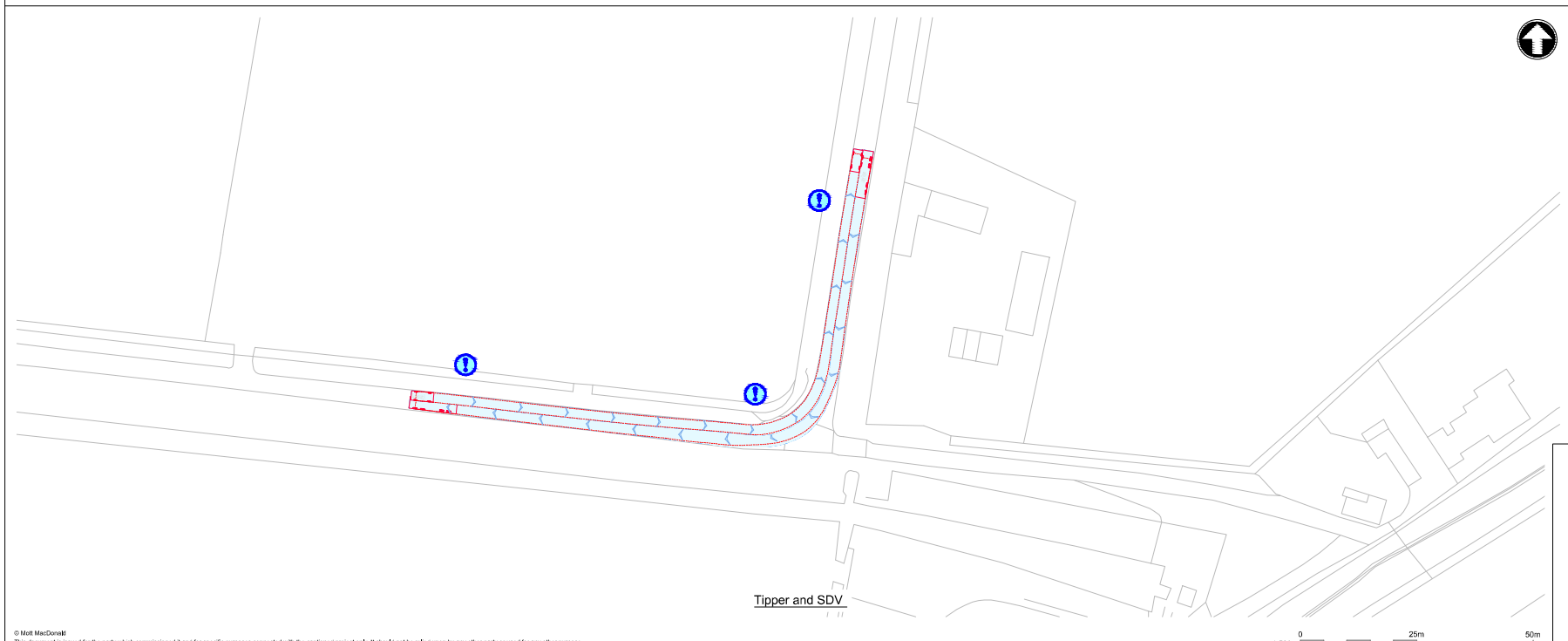

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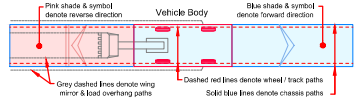
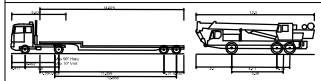
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)	
Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,300m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane	
Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper	
Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,405m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)	
Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

Scale at A1	Status	Rev	Security
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Drawing Number
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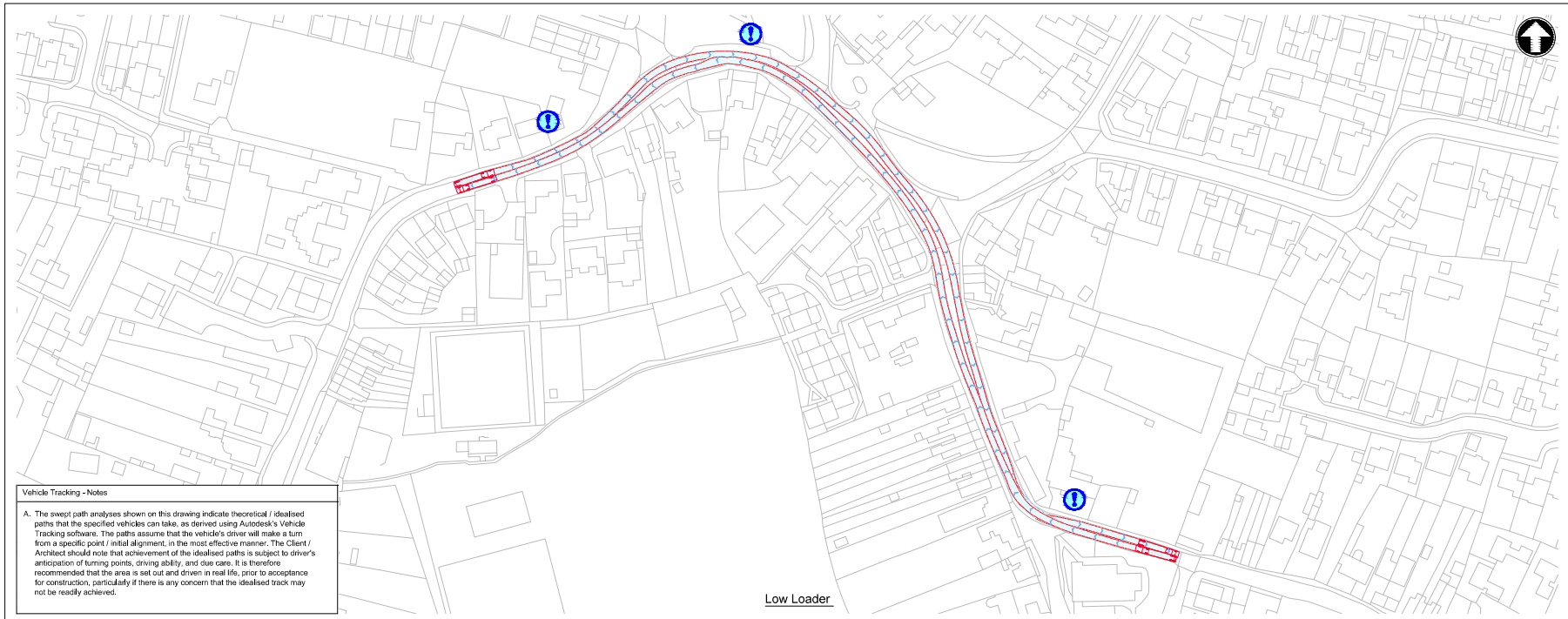
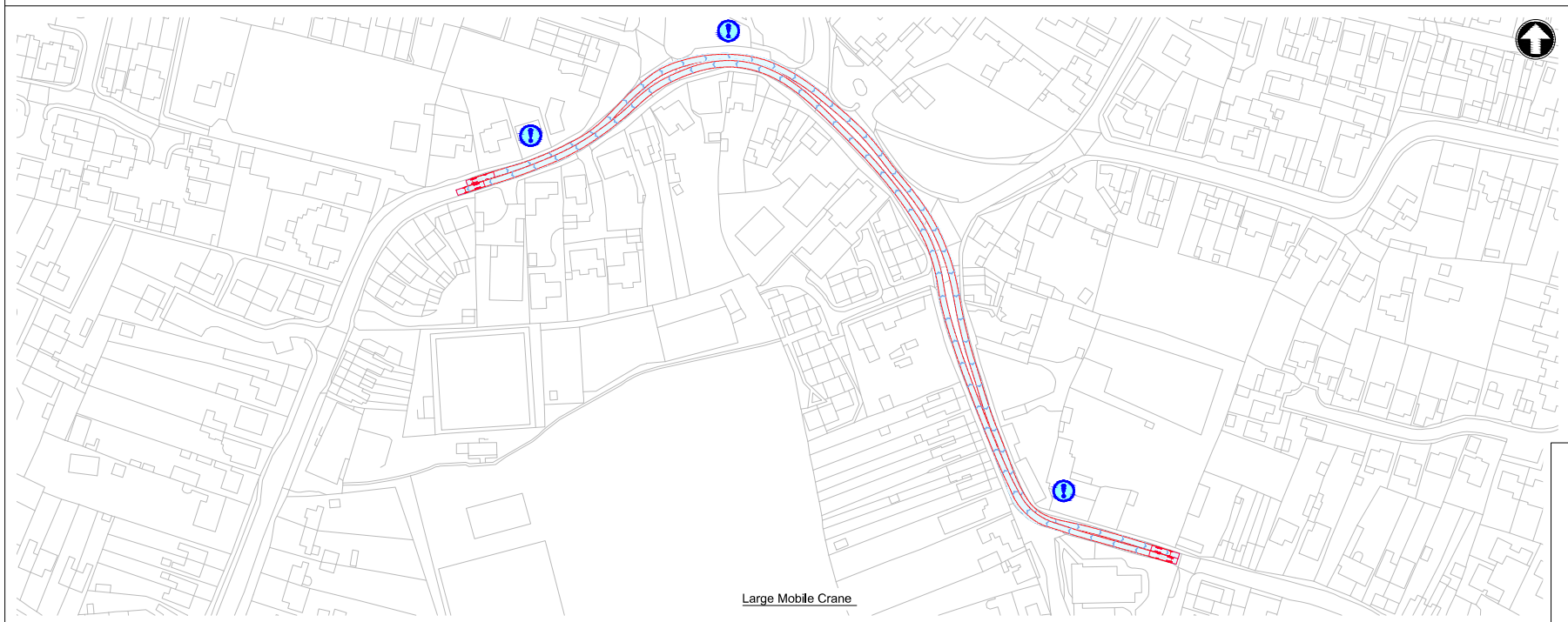


Low Loader

1:500 0 25m 50m



Large Mobile Crane

1:500 0 25m 50m

Vehicle Tracking - Notes

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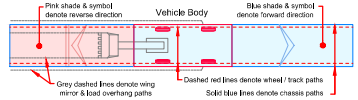
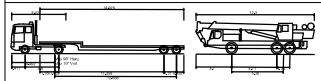
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

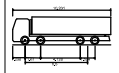


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	2,540m
Overall Body Height	3,418m
Min Body Ground Clearance	0,320m
Max Track Width	2,500m
Lock to lock time	8,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,280m
Min Body Ground Clearance	0,430m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,900m
Min Body Ground Clearance	0,341m
Track Width	2,471m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,800m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

Drawing Number

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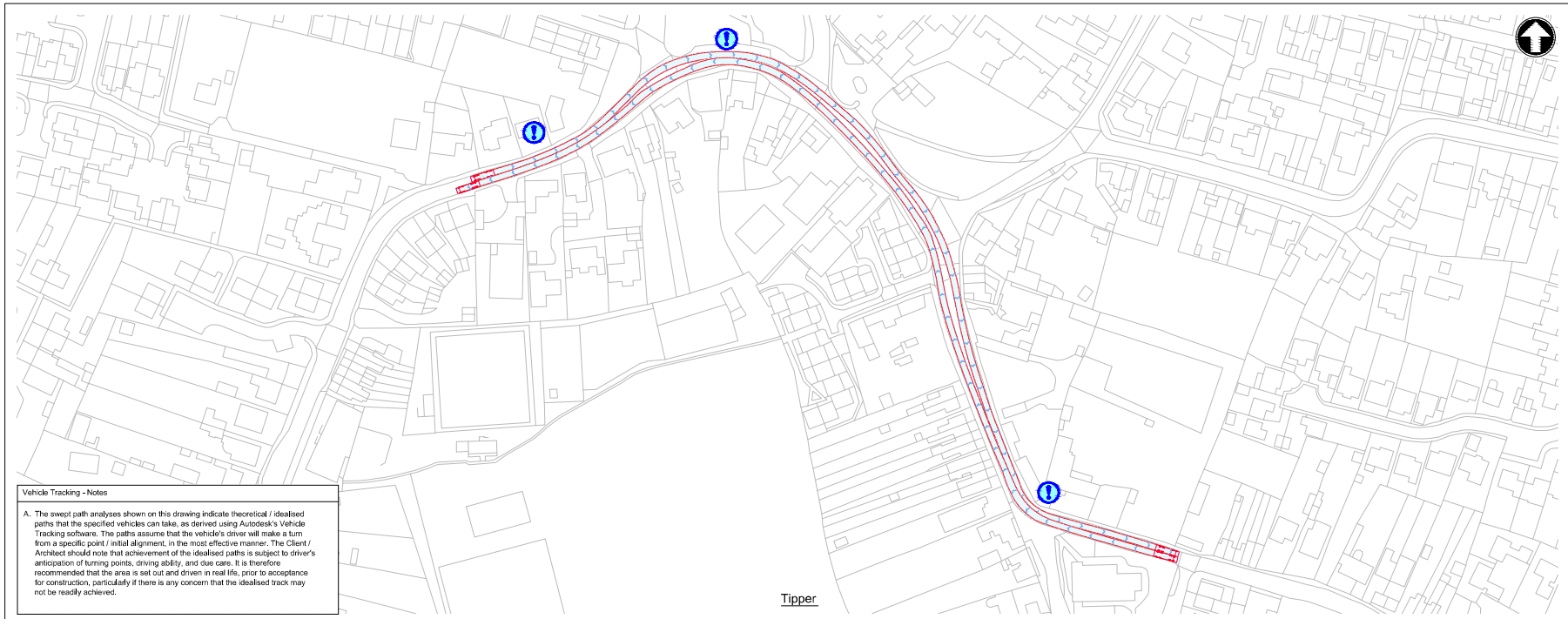

Tipper

1:500 0 25m 50m

Tipper and SDV

1:500 0 25m 50m

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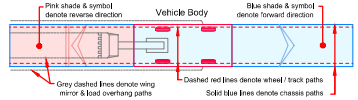
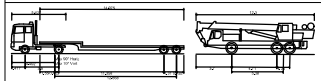


Vehicle Tracking - Vehicle Details

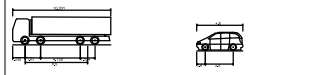


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,300m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

Title

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

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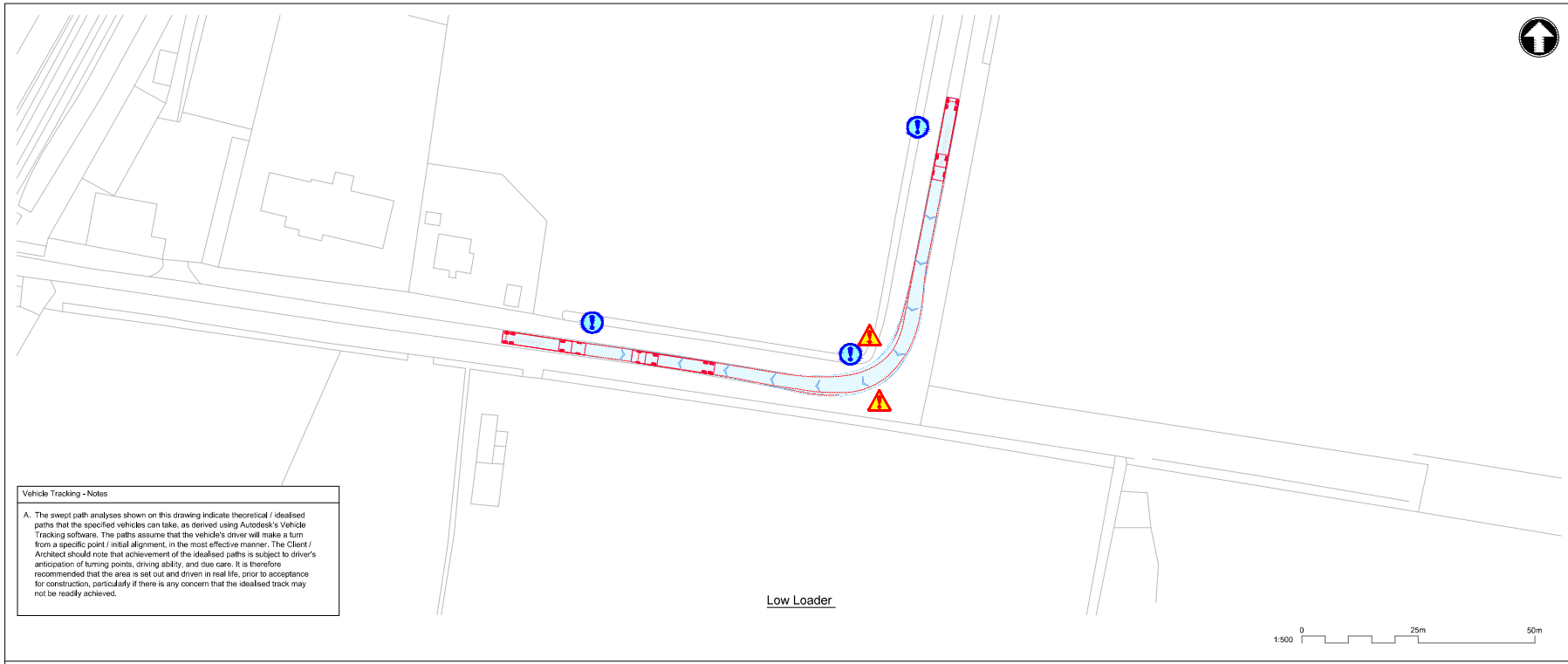

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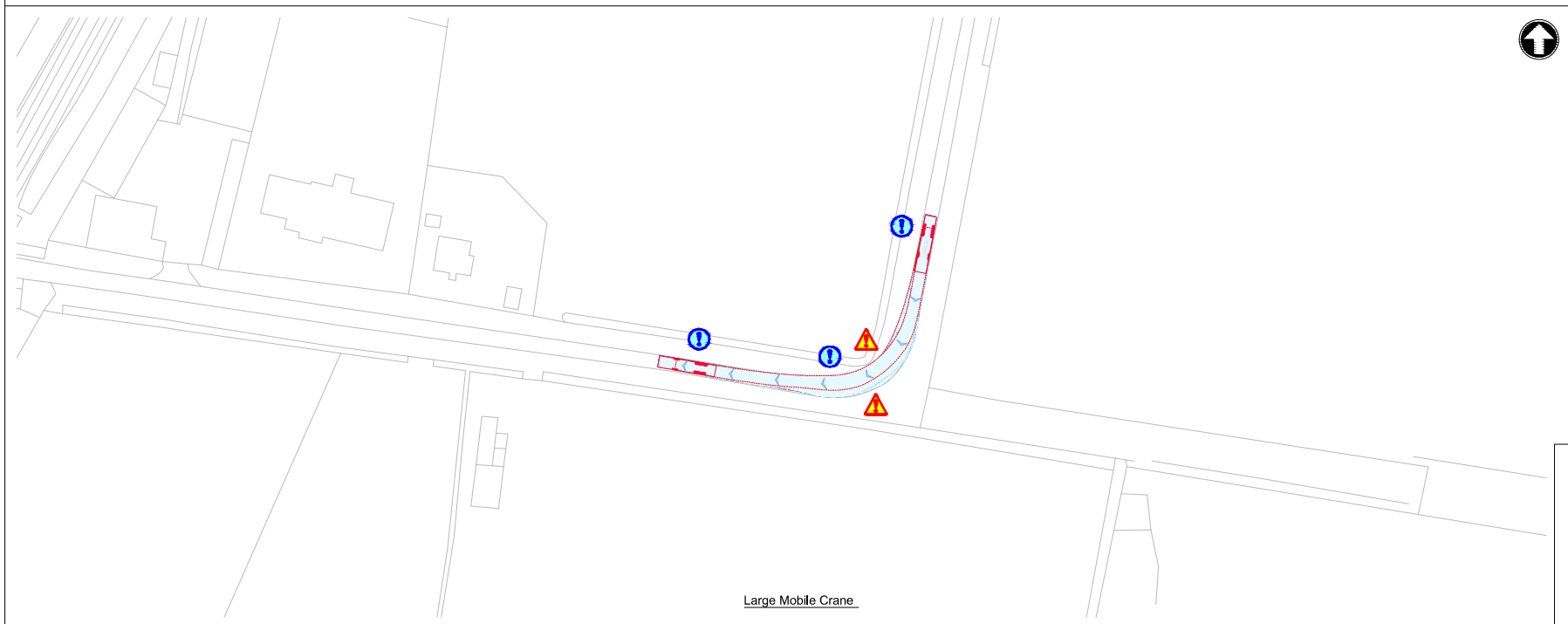

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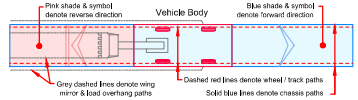
Vehicle Tracking - Key to Symbols



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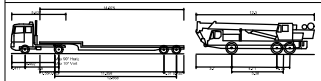

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Overall Length	17.918m
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Overall Body Height	3.405m
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Kerb to Kerb Turning Radius	6.350m

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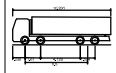

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Track Width	2.000m
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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
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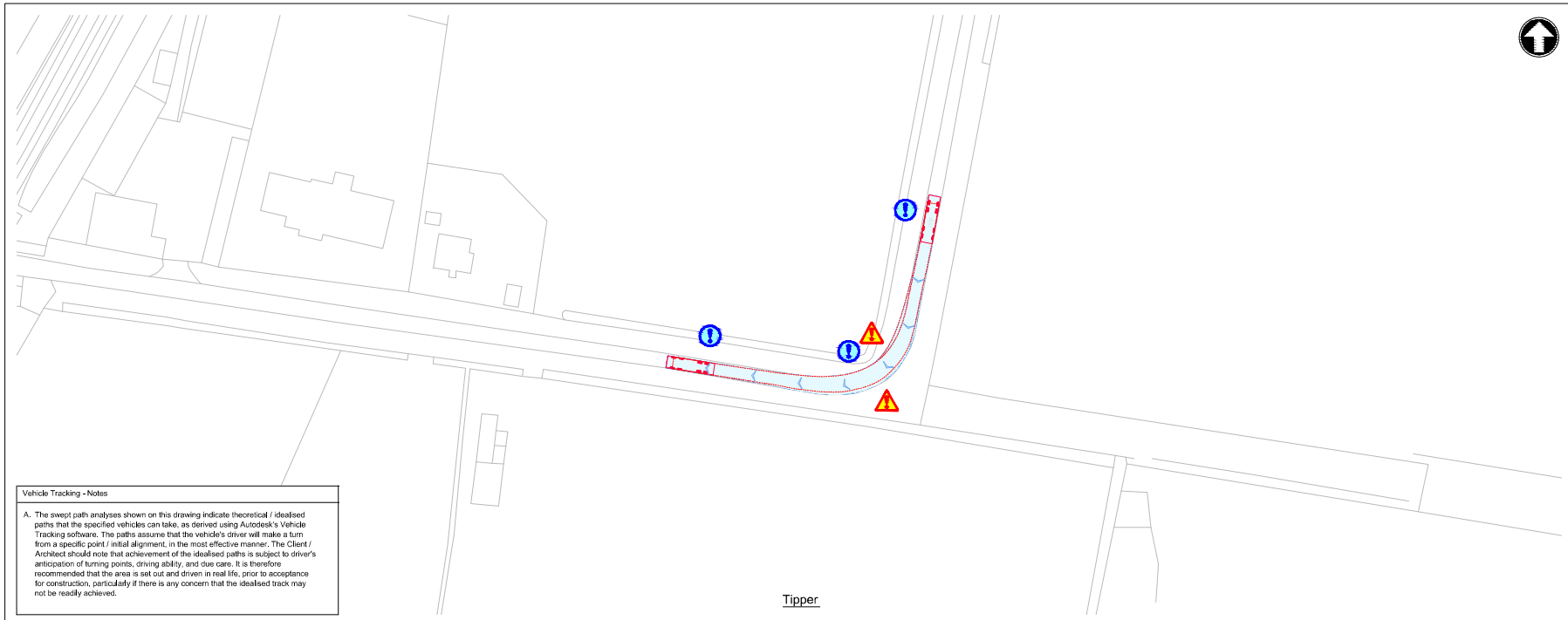

