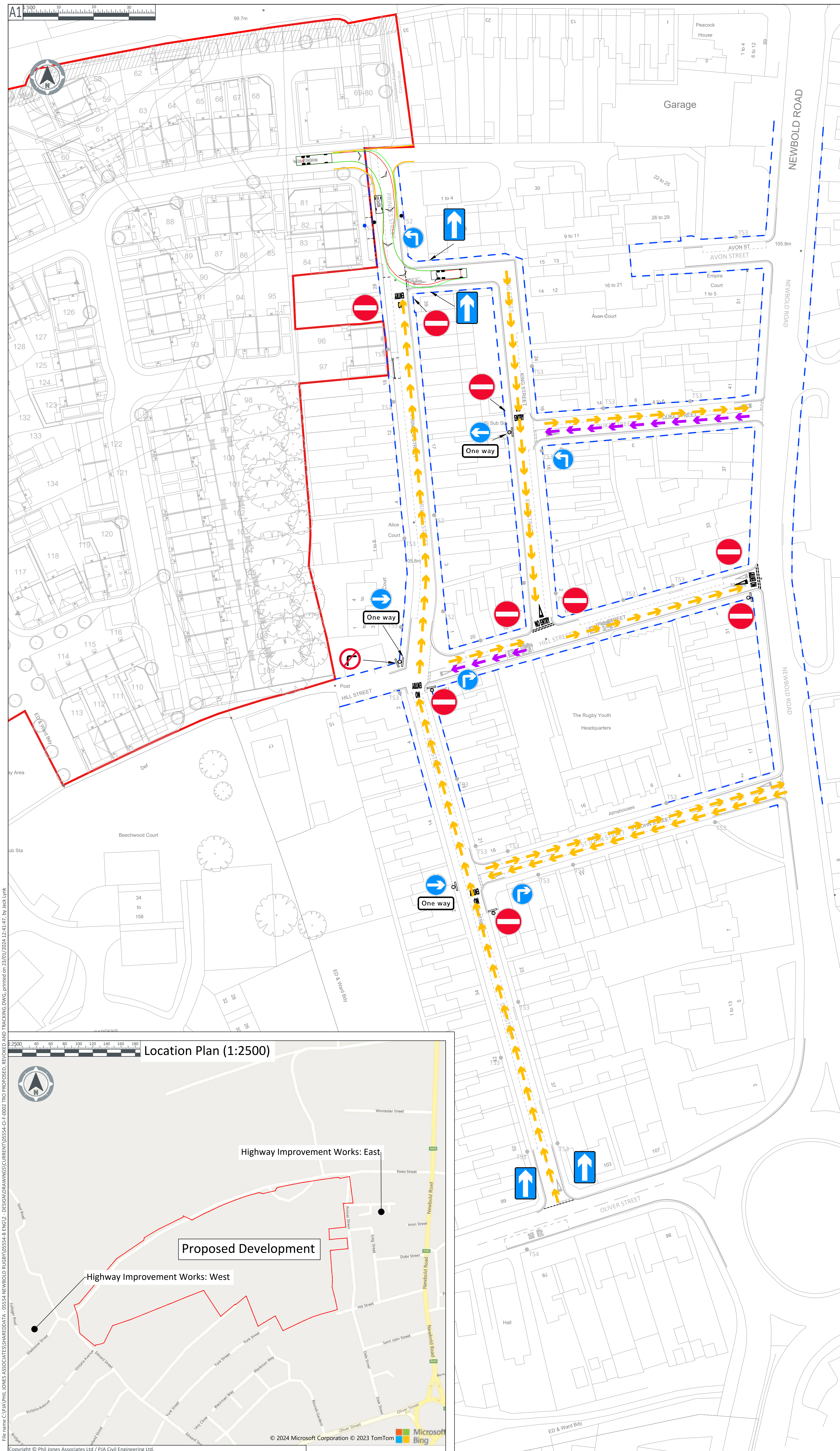




## Appendix F      Vehicle Tracking





# CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.

Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

## Notes

1. Permission is granted to scale from this drawing for the purposes of Local Planning Authority approval only. For all other purposes do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.
3. This drawing is based on topographical survey ref: 2807 2807 by OS Surveys, dated July 2013 revision A.
4. Surveys, background is shown inductively to cover un-surveyed areas in the topographical survey provided.
5. The layout for the proposed TRO and associated notes are presented on the supporting TRO Proposed plan with drawing reference 05554-CI-P-0002.
6. This drawing is not to be reproduced in any part or form without consent of PJIA Civil Engineering Ltd. All copyright reserved.
7. Reproduction from the Ordnance Survey map with permission of the controller of His Majesty's Stationary Office.
8. The purpose of this drawing is to display the various design vehicle swept paths manoeuvring through the existing layout with the proposed one-way orders. The drawing is for discussion purposes only.