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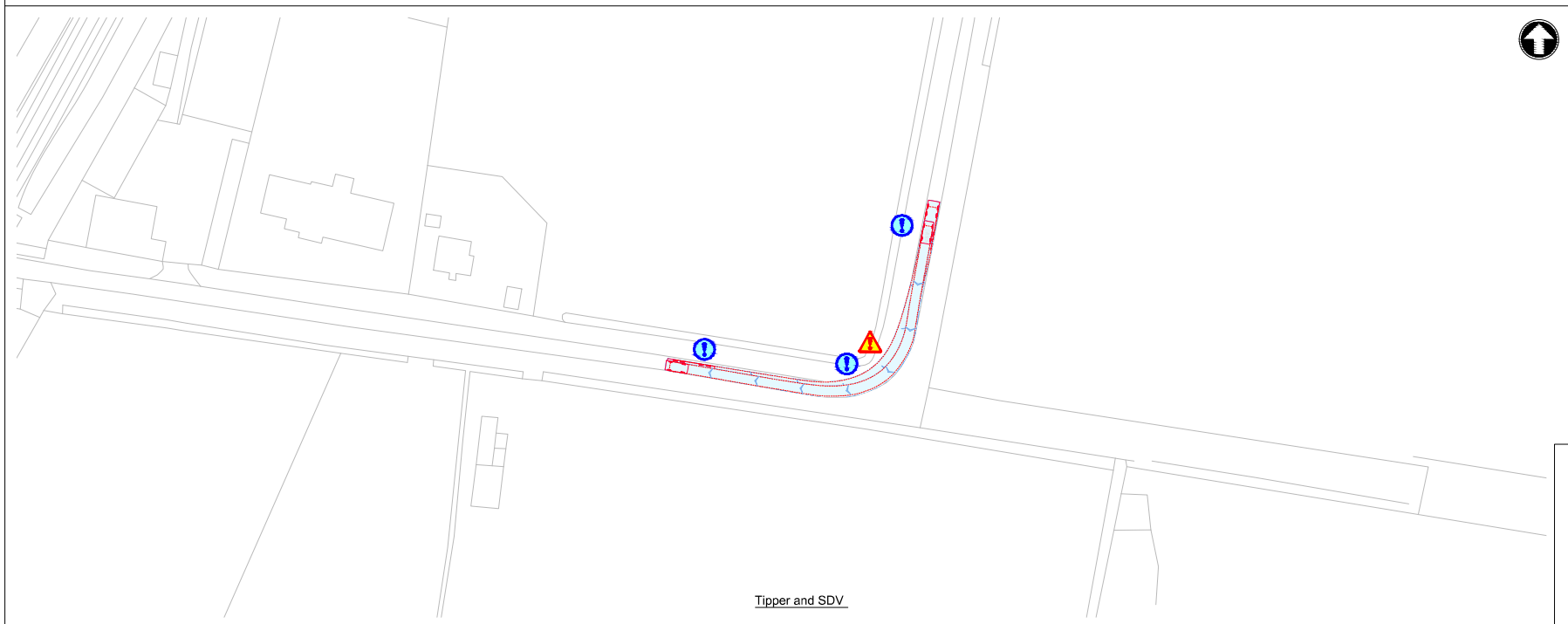

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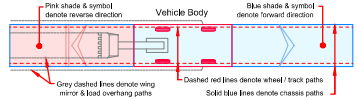
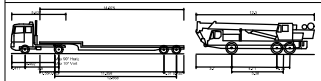
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

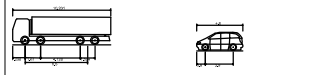


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.405m
Min Body Ground Clearance	0.330m
Max Track Width	3.230m
Lock to lock time	8.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.735m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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

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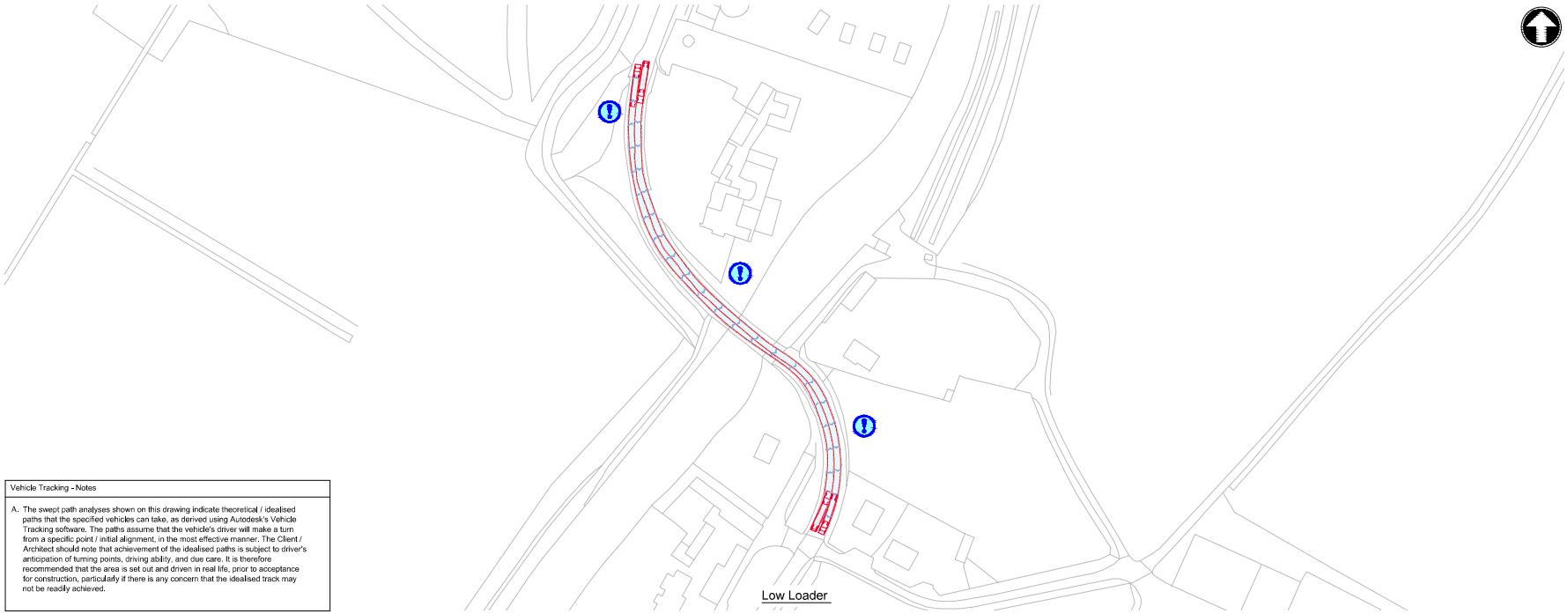

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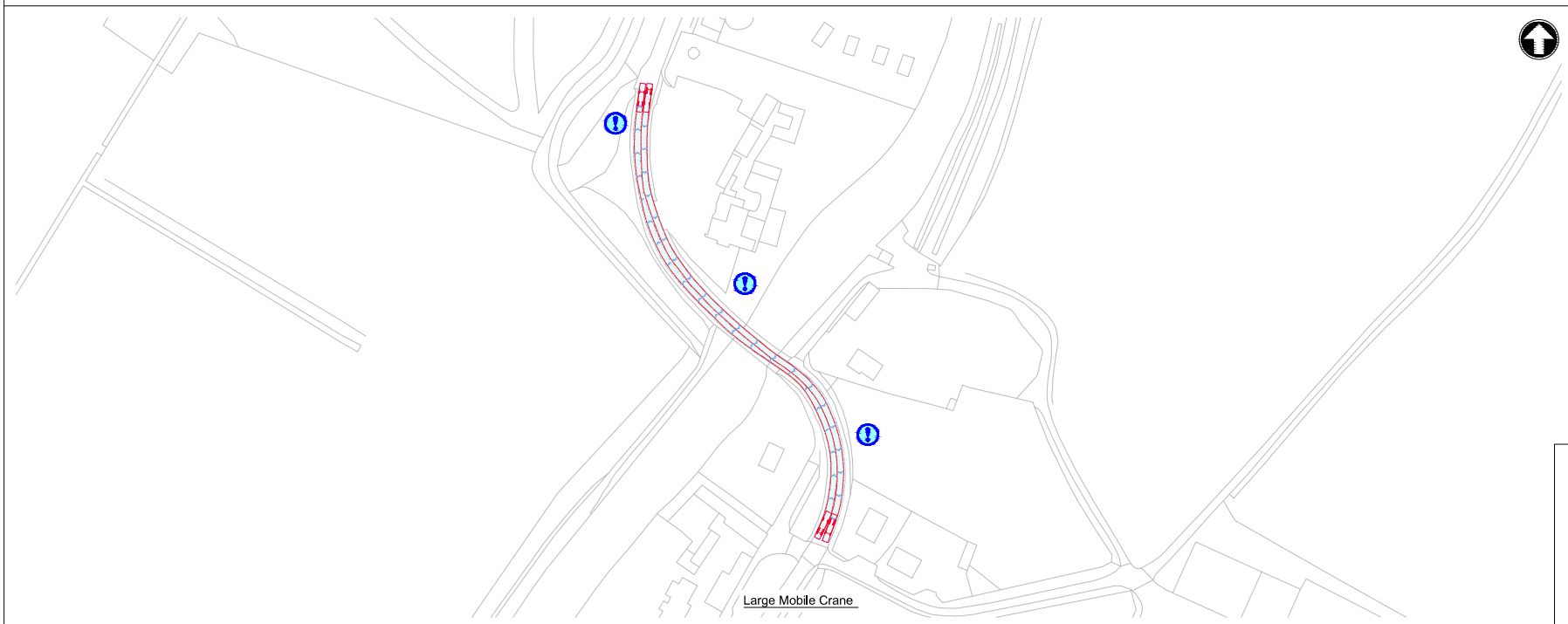

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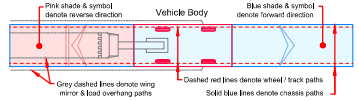
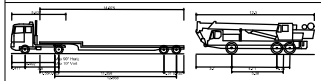
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

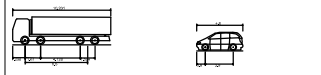


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.430m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.470m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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
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Drawing Number
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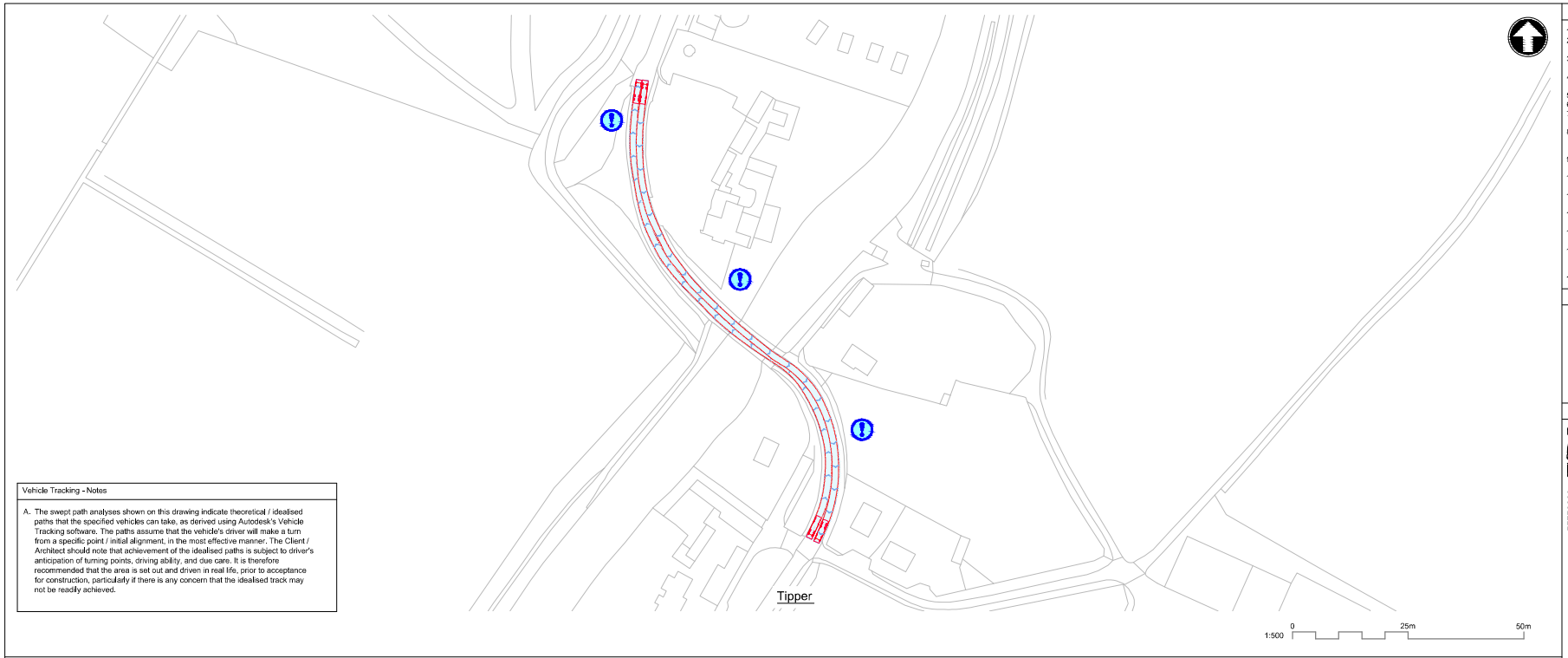

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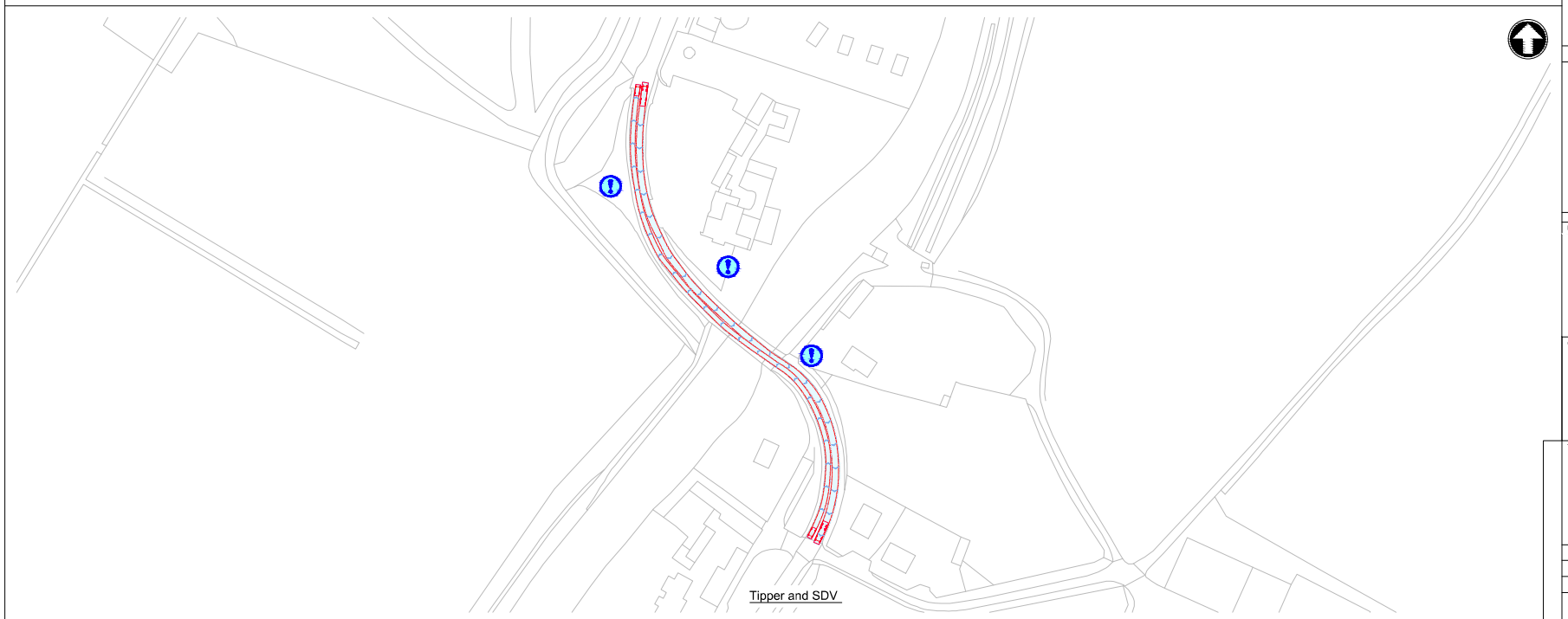

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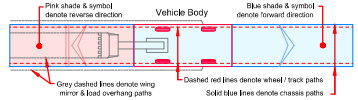
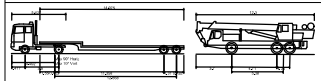


Vehicle Tracking - Vehicle Details



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Overall Body Height	3.410m
Min Body Ground Clearance	0.230m
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Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.735m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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
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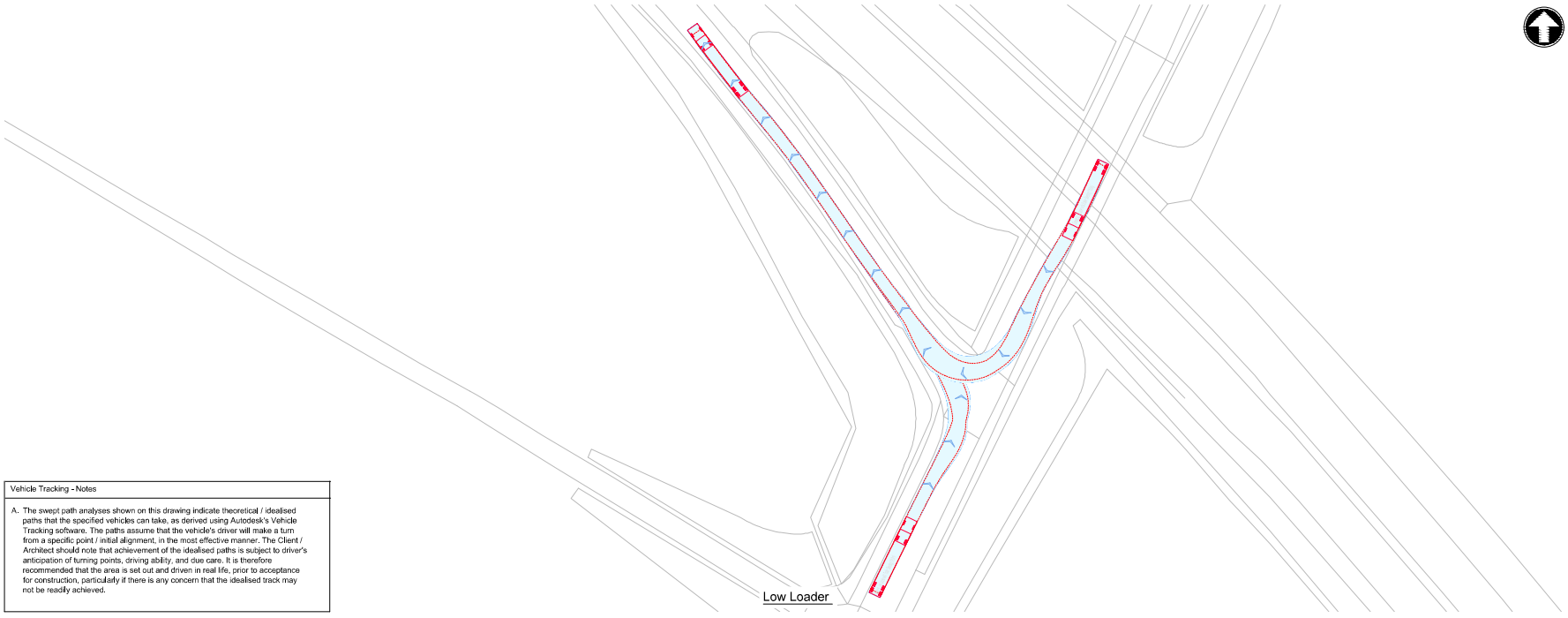

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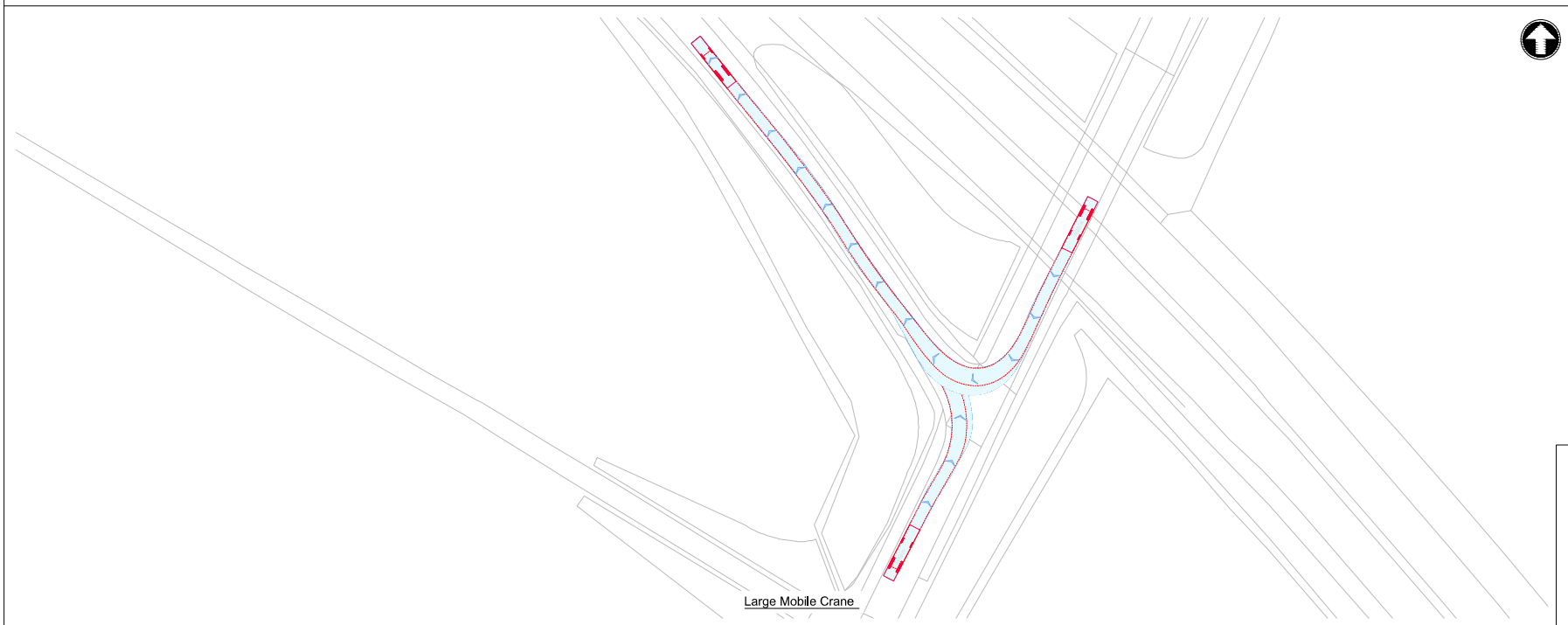

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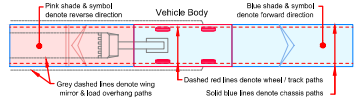
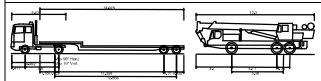
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



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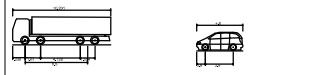

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Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

love every drop anglianwater

Title

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

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

Scale at A1	Status	Rev	Security
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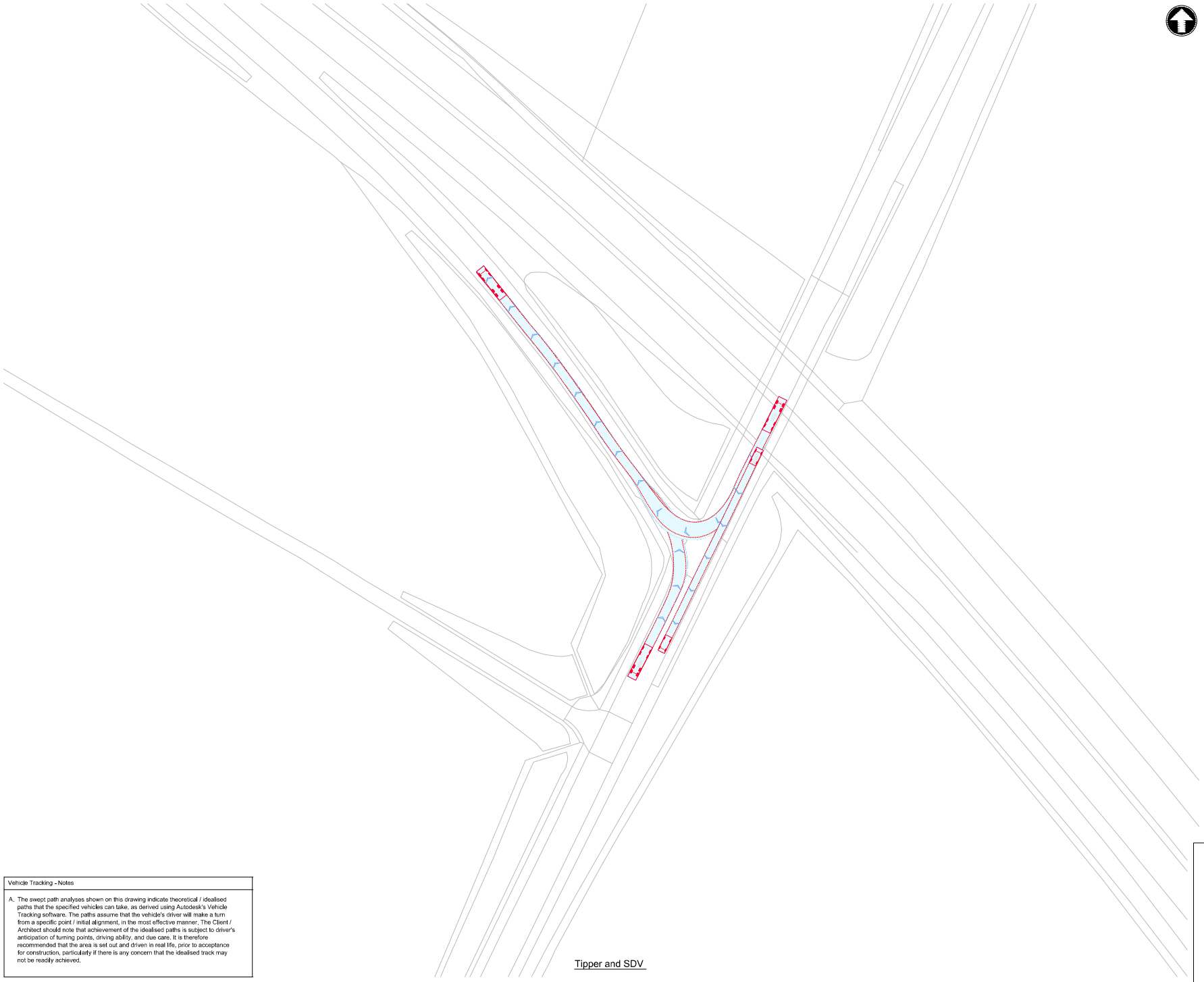