The drawing has been produced for information purposes to support the planning application.

9. The vehicle swept paths presented have informed/validated the geometry of the layout.
10. The design vehicles that have been considered in the swept path analysis have been listed below (based on the Vehicle Tracking software) and the relevant vehicle profiles are included to highlight the vehicle dimensions. The vehicle profiles selected are considered to have the most onerous swept path criteria for both British and European standards. Therefore, the swept paths presented are robust and provide comfort that the junction manoeuvres for the typical vehicles below can be satisfied.

### European Design Vehicles

Large Size Vehicles

- \* Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis)

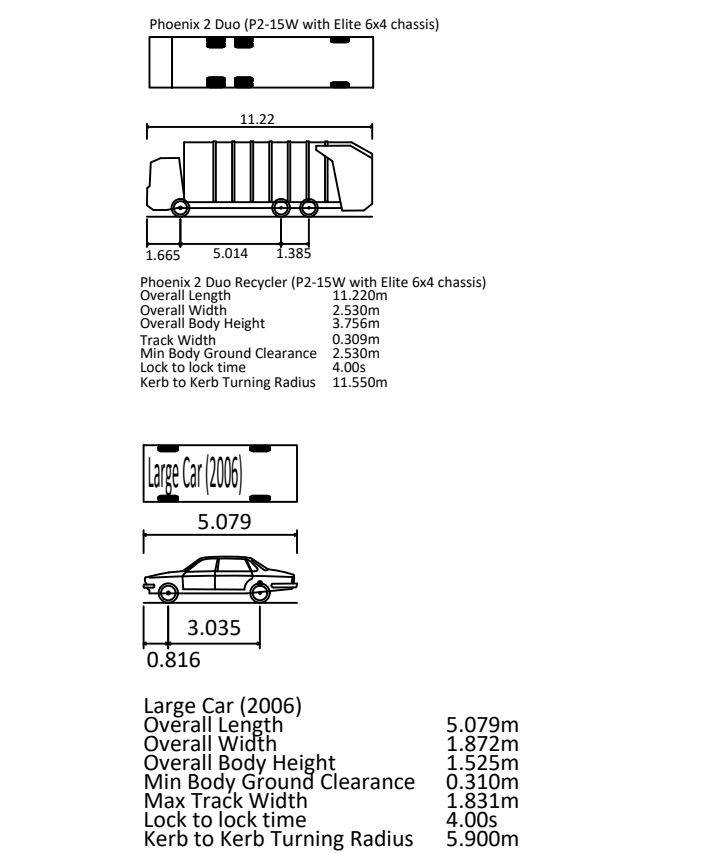
### British Design Vehicles

Medium Sized Vehicles

- \* Emergency vehicle - DB32 Fire Appliance \*

\* design vehicles to be confirmed with the client, local authority, emergency services etc and alternative vehicles may need to be used.

10. Vehicles have been assessed at 10mph for turning movements through the junction. The assessment aims to achieve a minimum of 0.25m from kerb / channel lines.