Tipper and SDV

1:500 0 25m 50m

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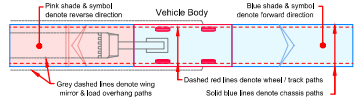
Vehicle Tracking - Key to Symbols



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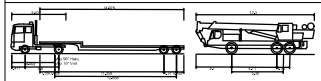

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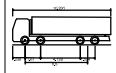
Min Body Ground Clearance	0.300m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

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

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Vehicle Tracking - Notes

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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

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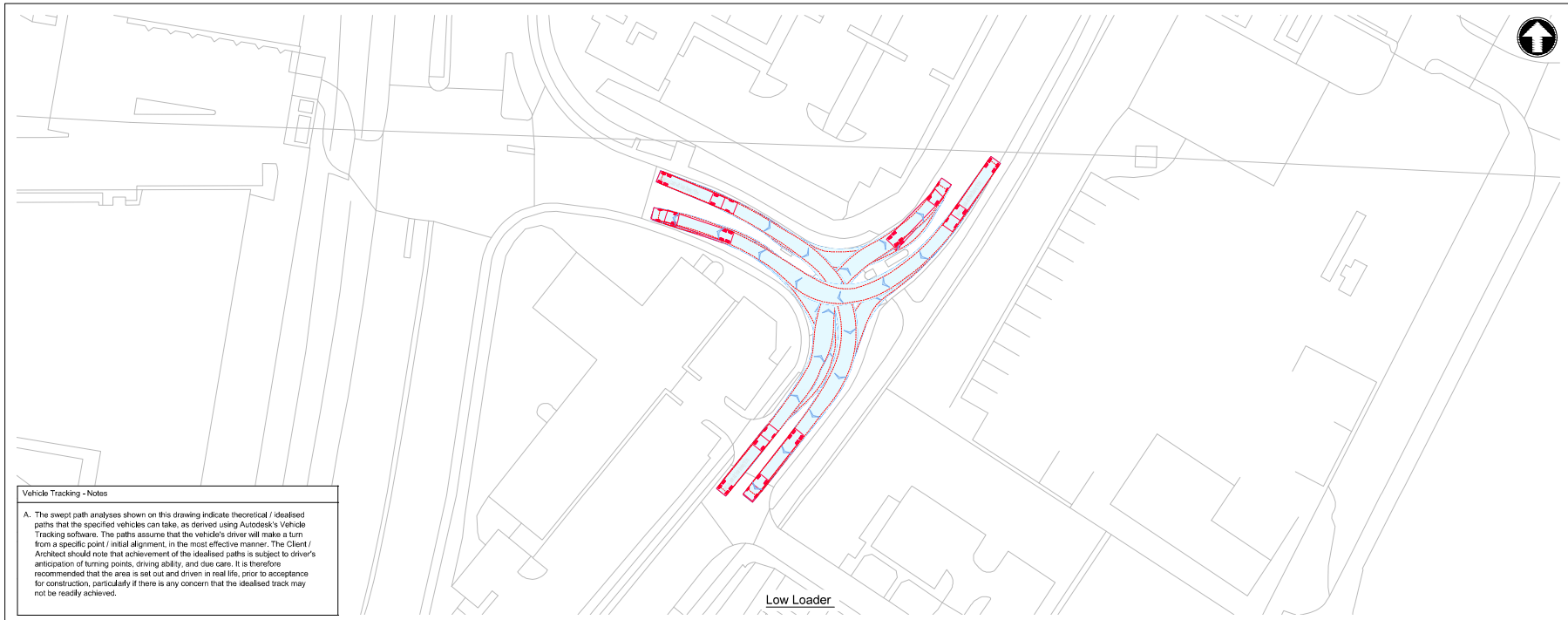

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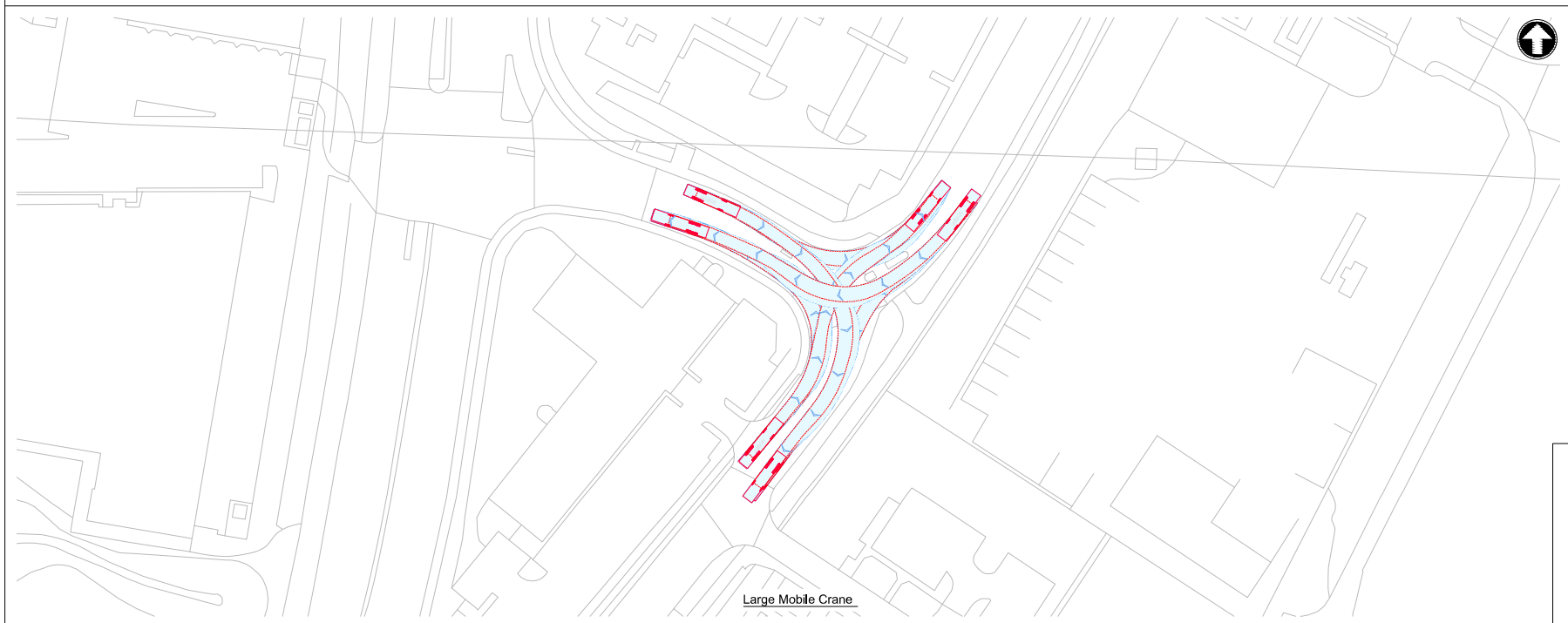

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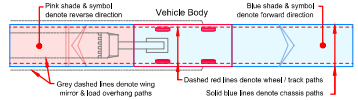
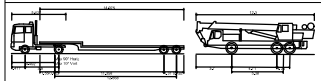
15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

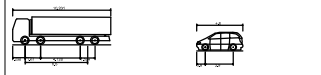


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.300m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.470m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.250m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

Drawing Number

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

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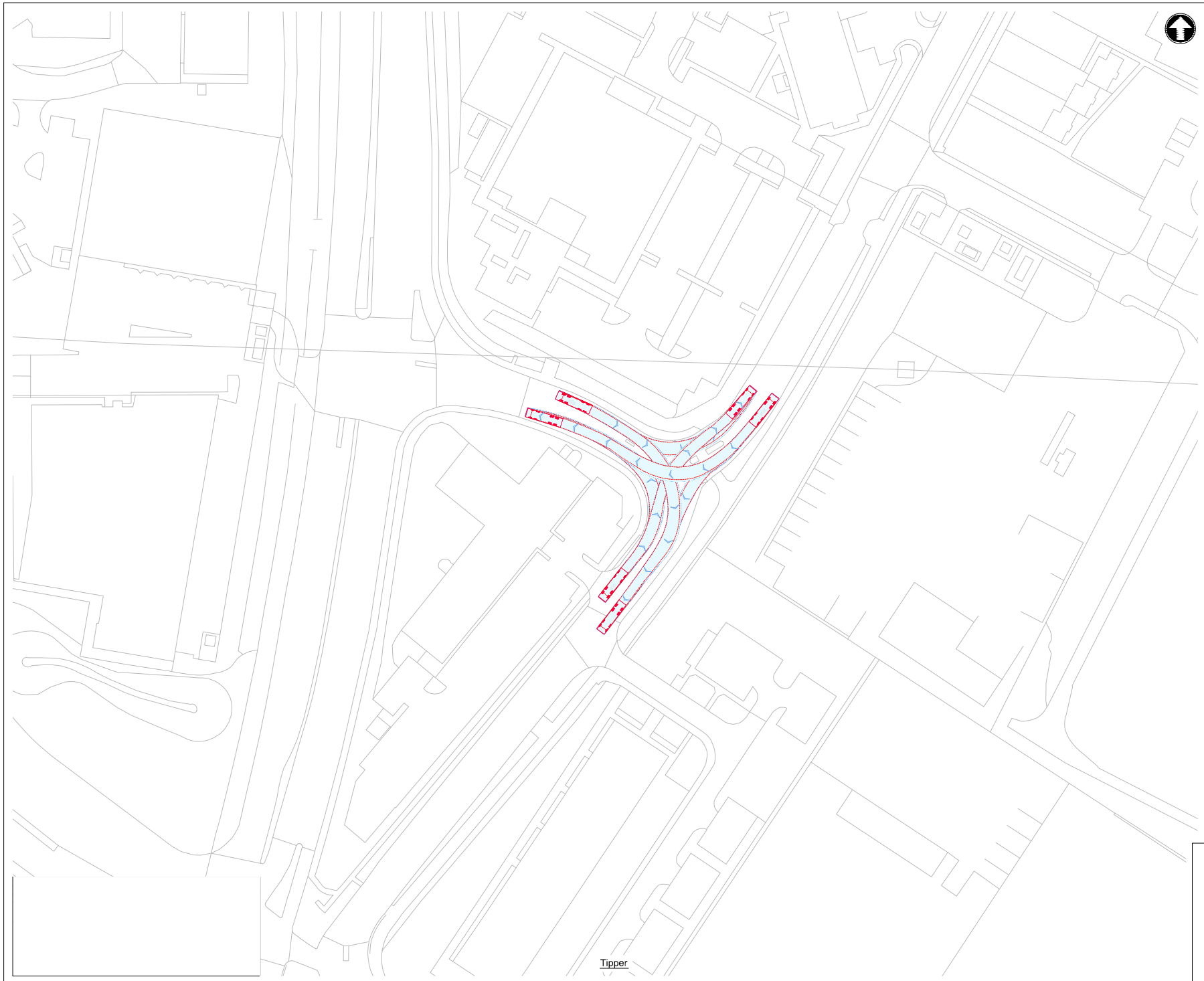

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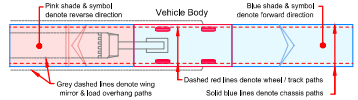
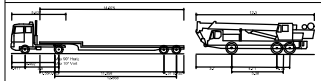
15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

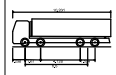


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,230m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,495m
Min Body Ground Clearance	0,341m
Track Width	2,471m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,800m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

Drawing Number

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

1:500 0 25m 50m

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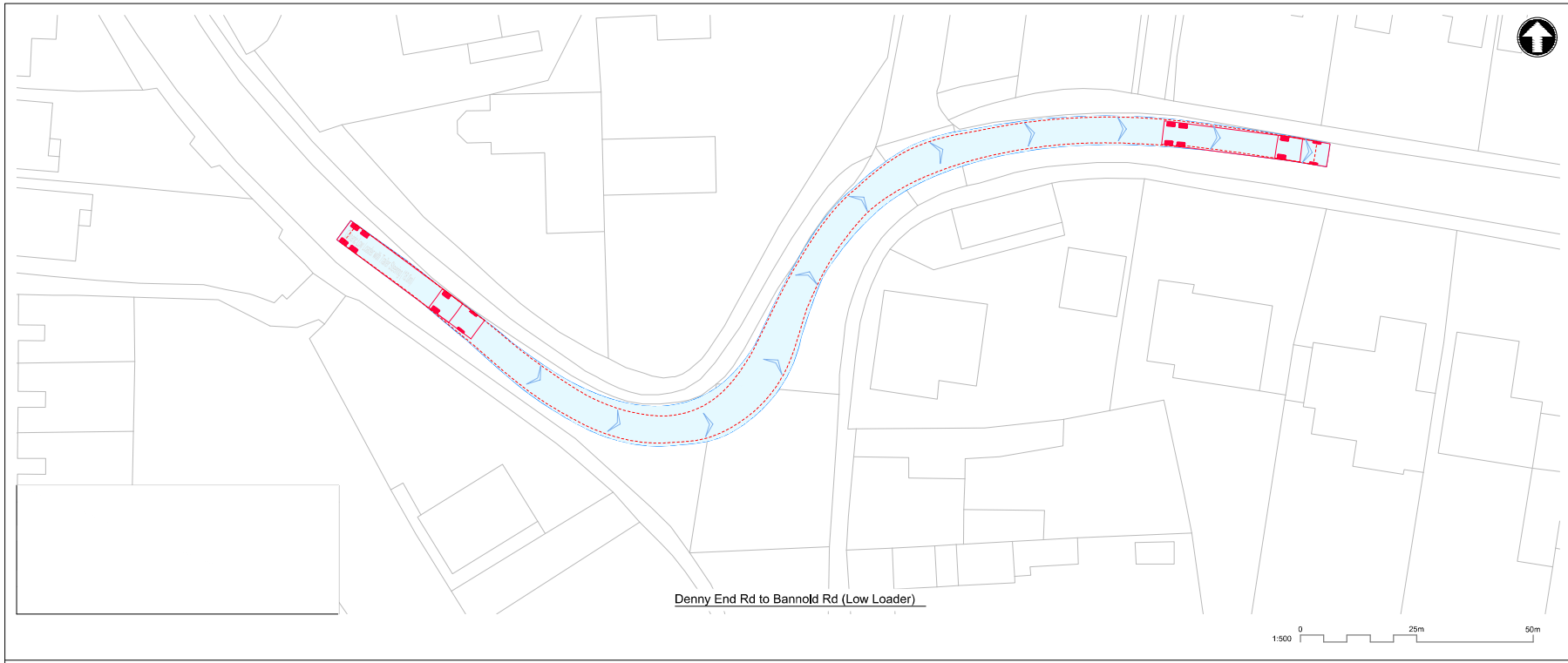

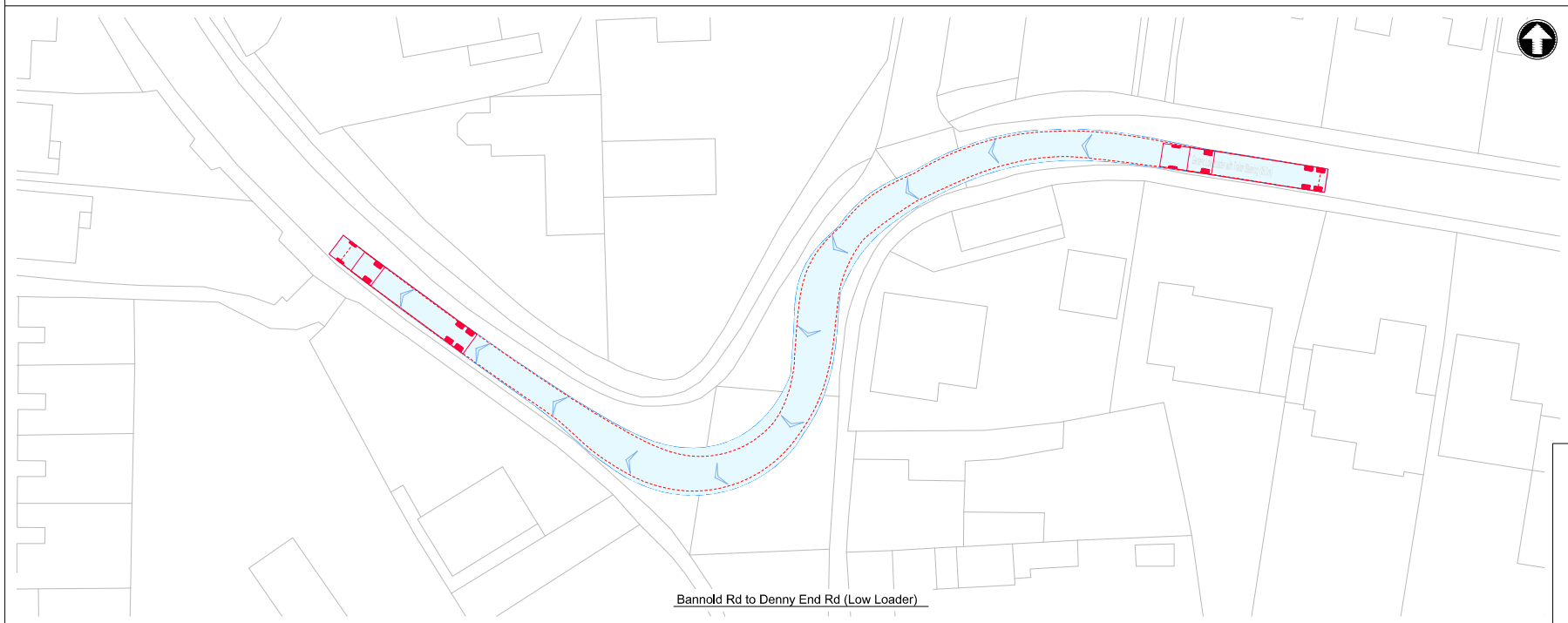

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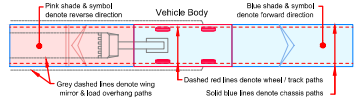
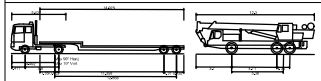
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.410m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
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Min Body Ground Clearance	0.341m
Track Width	2.471m
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Standard Design Vehicle (SDV)

Overall Length	4.500m
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Overall Body Height	1.950m
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Track Width	2.000m
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

Title

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

Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
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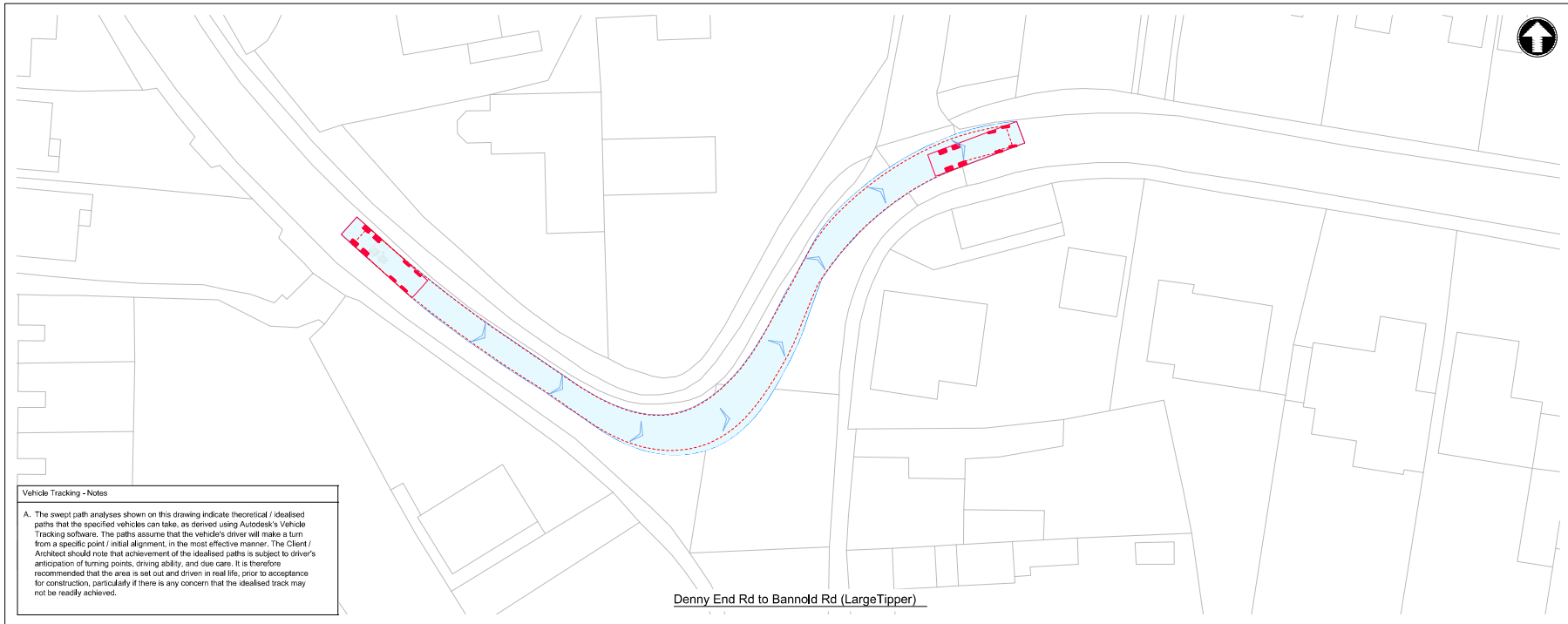
Files\DR\102375-MMD-01-XX-DR-C-DRAFT 3_recover.dwg Sep 13, 2022 - 3:51PM DEB100076



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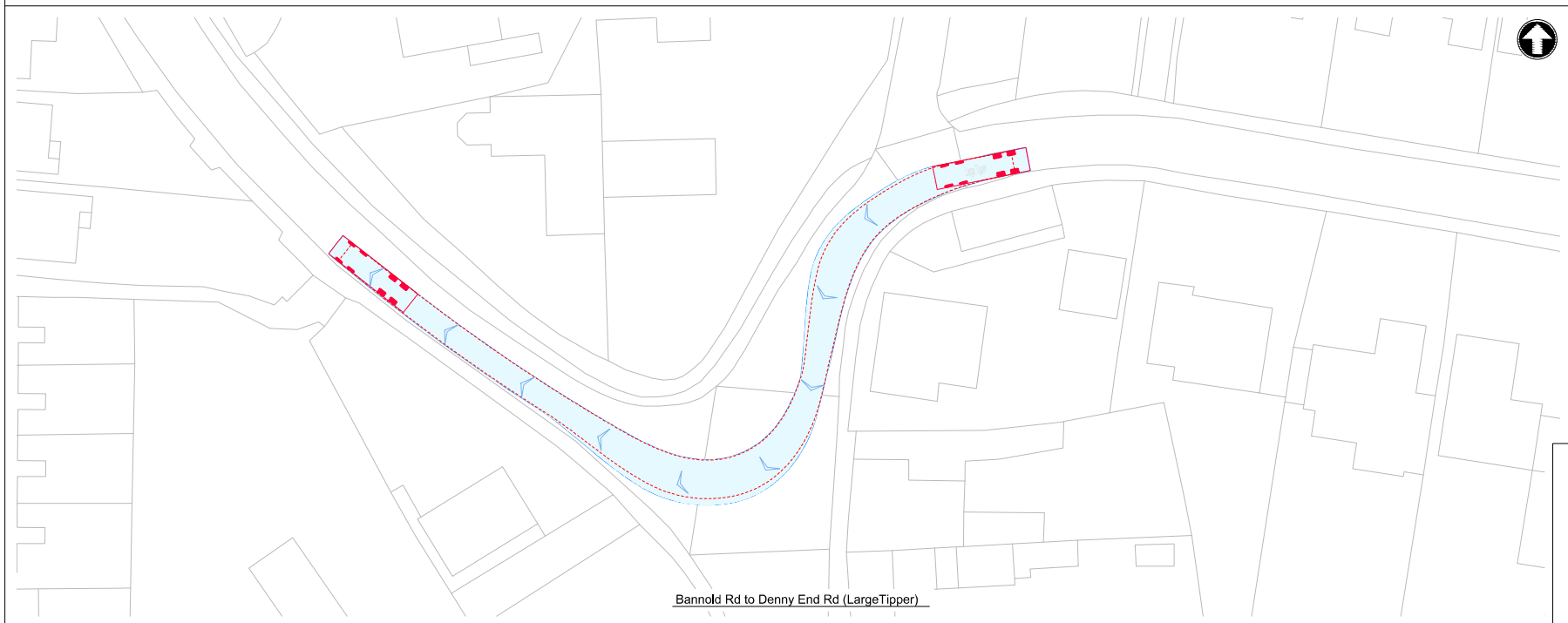