**Key**

— Highway Boundary

Typical Vehicle Track

Wheel Track (red)

Travel Direction

Body Overhang (green)

**Existing Refuse Vehicle Movement**

Forward Movement

Reverse Movement

P03	23/01/2024	Tracking and architect layout updated	JAL	AN	JW
P02	17/01/2024	Tracking rationalised. Highway boundary added	JAL	AN	JW
P01	12/01/2024	FIRST ISSUE	AP	AN	JW
Rev	Date	Revision Note	Drw	Chk	App

**PJA** 

Park Point, High Street, Longbridge,  
Birmingham, B31 2UQ, UK

T: +44 (0) 121 475 0234

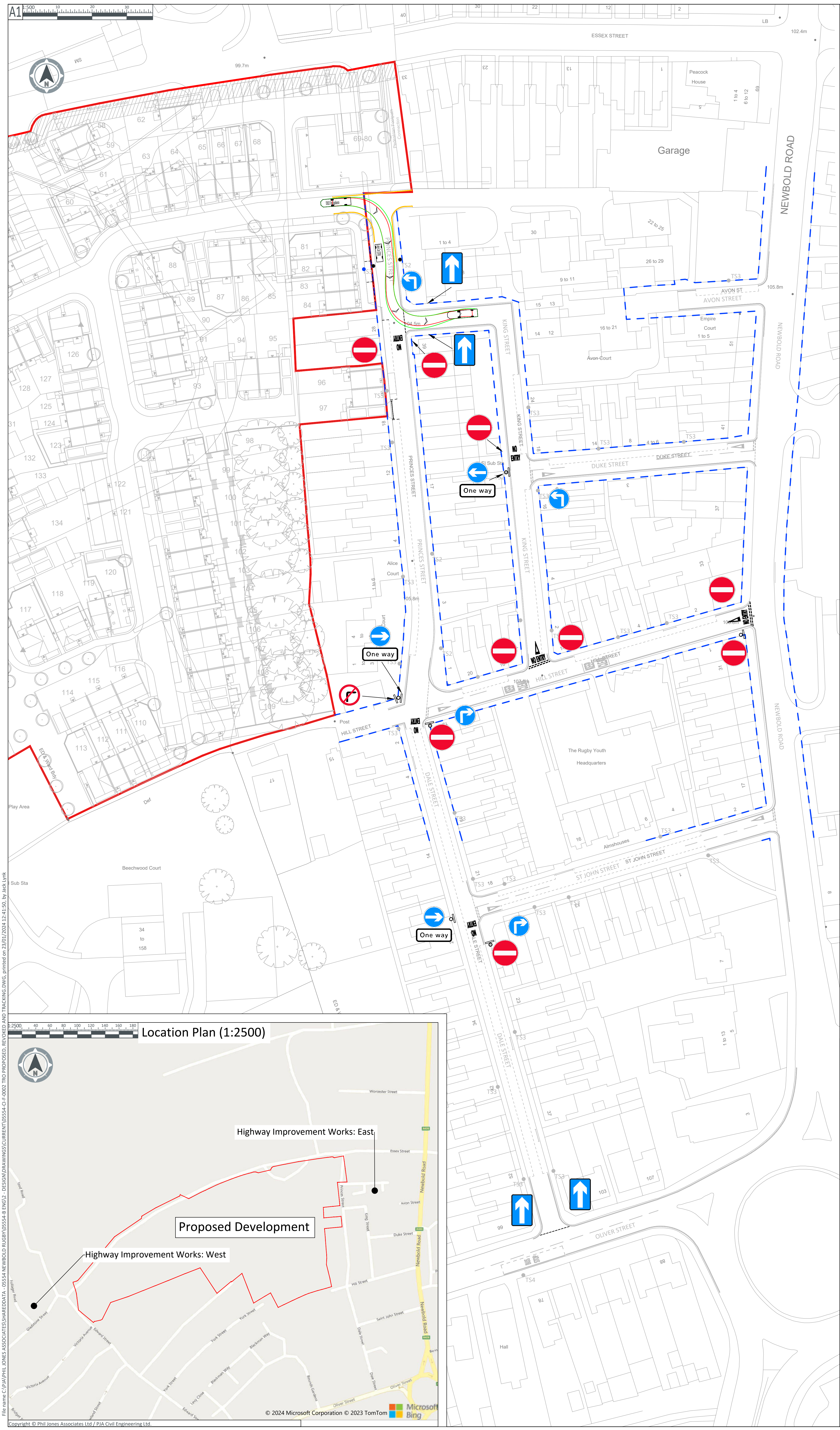
transport ● engineering ● placemaking

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Melbourne | Perth

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Client		
St. Modwen Homes		
Project		
Land North of Rounds Gardens		
Rugby		
Title		
Highway Improvement Works East		
Tracking Sheet 1 of 2		
Refuse Vehicle		
Drawing Issue Status		
For Information		
PJA Ref	Scale @ A1	Date
05554/F	1:500	12/01/2024
Drawing No.		Revision
05554-CI-F-0010		P03
Primary Contact		
joe.wedderidge@pja.co.uk		





### CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

### Notes

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OS background is shown indicatively to cover un-surveyed areas in the topographical survey provided.
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The drawing has been produced for information purposes to support the planning application.