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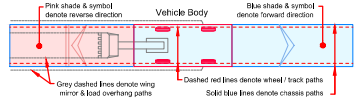
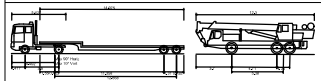
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



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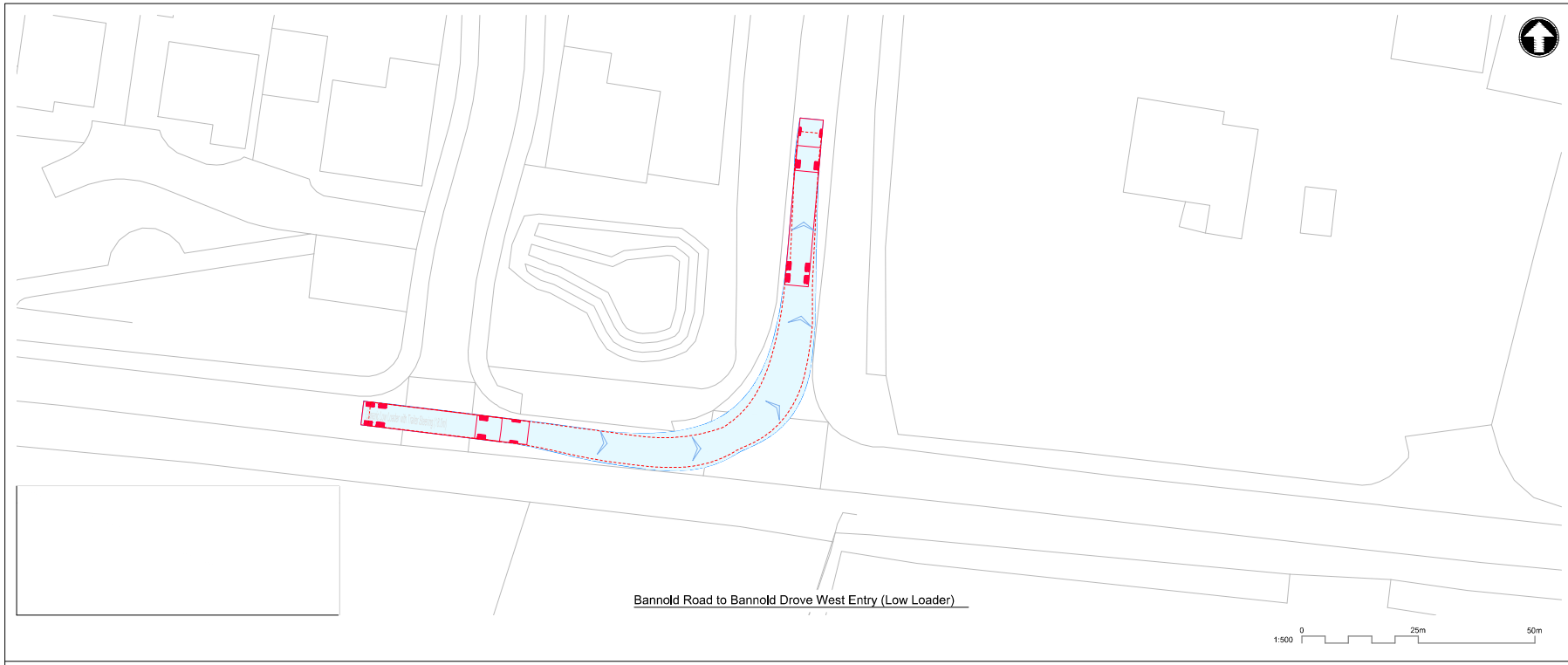

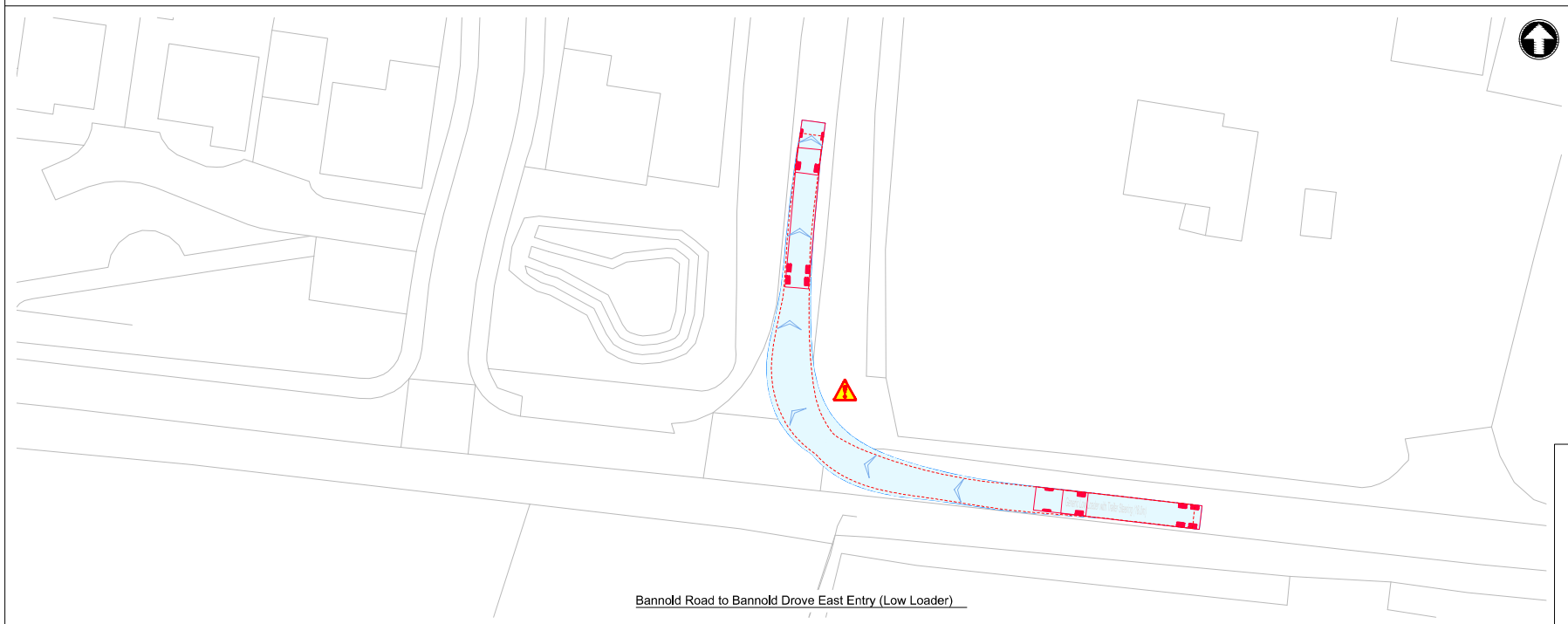

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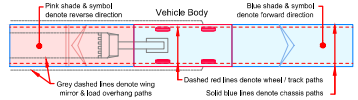
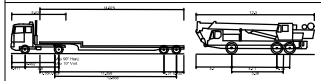
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,500m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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

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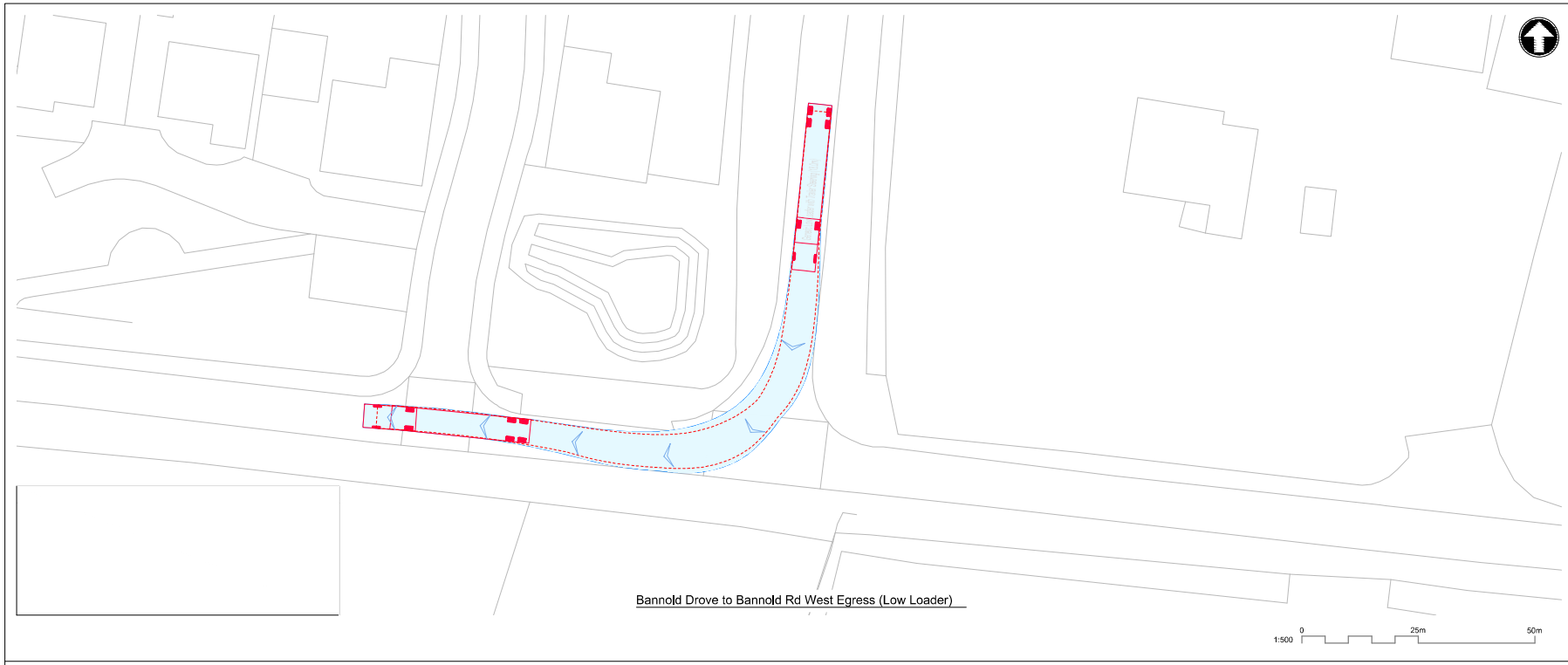

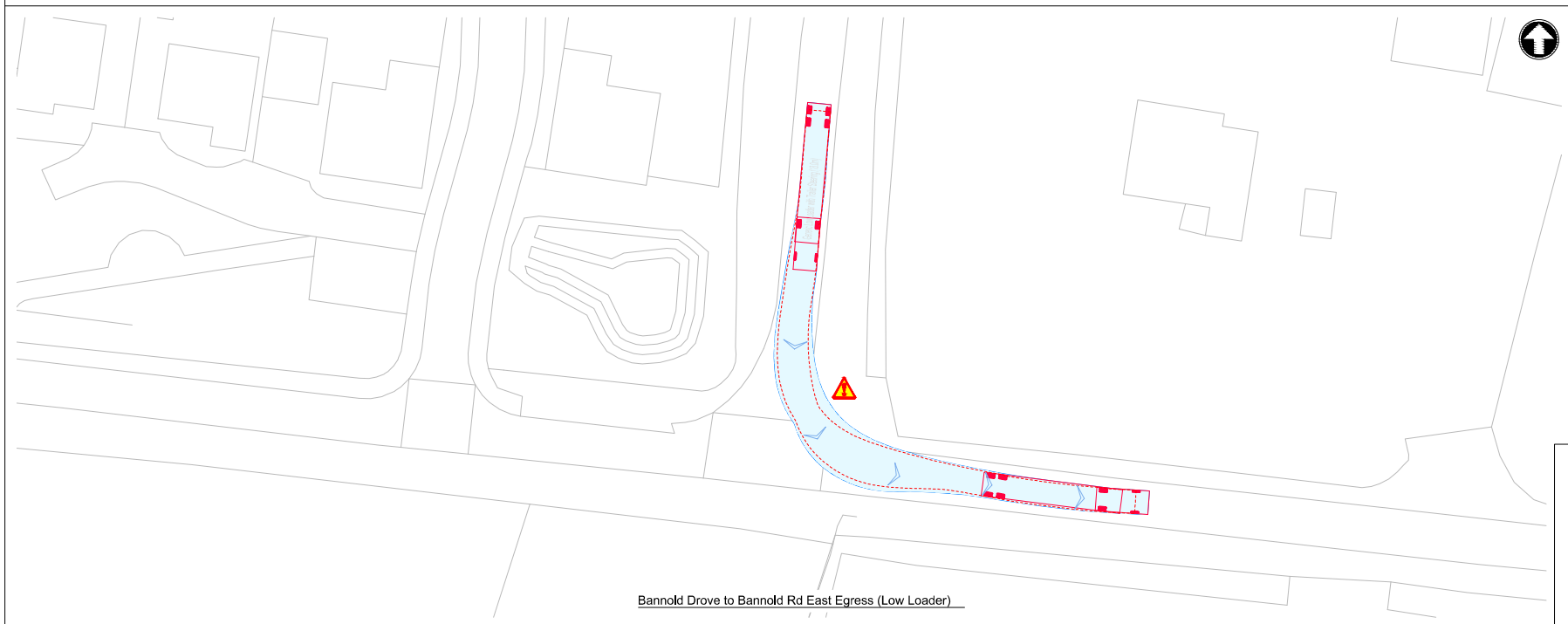

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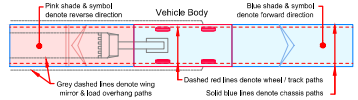
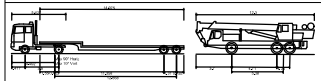
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,418m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,280m
Min Body Ground Clearance	0,430m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,950m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,500m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

Drawing Number
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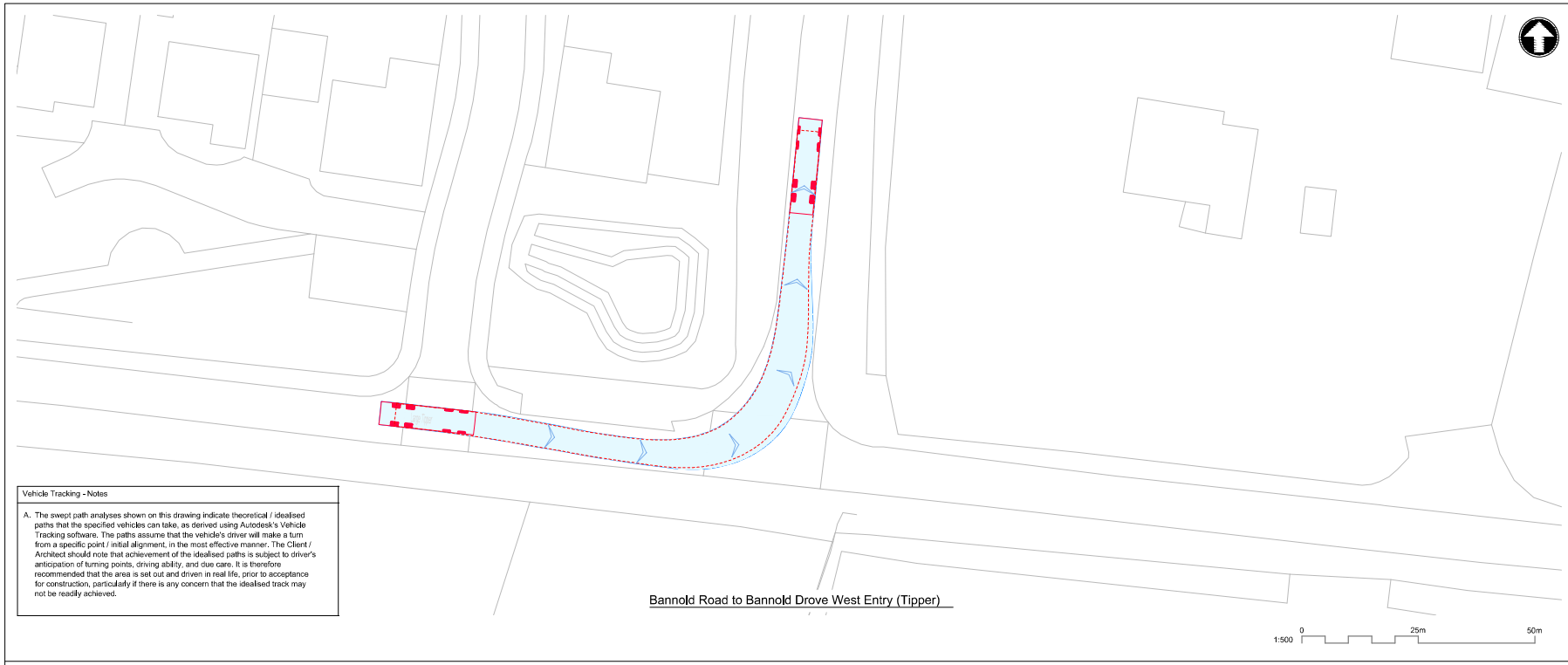

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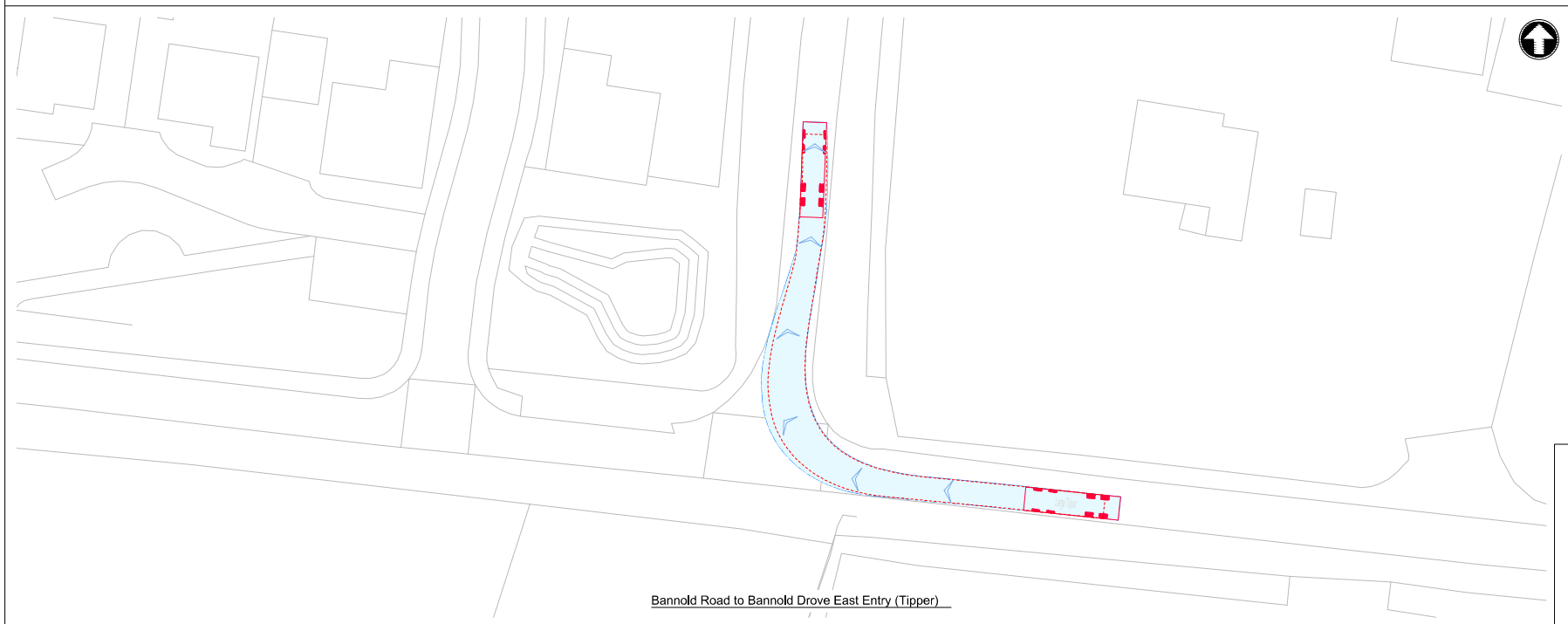

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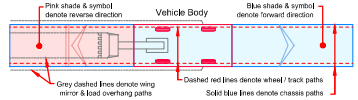
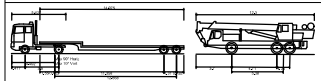
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

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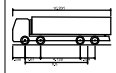
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,330m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,280m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,960m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
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Lock to lock time	4,00s
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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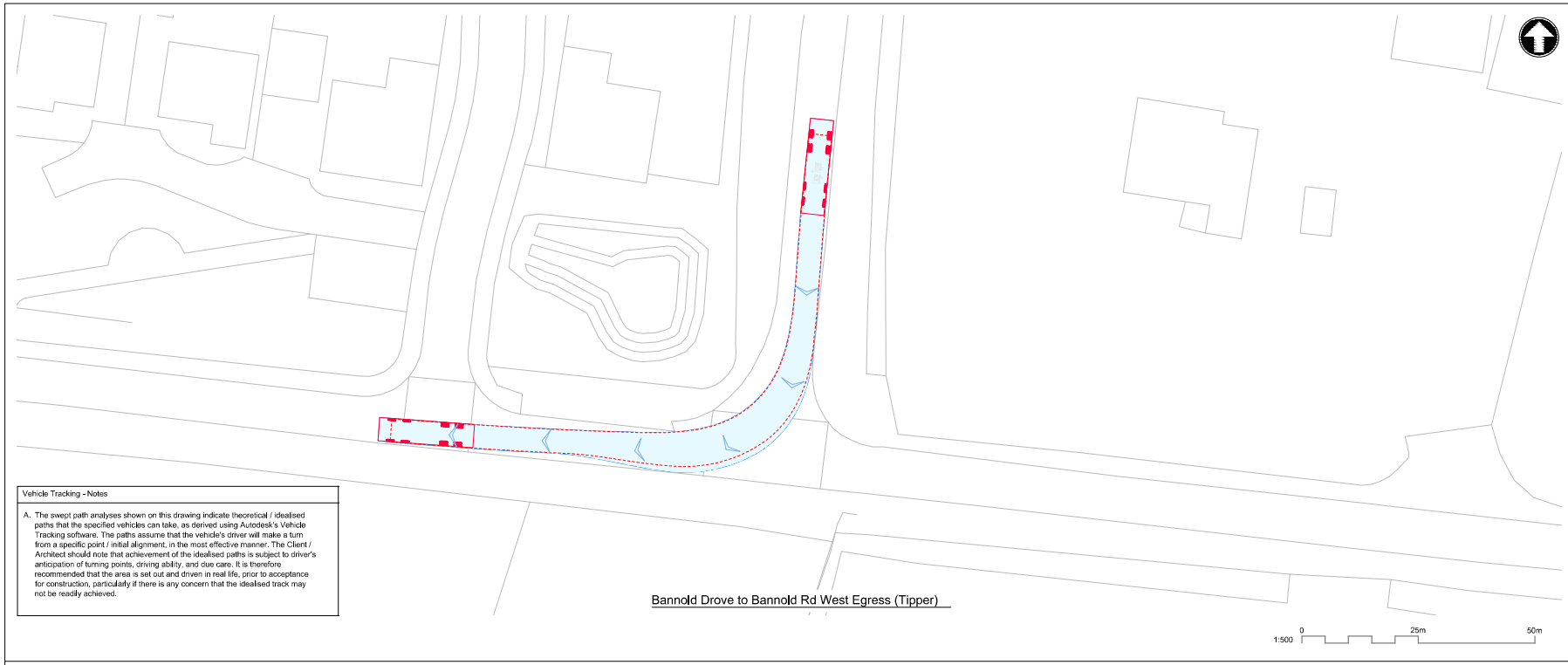

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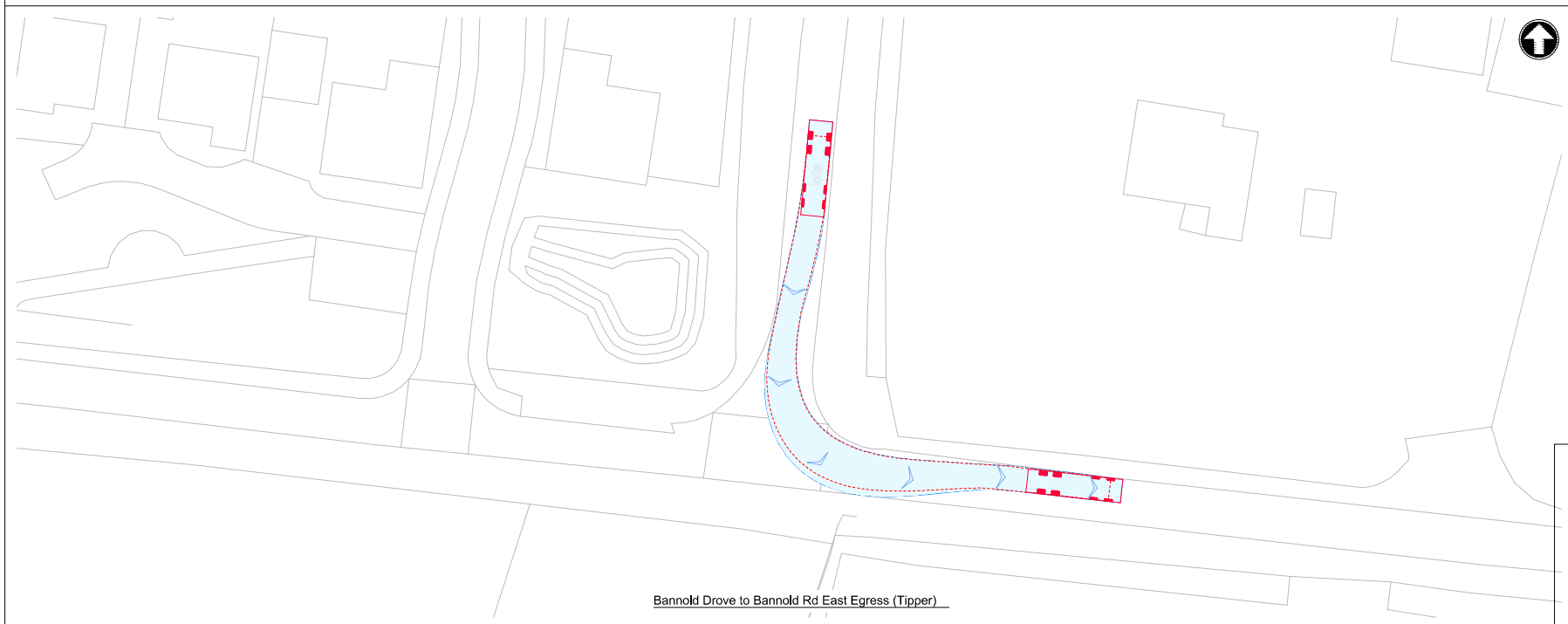

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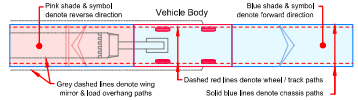

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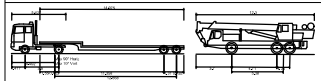

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Max Track Width	3.230m
Lock to lock time	8.00s
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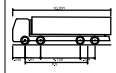

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Risks

Kerb overrun

Restrictive road width

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

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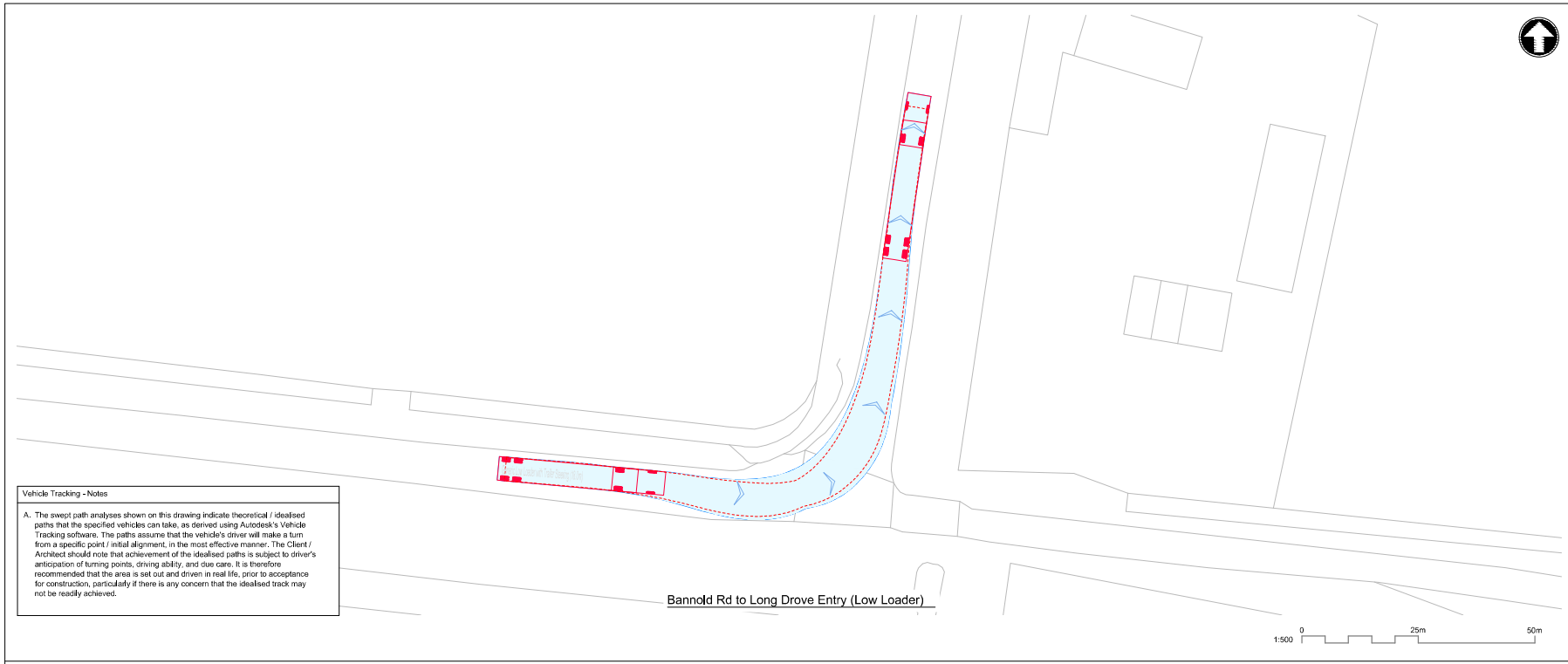

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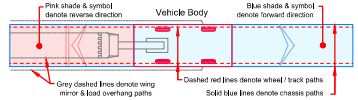
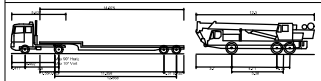
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

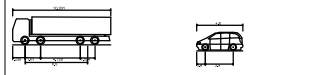


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.430m
Max Track Width	3.230m
Lock to lock time	8.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

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



Large Tipper

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

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

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

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

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

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

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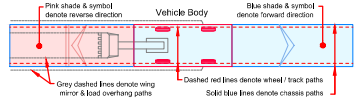
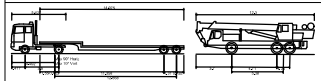


Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

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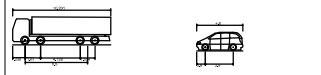
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,300m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,410m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,900m
Min Body Ground Clearance	0,341m
Track Width	2,471m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

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

Designed	M Fonseca	MF	Eng check	-	
Drawn	M Fonseca	MF	Coordination	-	
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Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number
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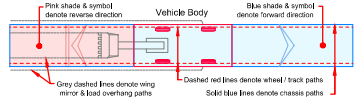
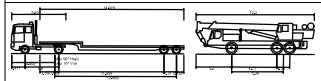
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.495m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.250m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

love every drop anglianwater

Title

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

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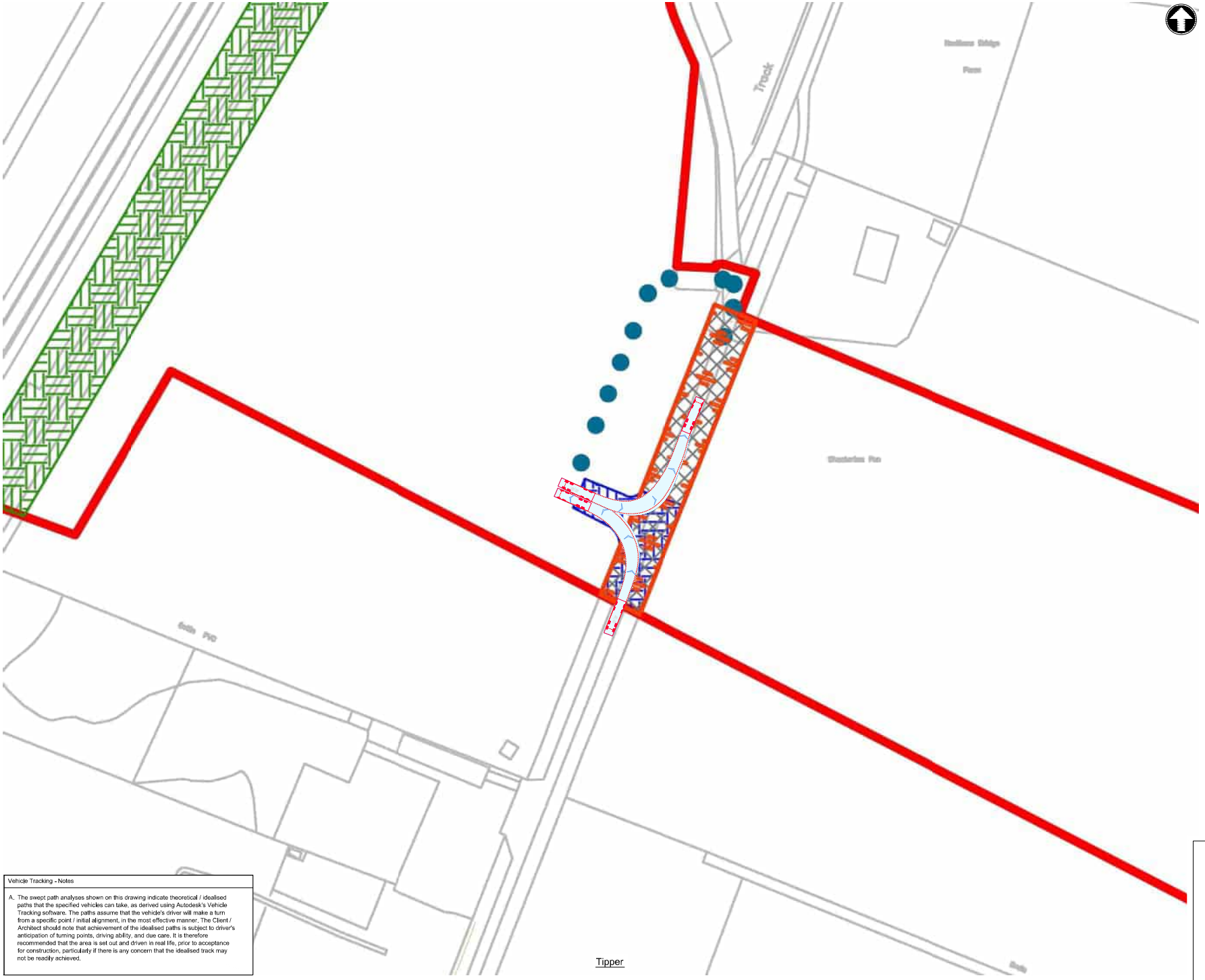

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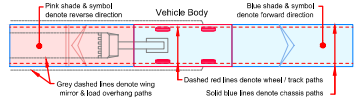

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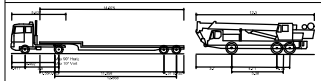

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Lock to lock time	6.00s
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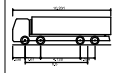
Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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1:500 0 25m 50m

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love every drop anglianwater

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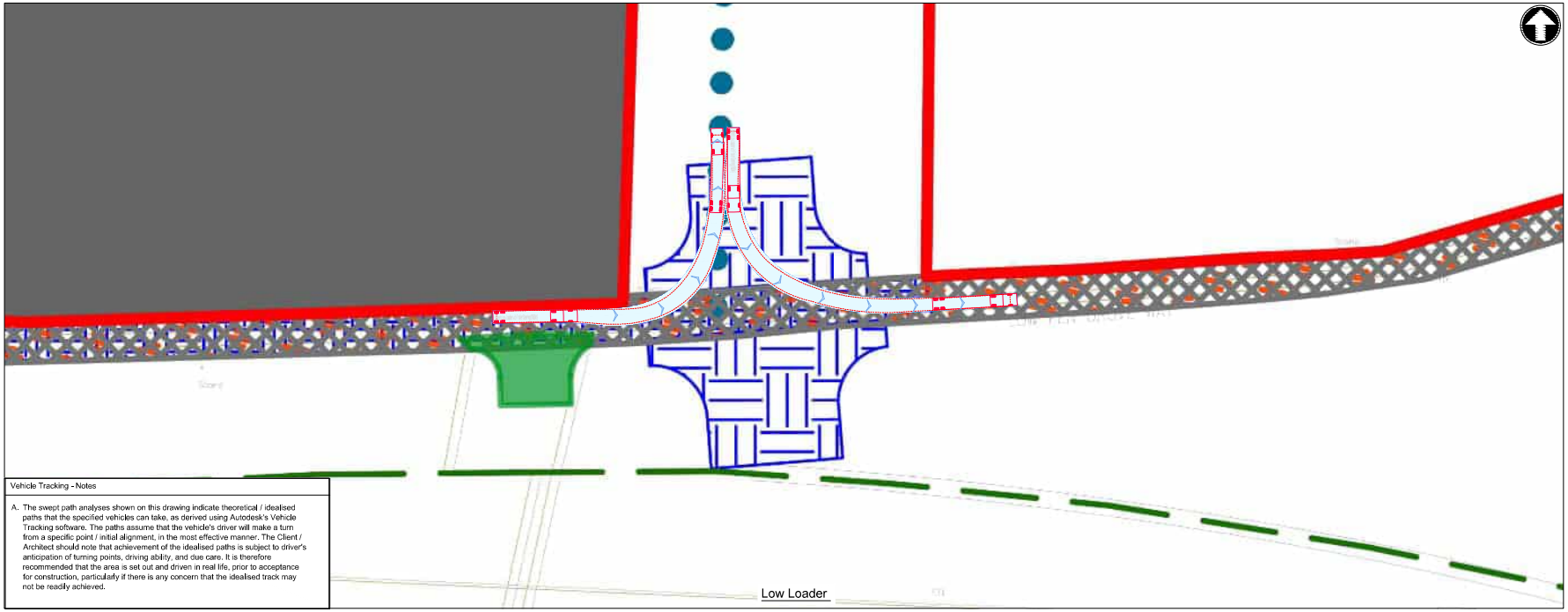

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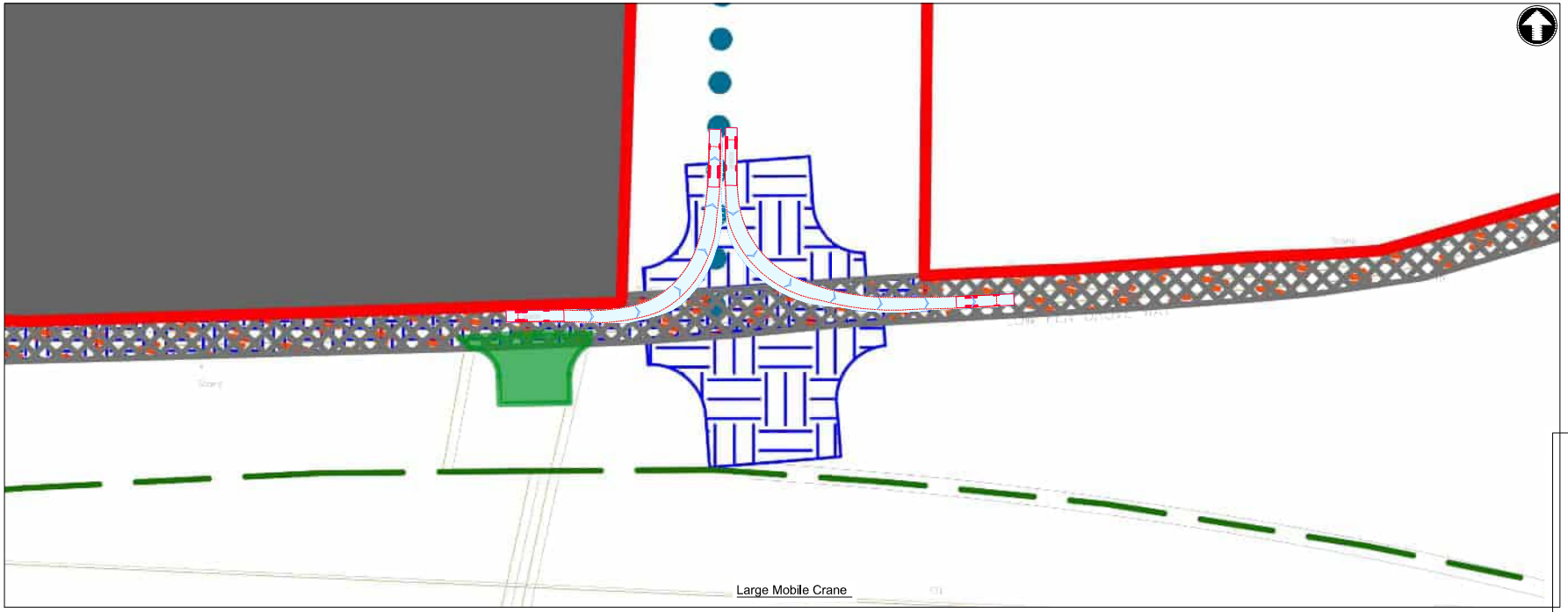

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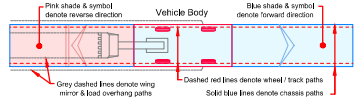

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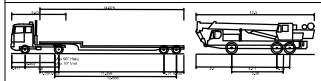

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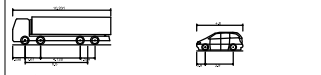

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Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

Drawing Number

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

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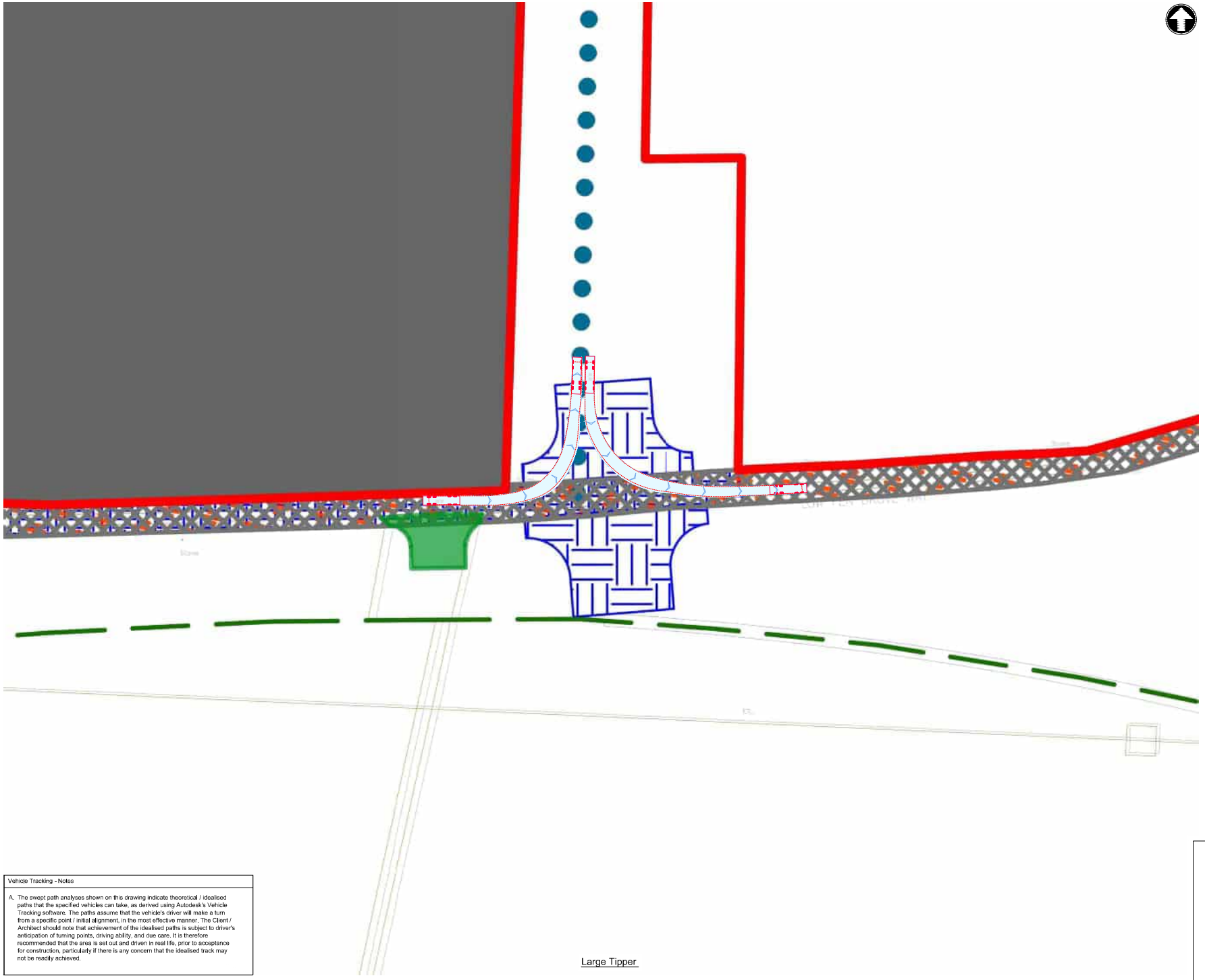

Large Tipper

1:500 0 25m 50m

Notes

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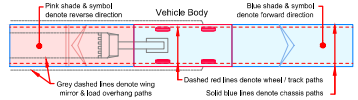
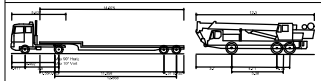
15. **DRAWING MUST BE READ IN COLOUR**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

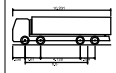


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

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



Large Tipper

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

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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

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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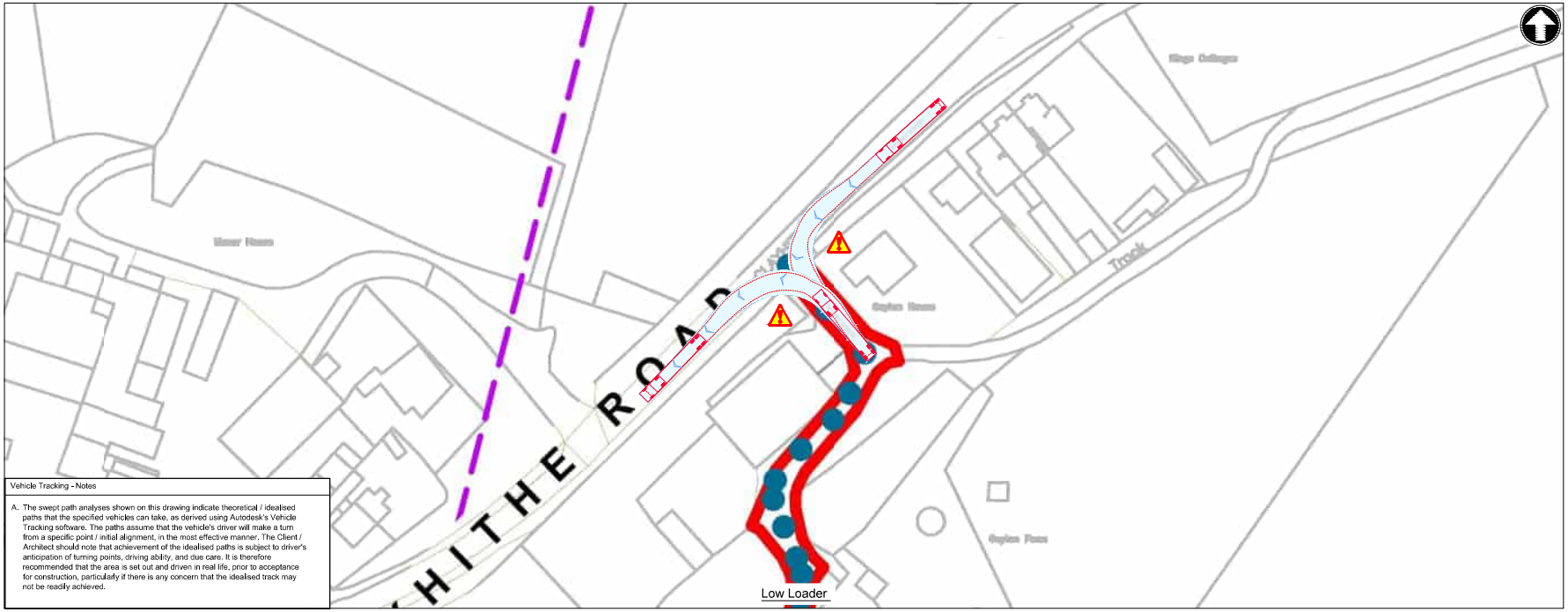