- The vehicle swept paths presented have informed/validated the geometry of the layout.
- The design vehicles that have been considered in the swept path analysis have been listed below (based on Vehicle Tracking software) and the relevant vehicle profiles are included to highlight the vehicle dimensions. The vehicle profiles selected are considered to have the most onerous swept path criteria for both British and European standards. Therefore, the swept paths presented are robust and provide comfort that the junction manoeuvres for the typical vehicles below can be satisfied.

**European Design Vehicles**  
**Large Size Vehicles**  
• Refuse vehicle - Phoenix Duo 2 Recycler (P2-15W with Elite 6x4 chassis) \*  
**British Design Vehicles**  
**Medium Sized Vehicles**  
• Emergency vehicle - DB32 Fire Appliance \*

*\* design vehicles to be confirmed with the client, local authority, emergency services etc and alternative vehicles may need to be used.*

- Vehicles have been assessed at **10mph** for turning movements through the junction. The assessment aims to achieve a minimum of 0.25m from kerb / channel lines.
- Design approach/summary/assumptions; (consider including)
  - Large and medium sized vehicles take priority through the layout whilst small sized vehicles are to wait at passing places.
  - All vehicles have been tracked at **10mph**.
  - Assessment included for refuse and large car, considered to be an infrequent combination.
  - Assessment included for pantechnician and large car, considered to be an infrequent combination.
  - Assessment included for fire tender and large car, considered to be an infrequent combination.
  - medium and larger vehicle movements into and out of the access junction intrude into opposing lanes. The vehicle movements of these large vehicles are predicted to be infrequent and gaps in the traffic will need to be negotiated to carry out the movements into or out of the access junction. 250mm clearance to channel lines allows additional space where passing of larger vehicles is tight.
- The design criteria and philosophy is subject to highway authority agreement and Road Safety Audit.
- Existing road markings shown indicatively. The parking bays to be accurately surveyed and reassessed.

DB32 Fire Appliance  
Overall Length 8.680m  
Overall Width 2.180m  
Overall Body Height 3.452m  
Min Body Ground Clearance 0.337m  
Max Track Width 2.121m  
Lock to lock time 6.08s  
Kerb to Kerb Turning Radius 7.910m

Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.08s  
Kerb to Kerb Turning Radius 5.900m

### Key

— Highway Boundary

### Typical Vehicle Track

Wheel Track (red)  
Travel Direction  
Body Overhang (green)

Rev	Date	Revision Note	Drw	Chk	App
P03	23/01/2024	Tracking and architect layout updated	JAL	AN	JW
P02	17/01/2024	Tracking rationalised. Highway boundary added.	JAL	AN	JW
P01	12/01/2024	FIRST ISSUE	AP	AN	JW

PJA  
Park Point, High Street, Longbridge, Birmingham, B31 2UQ, UK  
T: +44 (0) 121 475 0234

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Client

St. Modwen Homes

Project

Land North of Rounds Gardens Rugby

Title

Highway Improvement Works East  
Tracking Sheet 2 of 2  
Fire Tender

Drawing Issue Status

For Information

PJA Ref	Scale @ A1	Date
05554/F	1:500	12/01/2024
Drawing No.		Revision
05554-CI-F-0011		P03
Primary Contact	joe.wooldridge@pja.co.uk	

File name: C:\PJA\PHIL JONES ASSOCIATES\SHARED\DATA - 05554 NEWBOLD RUGBY\05554-8 ENG\2 - DESIGN\DRAWINGS\CURRENT\05554-CI-F-0002 TRO PROPOSED, REVOKED AND TRACKING.DWG, printed on 23/01/2024 12:41:50, by Jack Link