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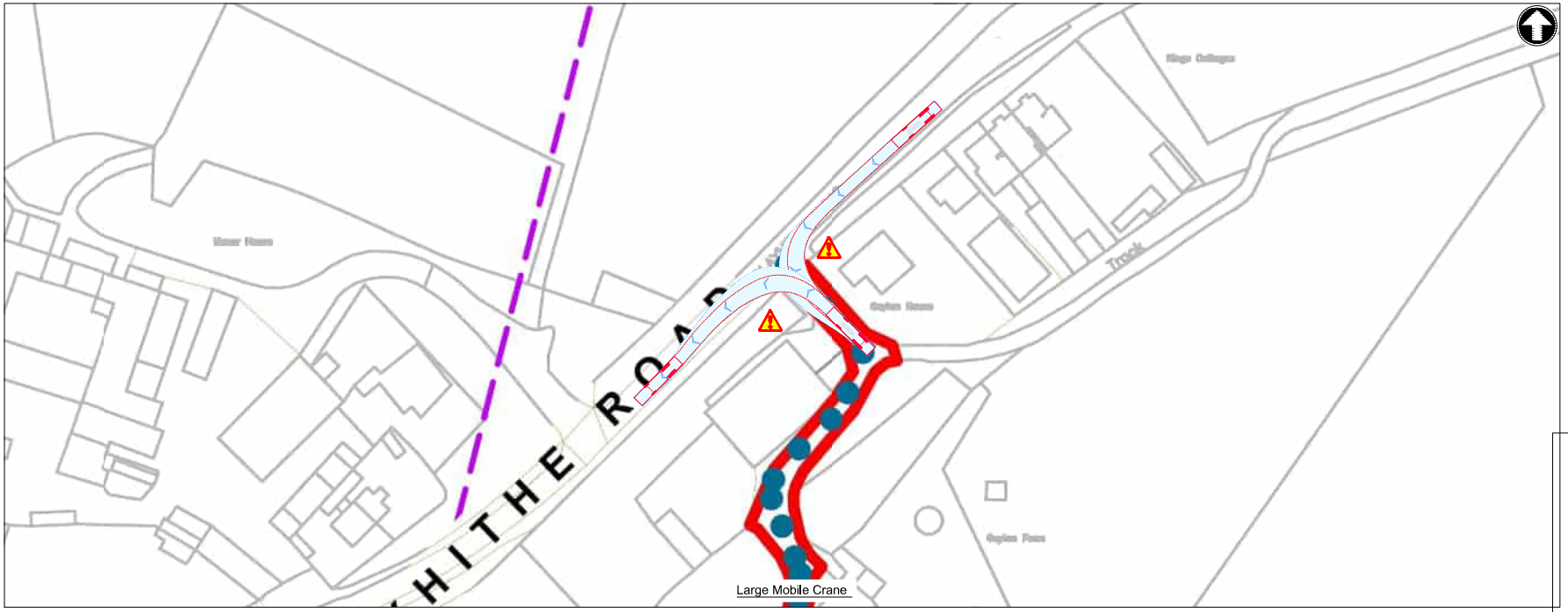

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Notes

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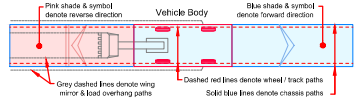
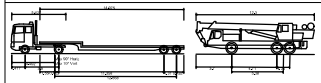
15. **DRAWING MUST BE READ IN COLOUR**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	2.540m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.300m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.495m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

Title

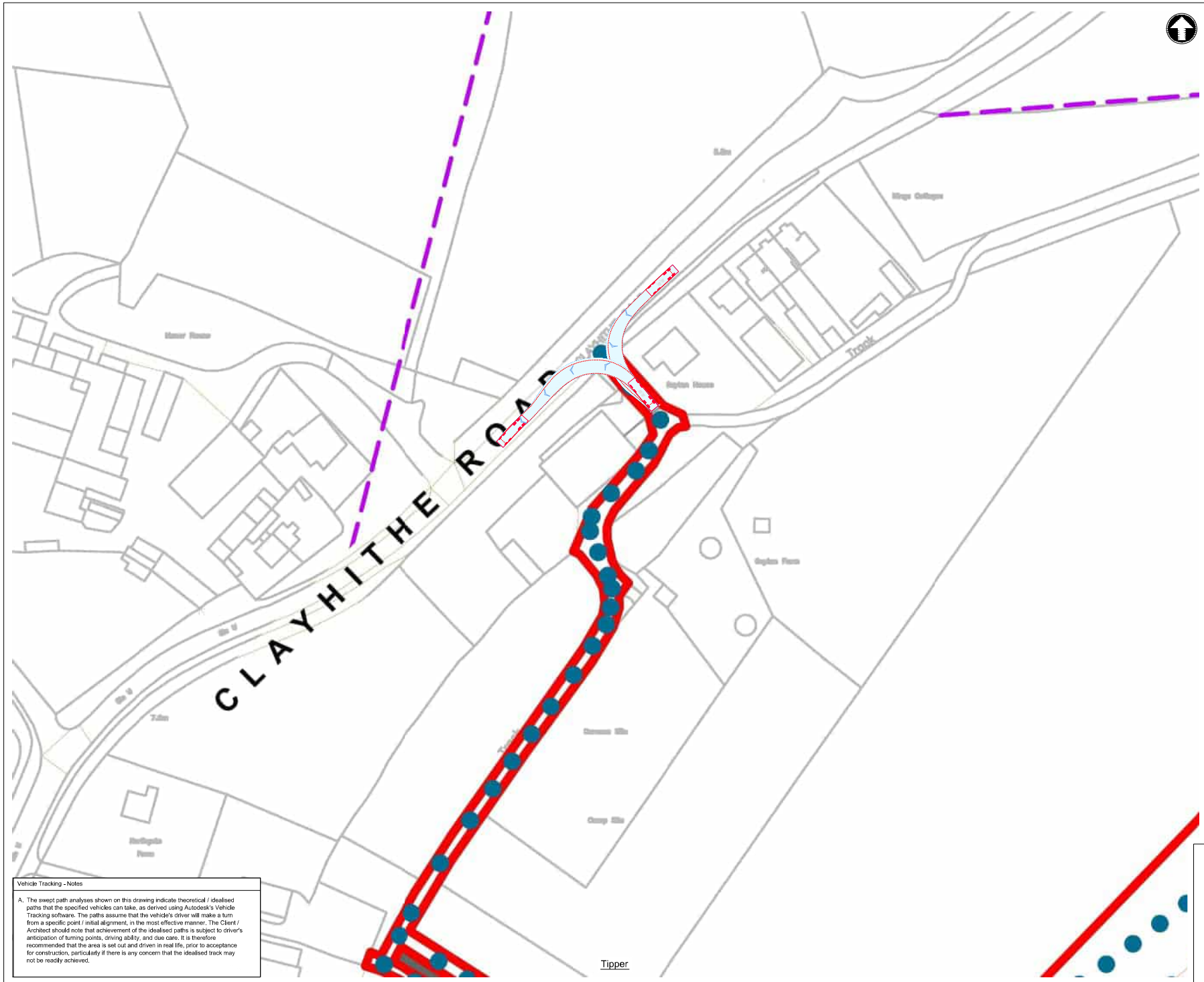
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9016
Highways GA, Visibility Splay and Vehicle Tracking

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

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

Drawing Number

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



Vehicle Tracking - Notes

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1:500 0 25m 50m

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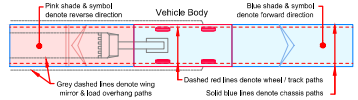
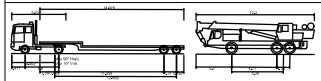
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



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Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

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

Large Tipper

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

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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Client

love every drop anglianwater

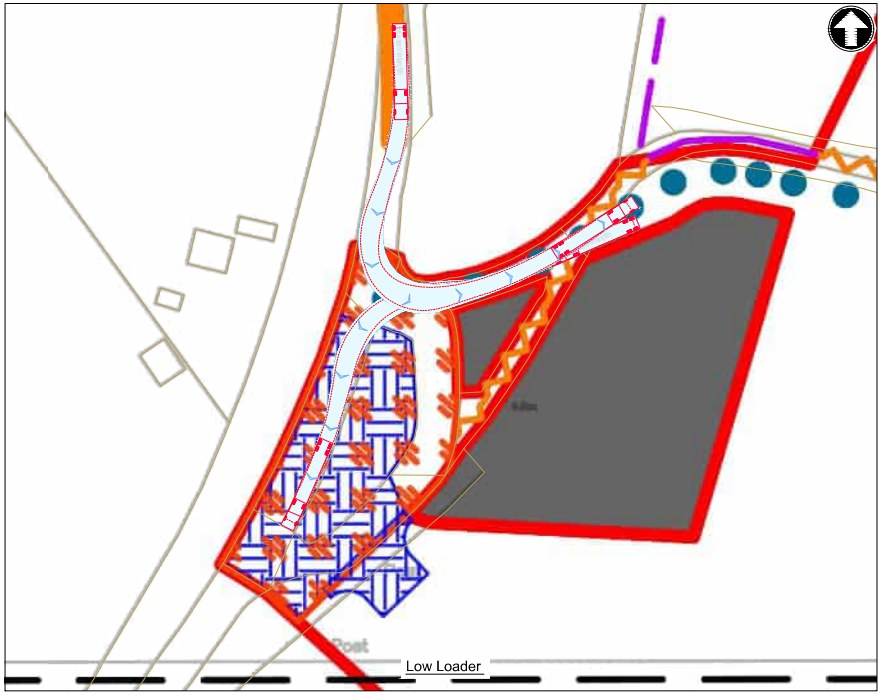
Title

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

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

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

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



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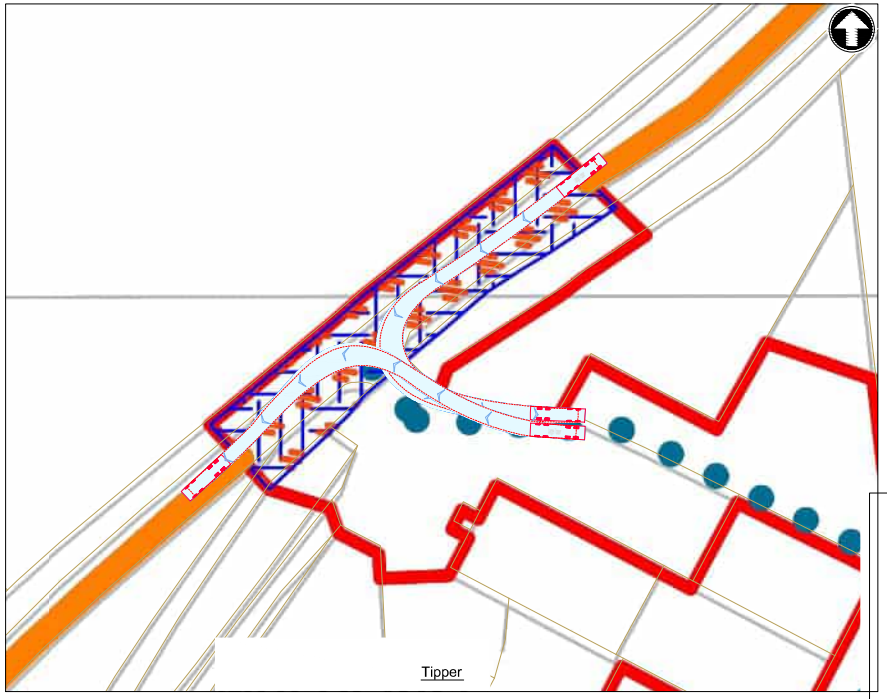

1:500 0 25m 50m

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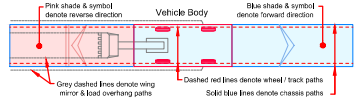
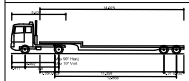
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

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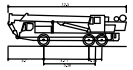
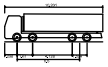
Overall Width	2.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	2.540m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m



Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.495m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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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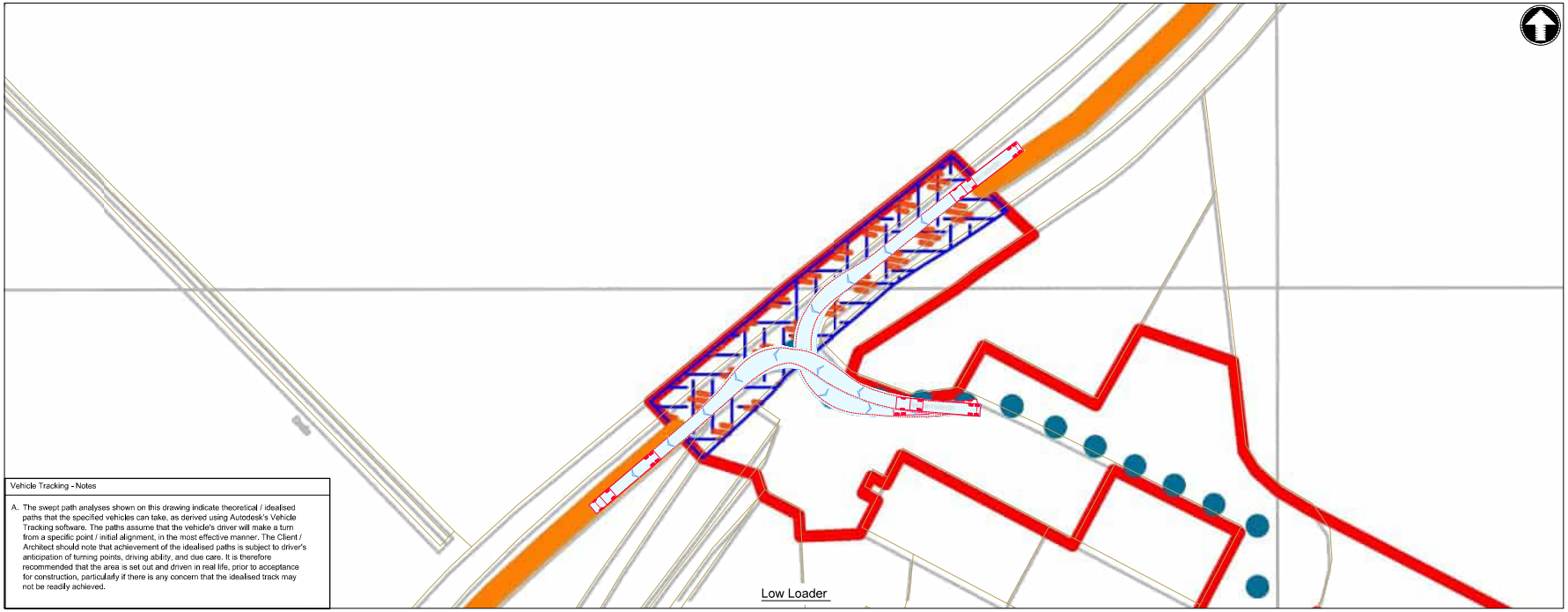

Vehicle Tracking - Notes

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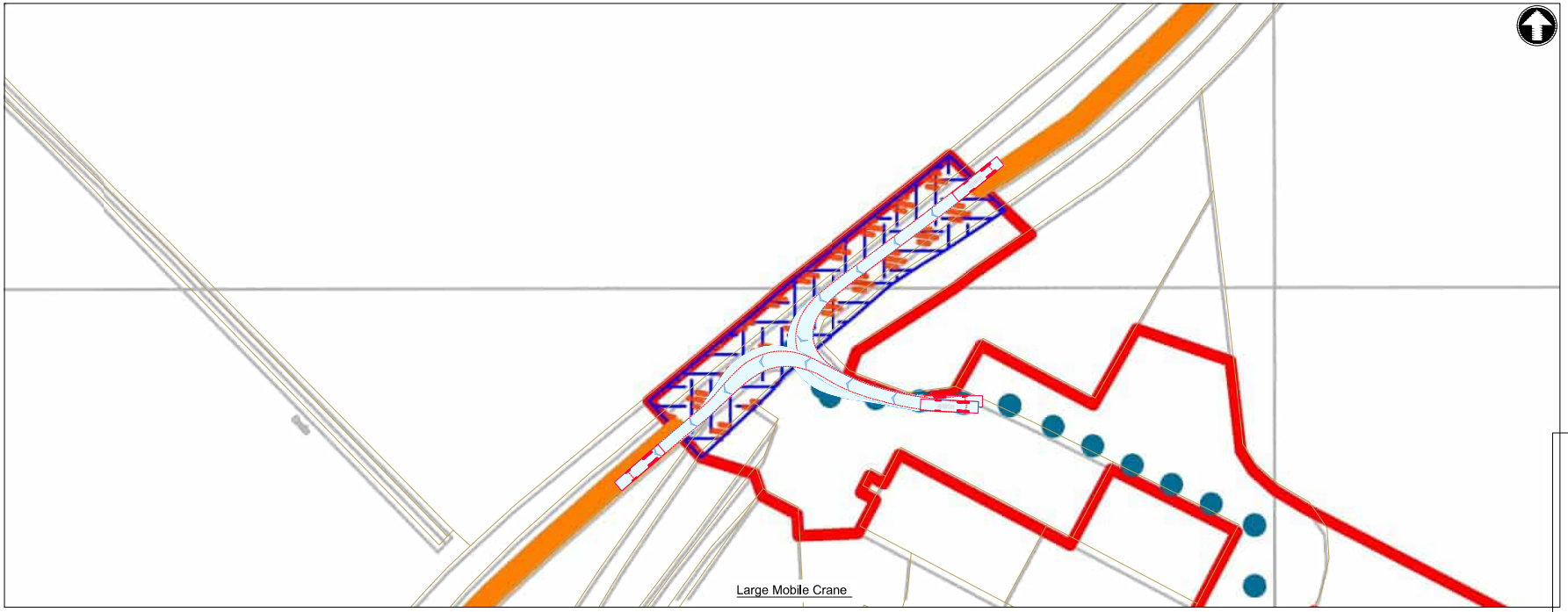

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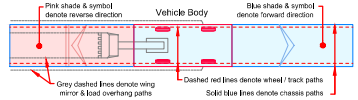
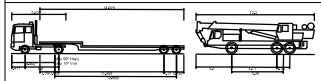
15.DRAWING MUST BE READ IN COLOUR

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	2,540m
Overall Body Height	3,400m
Min Body Ground Clearance	0,330m
Max Track Width	2,500m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	6,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,200m
Min Body Ground Clearance	0,430m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m

Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,500m
Min Body Ground Clearance	0,341m
Track Width	2,471m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,600m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
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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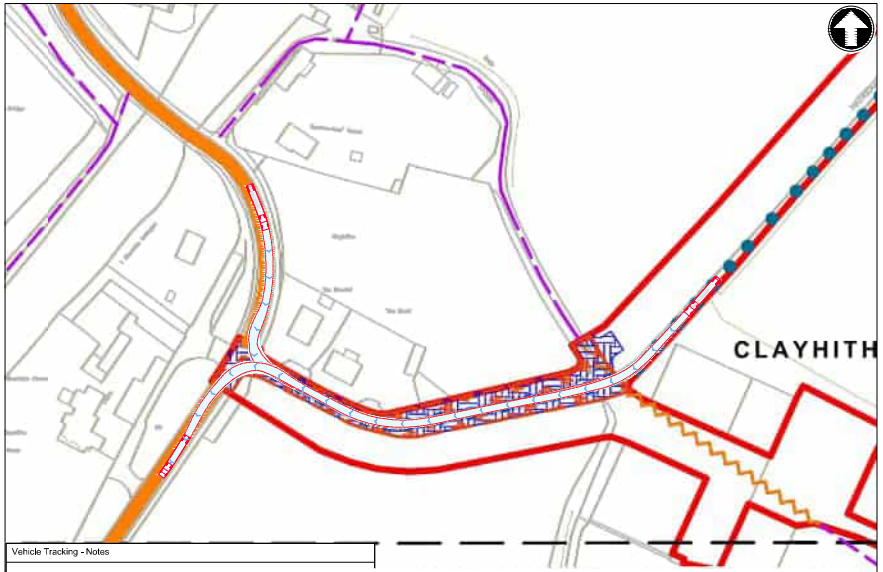
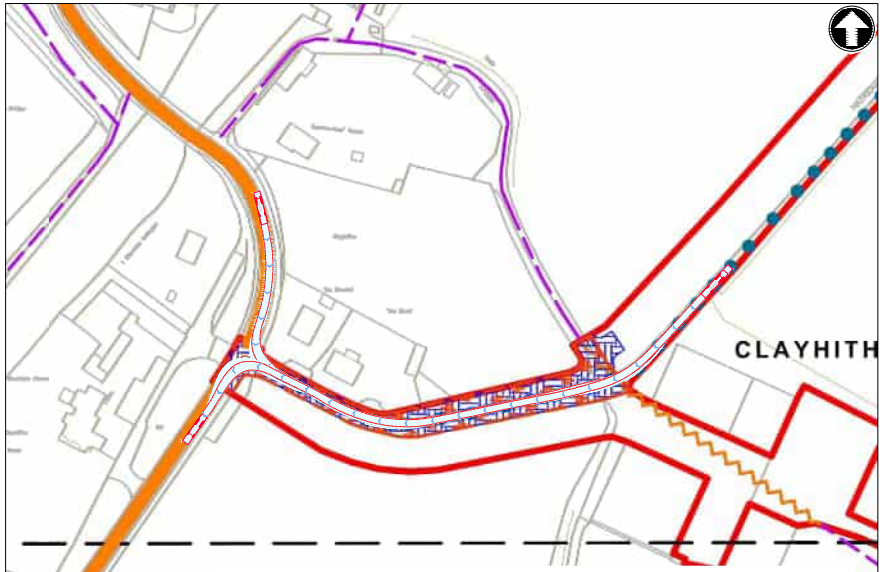
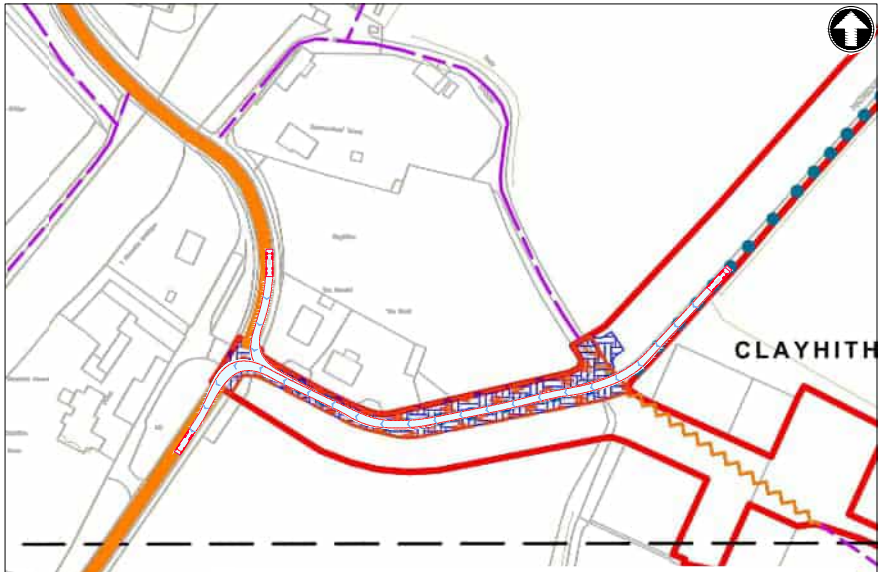


Low Loader

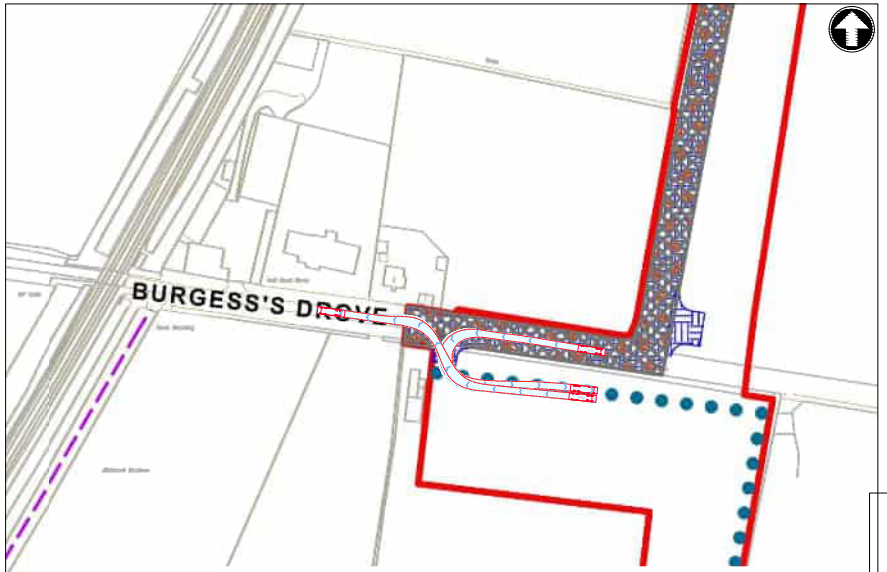


Large Mobile Crane

1:500 0 25m 50m



Tipper



Tipper

1:500 0 25m 50m

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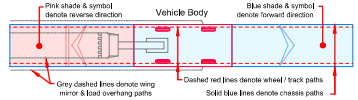
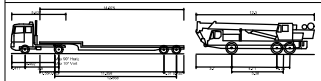
Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Generic Low Loader with Trailer Steering (18.0m)

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Overall Body Height	3.400m
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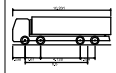
Max Track Width	2.330m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.500m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

Drawing Number

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

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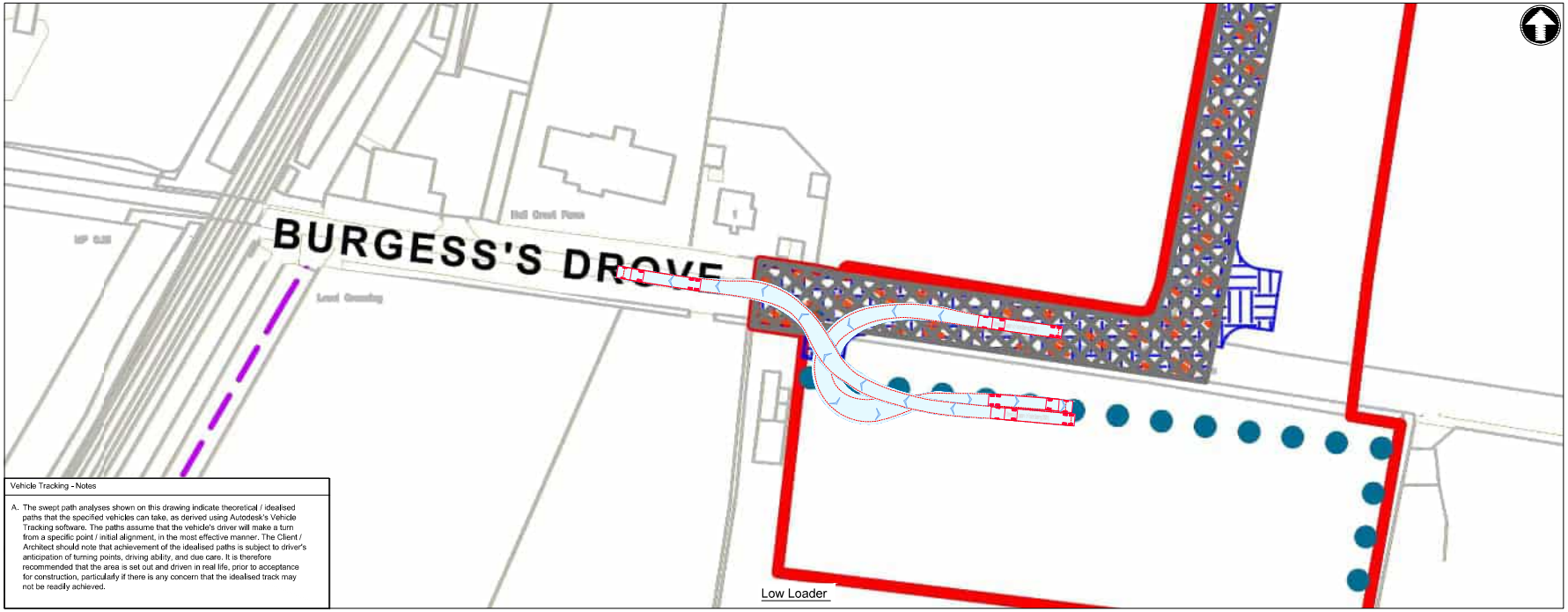

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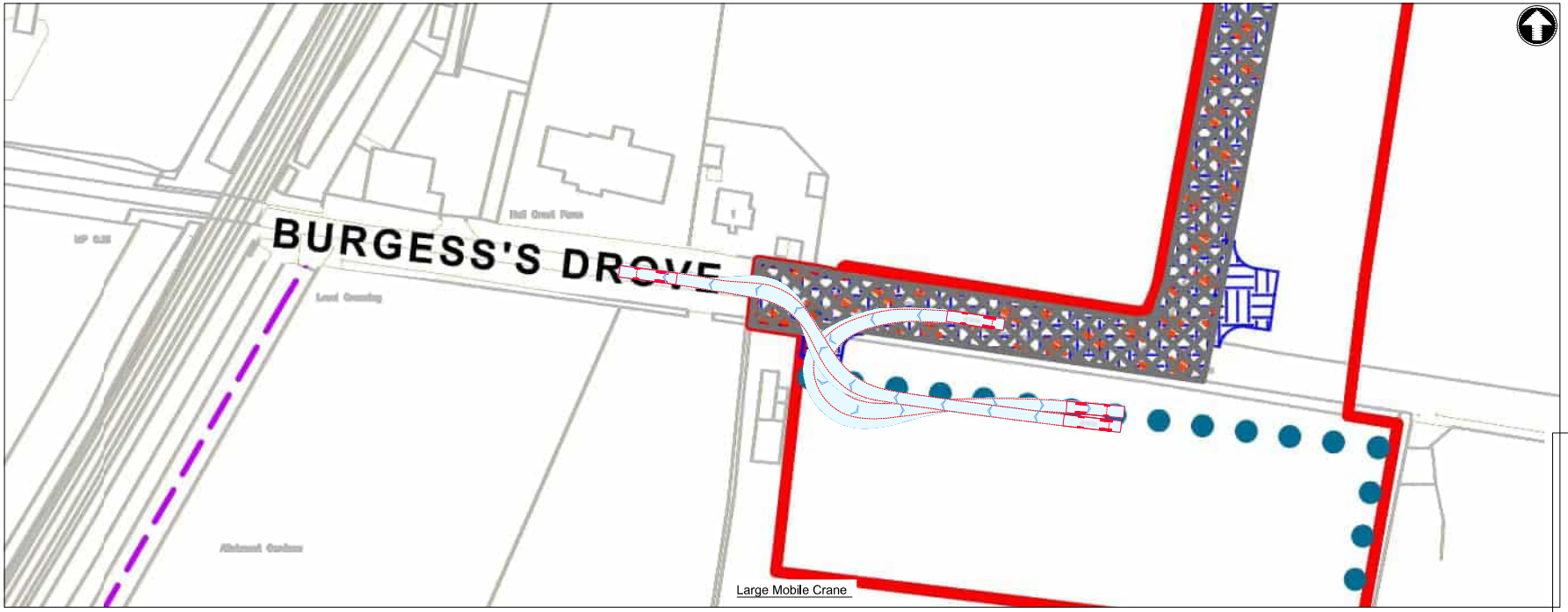

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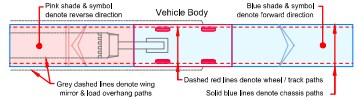

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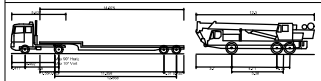

Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	3.540m
Overall Body Height	3.410m
Min Body Ground Clearance	0.430m
Max Track Width	3.230m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
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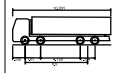

Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.470m
Min Body Ground Clearance	0.341m
Track Width	2.271m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

Overall Length	4.500m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
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Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

Rev	Date	Drawn	Description	Chk'd	App'd
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love every drop anglianwater

Title

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Temporary Access Junctions
9018
Highways GA, Visibility Splay and Vehicle Tracking

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

Scale at A1	Status	Rev	Security
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Drawing Number

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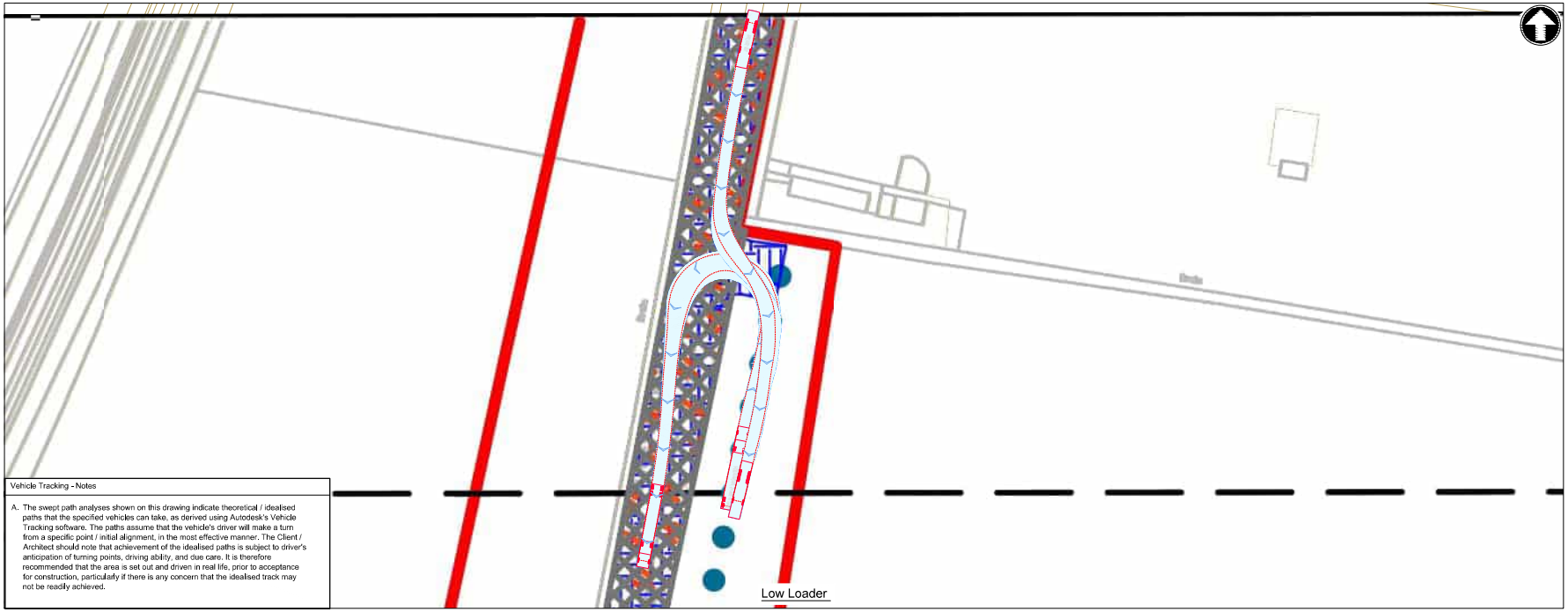

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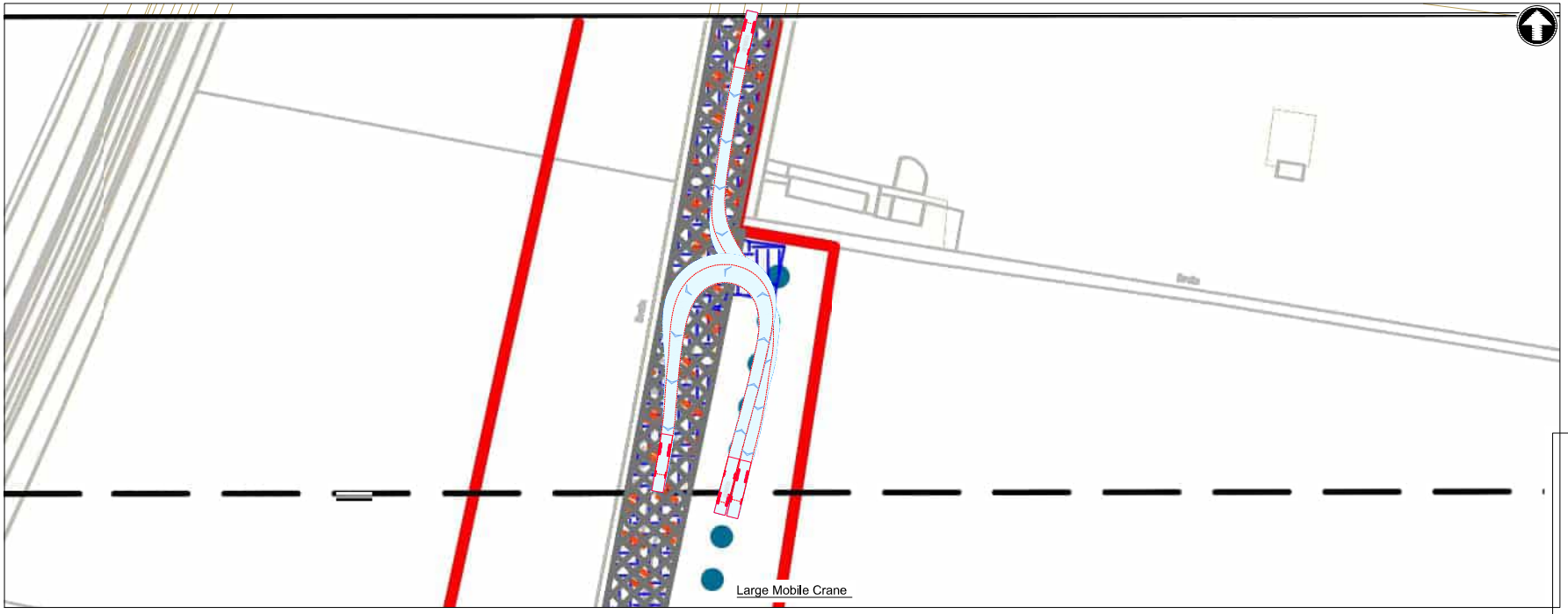

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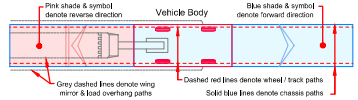

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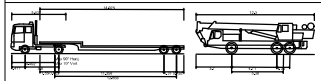

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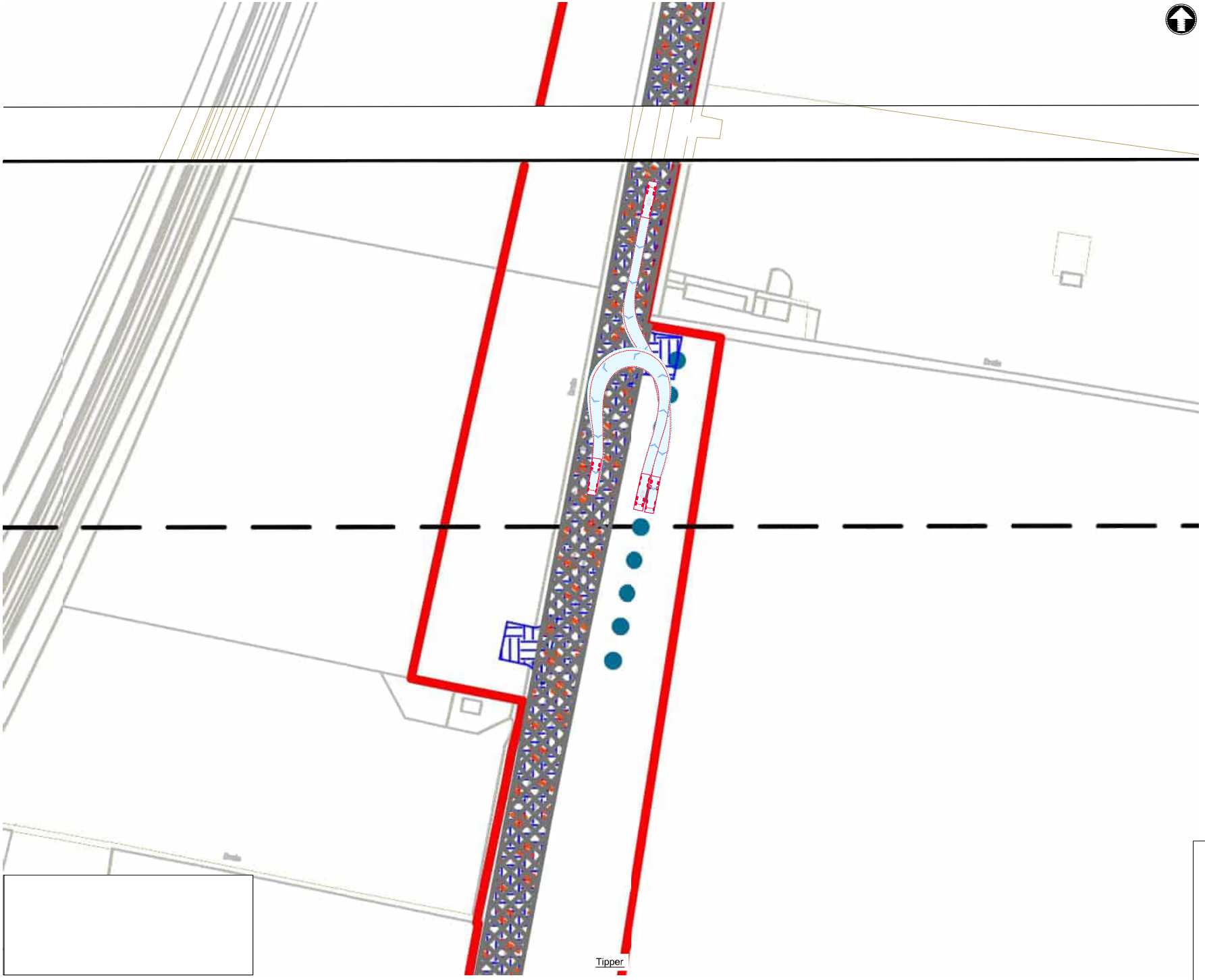
Drawing Number

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



Notes

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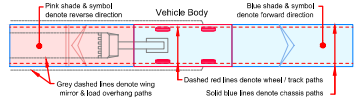
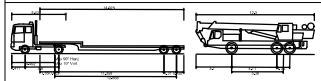
8. The drawing does not include any information on proposed highway drainage and associated SUDS, existing or proposed utilities or other existing assets that may need to be protected or diverted as part of the works.
9. The design requires works to the public highway and would require further discussions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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

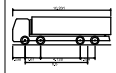


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.418m
Min Body Ground Clearance	0.330m
Max Track Width	2.540m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.280m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	3.495m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)

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

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

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

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

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

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

1:500 0 25m 50m

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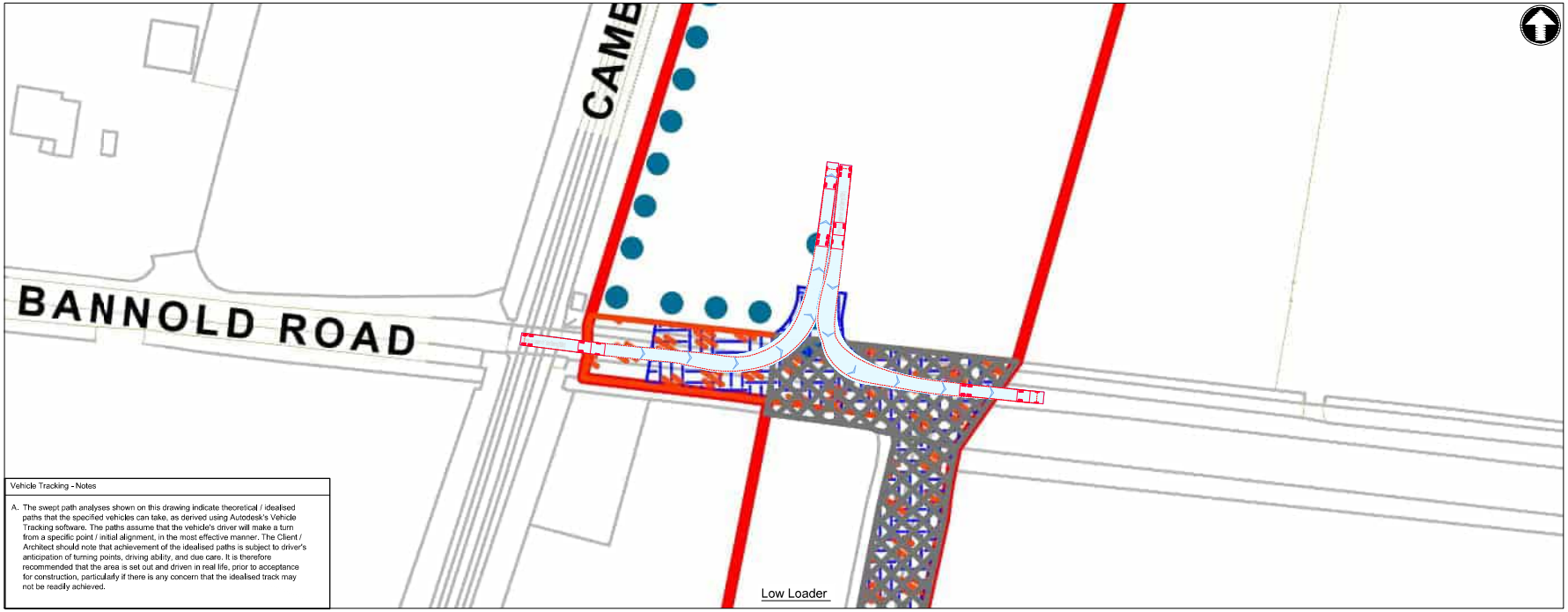

Vehicle Tracking - Notes

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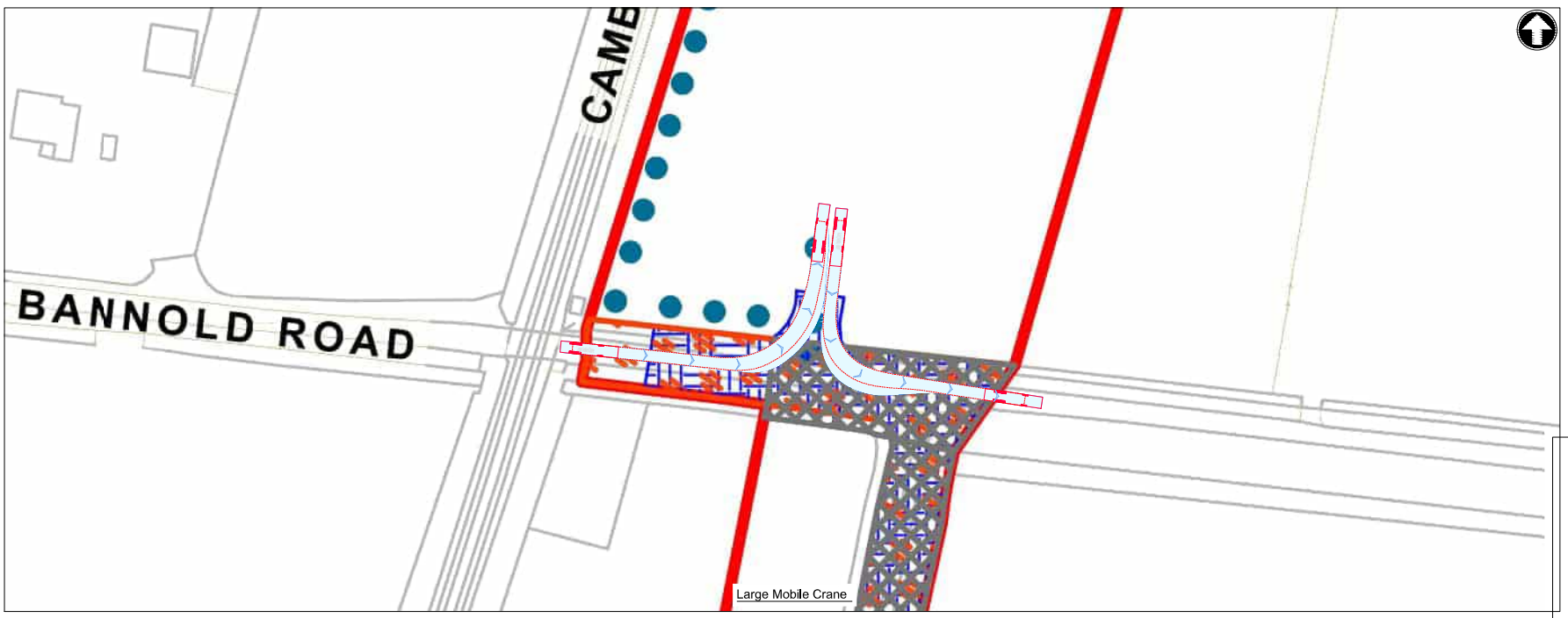

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Notes

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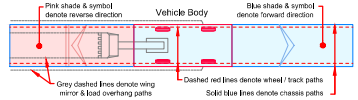
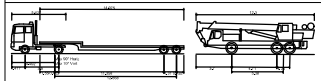
11. The design assumes an embankment slope of 1:3 is acceptable to the relevant stakeholders.
12. The design is based on the requirements of DMRB, Manual for Streets has been adopted for some extents of the proposed access roads.
13. The proposal requires third party land to be constructed. The extent of the land take is to be determined during future stages of the design development of this option.
14. This drawing should be read in conjunction with the Technical Memo, *Cambridge Waste Water Treatment Works Relocation Early assessment and sifting of proposed site access options*.
15. **DRAWING MUST BE READ IN COLOUR**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

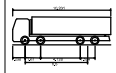


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17,918m
Overall Width	3,540m
Overall Body Height	3,405m
Min Body Ground Clearance	0,300m
Max Track Width	3,230m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	8,350m

Large Mobile Crane

Overall Length	12,300m
Overall Width	2,430m
Overall Body Height	3,285m
Min Body Ground Clearance	0,430m
Track Width	2,430m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	10,200m



Large Tipper

Overall Length	10,201m
Overall Width	2,495m
Overall Body Height	3,900m
Min Body Ground Clearance	0,341m
Track Width	2,271m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	11,550m

Standard Design Vehicle (SDV)

Overall Length	4,500m
Overall Width	2,000m
Overall Body Height	1,950m
Min Body Ground Clearance	0,100m
Track Width	2,000m
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

love every drop anglianwater

Title

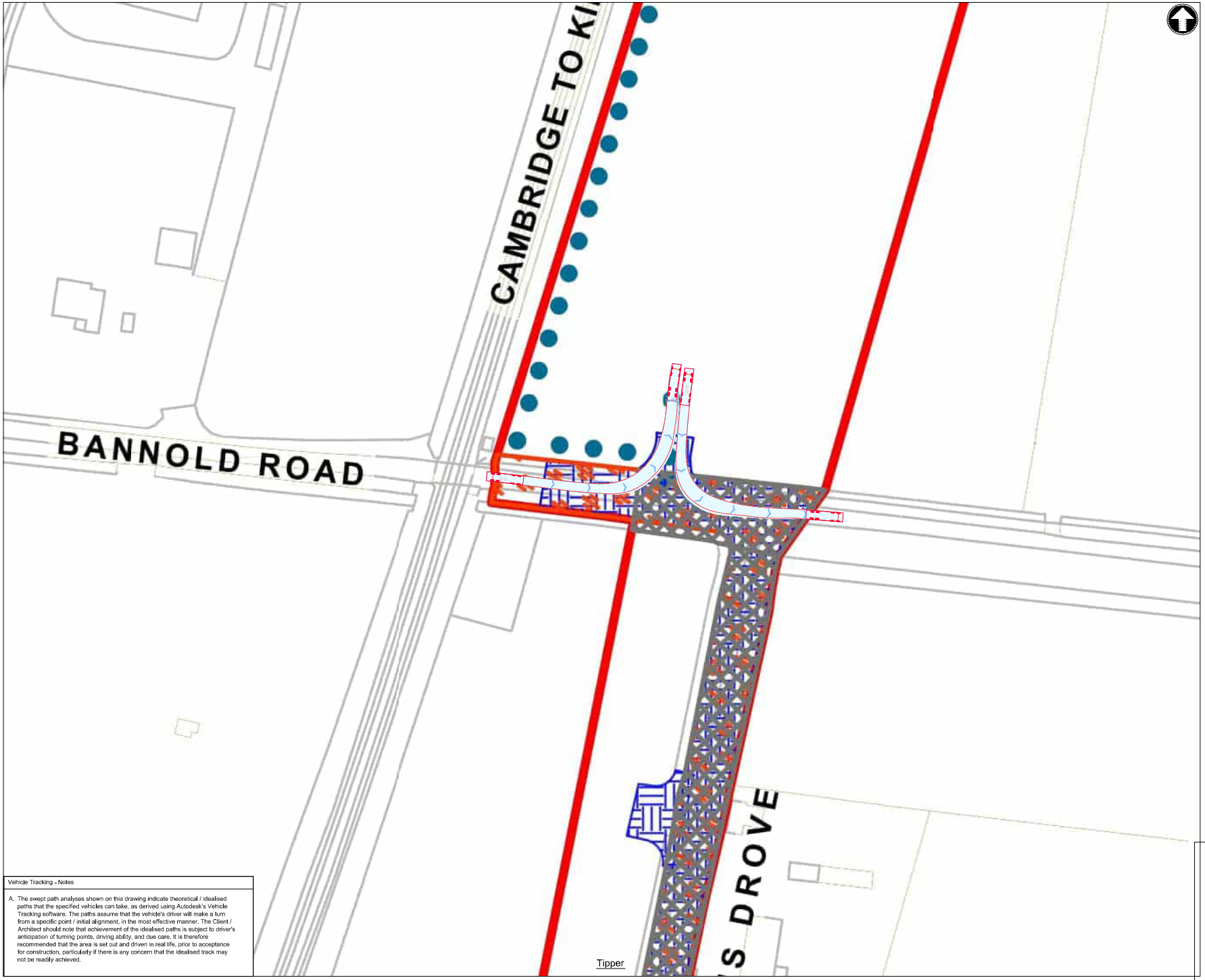
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
9019
Highways GA, Visibility Splay and Vehicle Tracking

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

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

Drawing Number

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



Vehicle Tracking - Notes

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1:500 0 25m 50m

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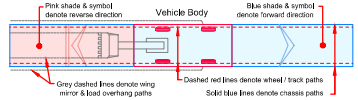
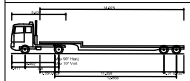
Vehicle Tracking - Key to Symbols

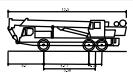


Vehicle Tracking - Vehicle Details



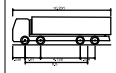
Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.400m
Min Body Ground Clearance	0.330m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m



Large Mobile Crane

Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.200m
Min Body Ground Clearance	0.430m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.200m



Large Tipper

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

Standard Design Vehicle (SDV)

Overall Length	4.600m
Overall Width	2.000m
Overall Body Height	1.250m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Vehicle Tracking - Risks & Compliance

Risks

Kerb overrun

Restrictive road width

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

Client

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Title

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

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

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

Drawing Number

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

The ExA:

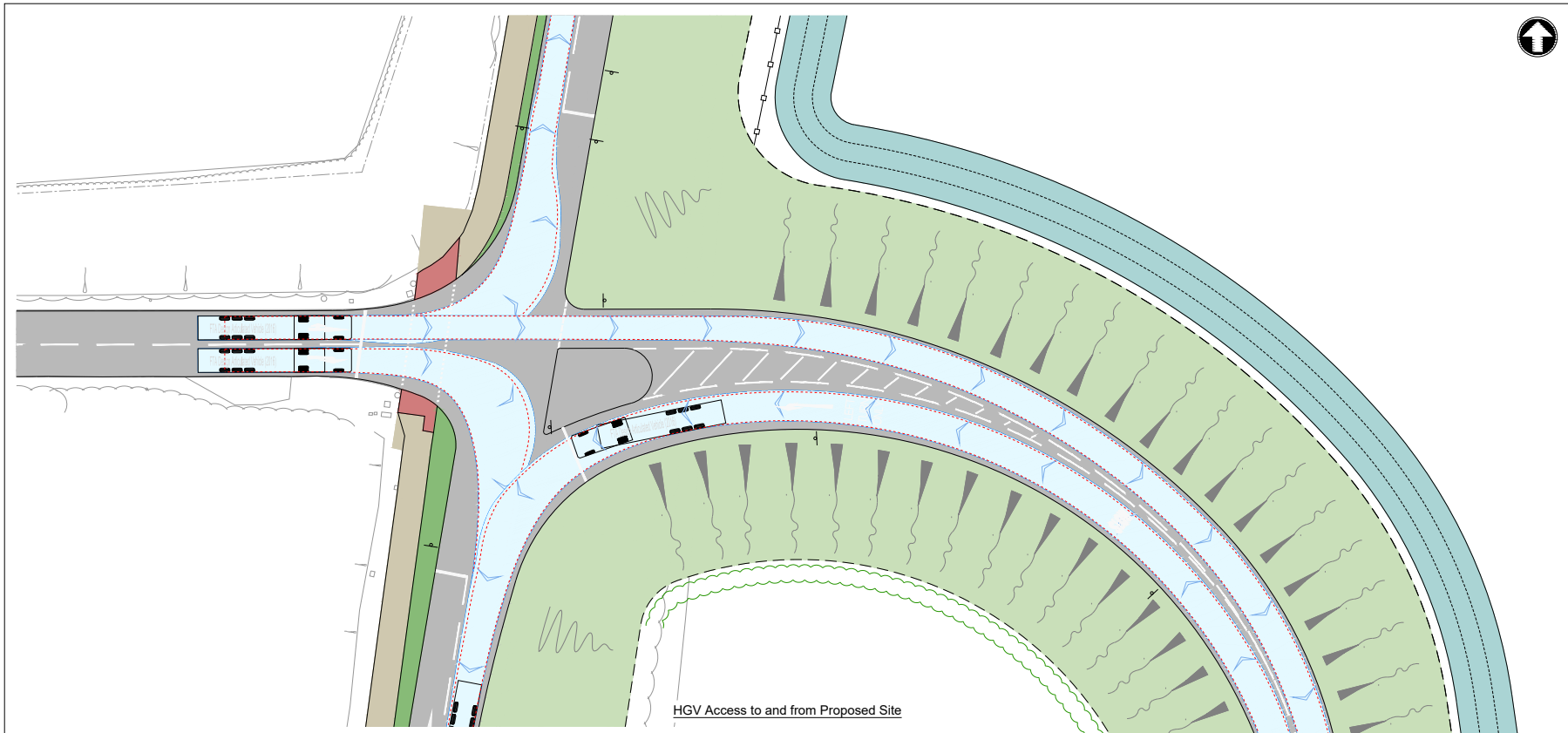
Construction traffic routes – safety

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

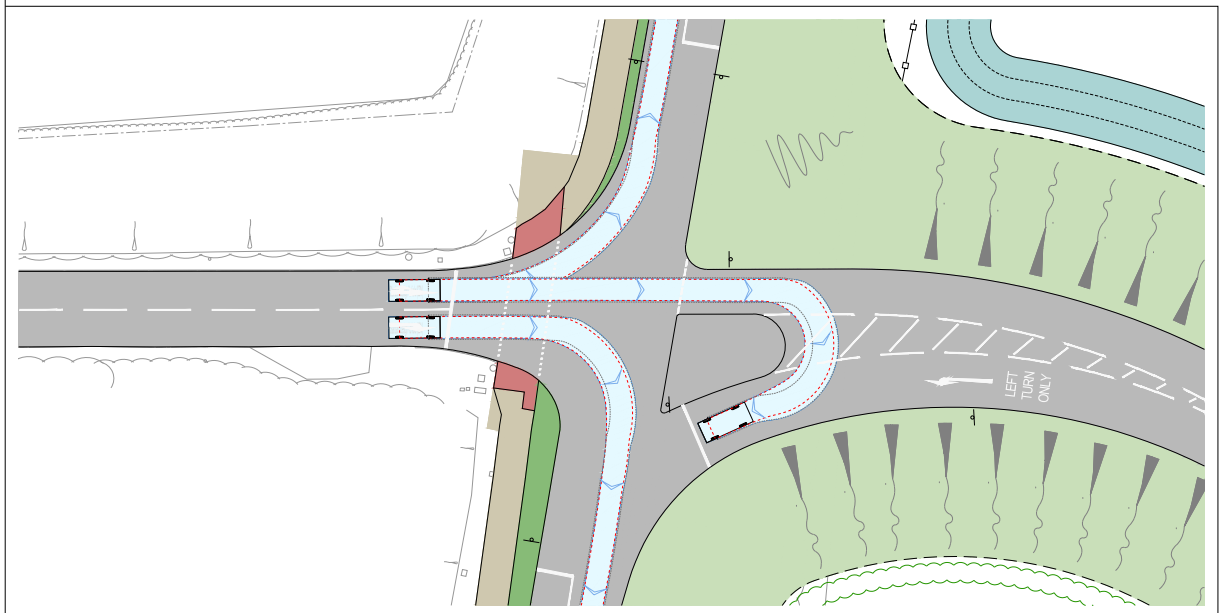
a. a swept path analysis for the off-slip junction with the A14 overbridge, including for tipper trucks; and
b. commentary on whether construction vehicles would be able to safely turn left or right from the J34 off-slip in the event that southbound queuing to the J34 on-slip extends close to or beyond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

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

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



HGV Access to and from Proposed Site



Standard Car U-Turn Manoeuvre

1:250 0 12.5m 25m

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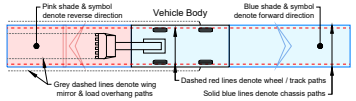
9. The design is based on the requirements of DMRB.
10. The design assumes an embankment slope of 1:2 is acceptable to the relevant stakeholders.
11. The design is based on the requirements of DMRB.
12. Street lighting on Horningsea Road to remain as existing with minor changes to the locations of the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

Key to Symbols

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

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

FTA Design Articulated Vehicle (1998)

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

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

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

Reference drawings

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

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22 Station Road
Cambridge, CB1 2JD
United Kingdom

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

Client

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NOT FOR CONSTRUCTION

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

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

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

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

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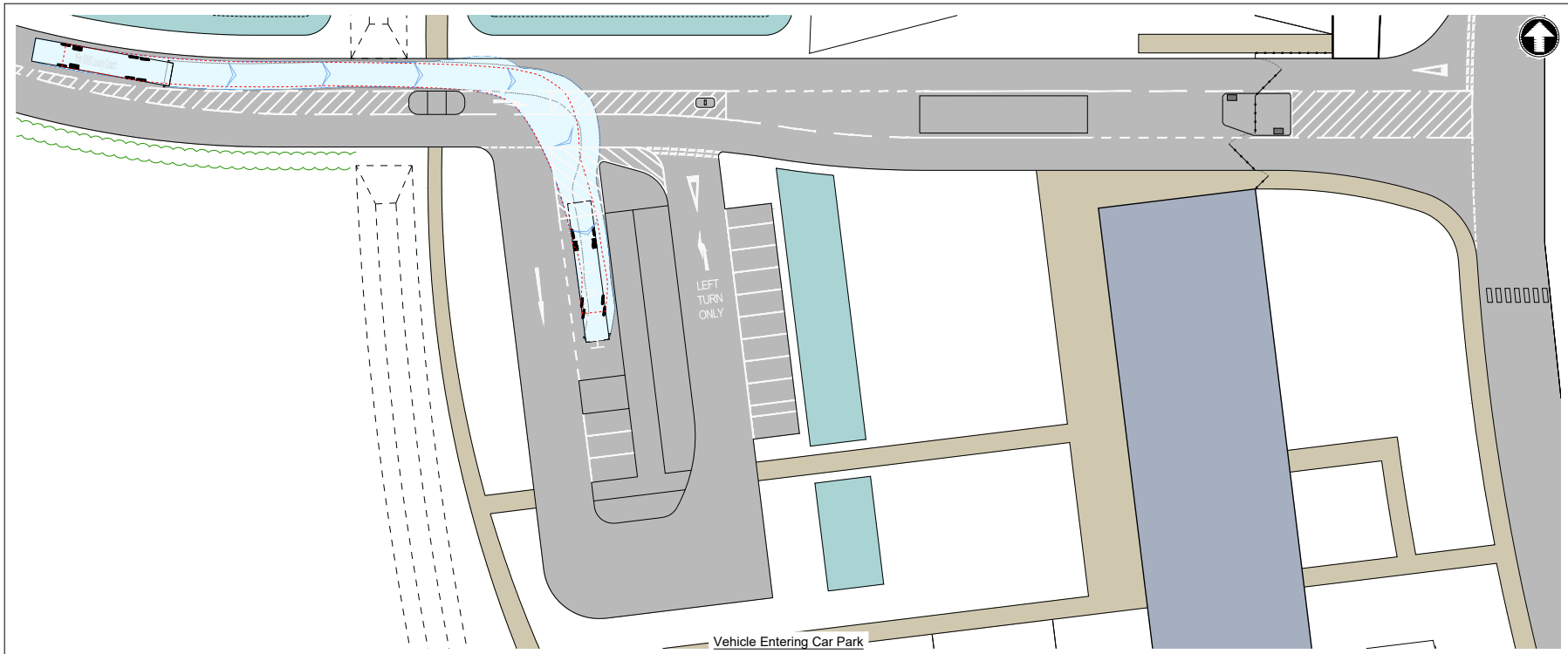
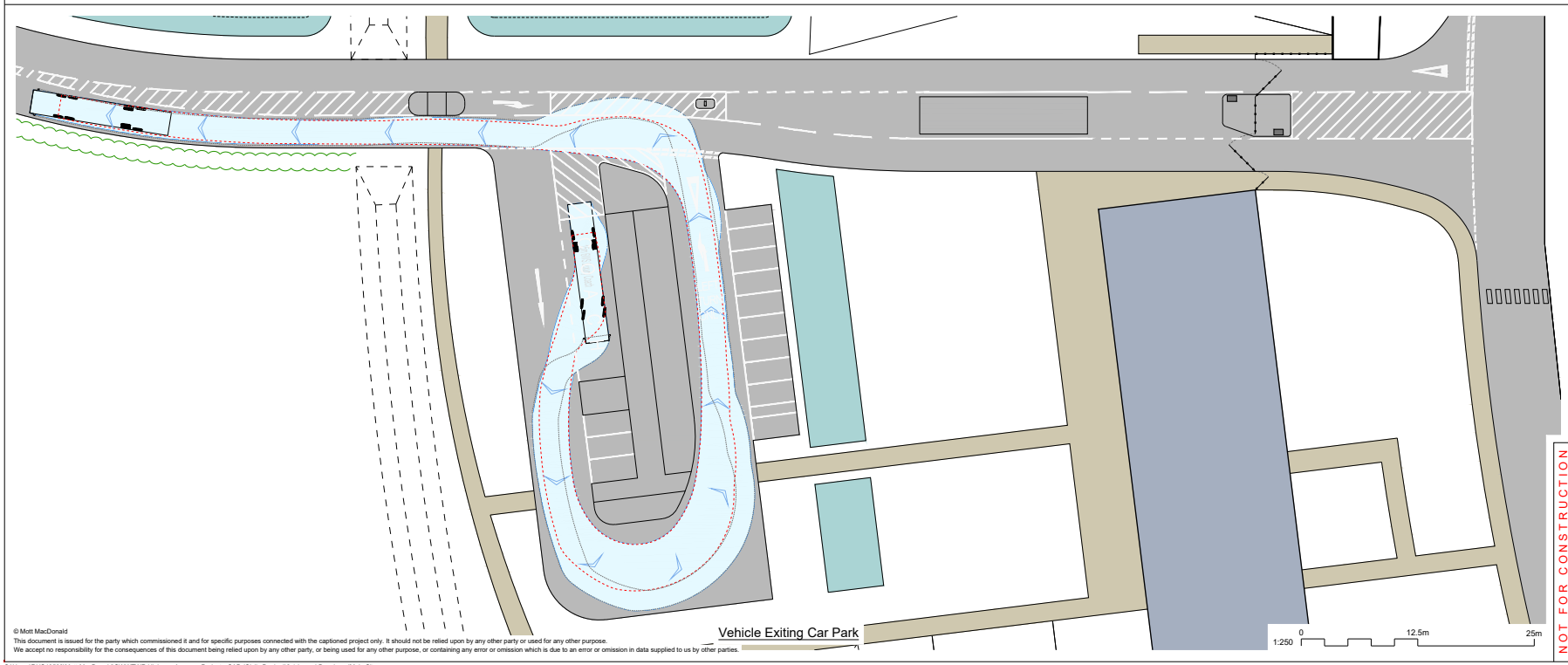


Vehicle Entering Car Park



Vehicle Exiting Car Park

1:250 0 12.5m 25m

NOT FOR CONSTRUCTION

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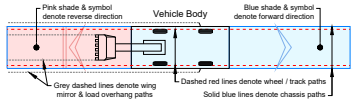
4. **DRAWING MUST BE READ IN COLOUR**

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details

Luxury Coach (Neoplan Megaliner)

Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	4.157m
Track Width	2.500m
Kerb to Kerb Turning Radius	9.773m

Note: This vehicle incorporates rear steering.

Vehicle Tracking - Risks & Compliance

Moderate Risks

M1 Vehicle must overrun opposite lane to exit car park.

Vehicle Tracking - Notes

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

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	14.12.23	LWR	Preliminary Issue.	WT	GW

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

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

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

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

Appendix H: Discovery Centre TRICS® Data

Calculation Reference: AUDIT-704113-220804-0830

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
16 ULSTER (REPUBLIC OF IRELAND)
DN DONEGAL 1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 1

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

Selected Location Sub Categories:
High Street 1

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

Secondary Filtering selection:

Use Class:
F1(c) 1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 25,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

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

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

MANUALLY DESELECTED SITES

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.88

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

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

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

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Parameter summary

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

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

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

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

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

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

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

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

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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

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

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

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

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

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

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

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Calculation Factor: 100 sqm
Count Type: PEDESTRIANS

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
Calculation Factor: 100 sqm
Count Type: CARS

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

TRICS 7.9.2
Trip Rate Parameter: Gross floor area

Mode split

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

Total people

Calculation factor: 100sqm

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

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

Total vehicles
Calculation factor: 100sqm

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

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

Taxis

Calculation factor: 100sqm

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

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

Vehicle occupants
Calculation factor: 100sqm

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

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

Cars

Calculation factor: 100sqm

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

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

Pedestrians
Calculation factor: 100sqm

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

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

OGVs

Calculation factor: 100sqm

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

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

PSVs

Calculation factor: 100sqm

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

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

LGVs

Calculation factor: 100sqm

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

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

Bus passengers
Calculation factor: 100sqm

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

Total proposed floorspace (sqm)
100sqm conversion factor **0**

Cyclists

Calculation factor: 100sqm

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

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

Motorcyclists

Calculation factor: 100sqm

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

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

Rail passengers
Calculation factor: 100sqm

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

Total proposed floorspace (sqm)
100sqm conversion factor **0**

Appendix I: MCC and ATC comparisons

Document Control

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

Version History

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

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1 Sites surveyed

1.1 Overview

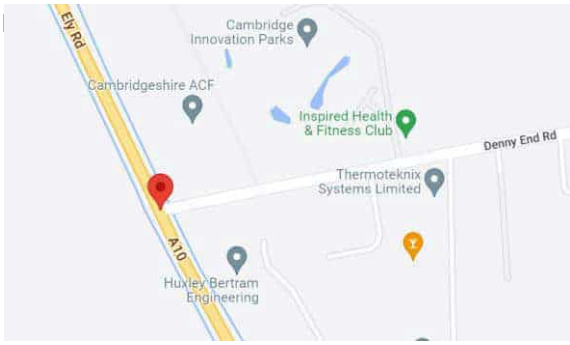
Table 1.1: Summary of sites surveyed

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

1.2 ATC Site – Denny End Road

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

ATC Site 1 location



ATC location

MCC location

1.3 ATC Site 2 – Car Dyke Road

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

1.4 ATC Site 3 – Clayhithe Road

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

1.5 ATC Site 4 – Clayhithe Road

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

1.6 ATC Site 5 – Horningsea Road

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

1.7 ATC Site 6 - Milton Road

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

1.8 ATC Site 7 – Fen Road

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

1.9 ATC Site 8 – Green End Road

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

1.10 ATC Site 9 – Water Street

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

Appendix J: Consultation 2 Stakeholder Feedback

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

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

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

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

Appendix K: TEMPro Growth Factor Technical Note

Document Control

Document title	Technical Note: Modelling Overview and TEMPro Growth Factor
Version No.	1
Date Approved	
Date 1st Issued	12/01/2022

Version History

Version	Date	Author	Description of change
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 coped to accommodate future growth.

1.2 Survey and TEMPro growth factors

1.2.1 Survey (December 2021) data has been used to inform the base years. To estimate the future 2025 base, a TEMPro 7.2 growth factors for 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/