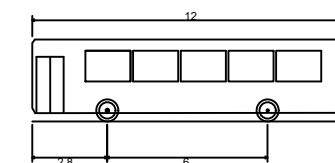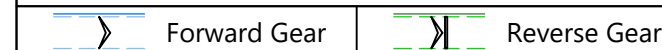**ENTRY MANOEUVRE**

**EXIT MANOEUVRE**

## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

### KEY:

| | |
|---|---|
| ▬▬▬ (red) | SITE BOUNDARY |
| – – – (black dashed) | PROPOSED WHITE LINE MARKINGS |
| – – – (yellow dashed) | PROPOSED YELLOW LINE MARKINGS |
| – – – (red dashed) | PROPOSED RED LINE MARKINGS |
| ⚑ | PROPOSED BUS STOP FLAG |
| (green) | CROSSOVER TO BE REMOVED AND REINSTATED AS FOOTWAY |

### ELECTRIC BUS

| | |
|---|---|
| Overall Length | 12.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.069m |
| Min Body Ground Clearance | 0.309m |
| Max Track Width | 2.350m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 10.771m |

| Forward Gear | Reverse Gear |
|---|---|

### REVISION HISTORY

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| D | Updated Swept Path Analysis | JS | DP | 14.09.23 |
| C | Updated Swept Path Analysis | JS | DP | 23.08.23 |
| B | Updated Swept Path Analysis | JS | AFG | 04.08.23 |
| A | Updated Swept Path Analysis | JS | AFG | 25.07.23 |

Status:

- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

## Berkley Estates London Ltd

Project:

## 300 Grays Inn Road

Drawing Title:

## Vehicular Swept Path Analysis for Proposed Construction Arrangement - Electric Bus
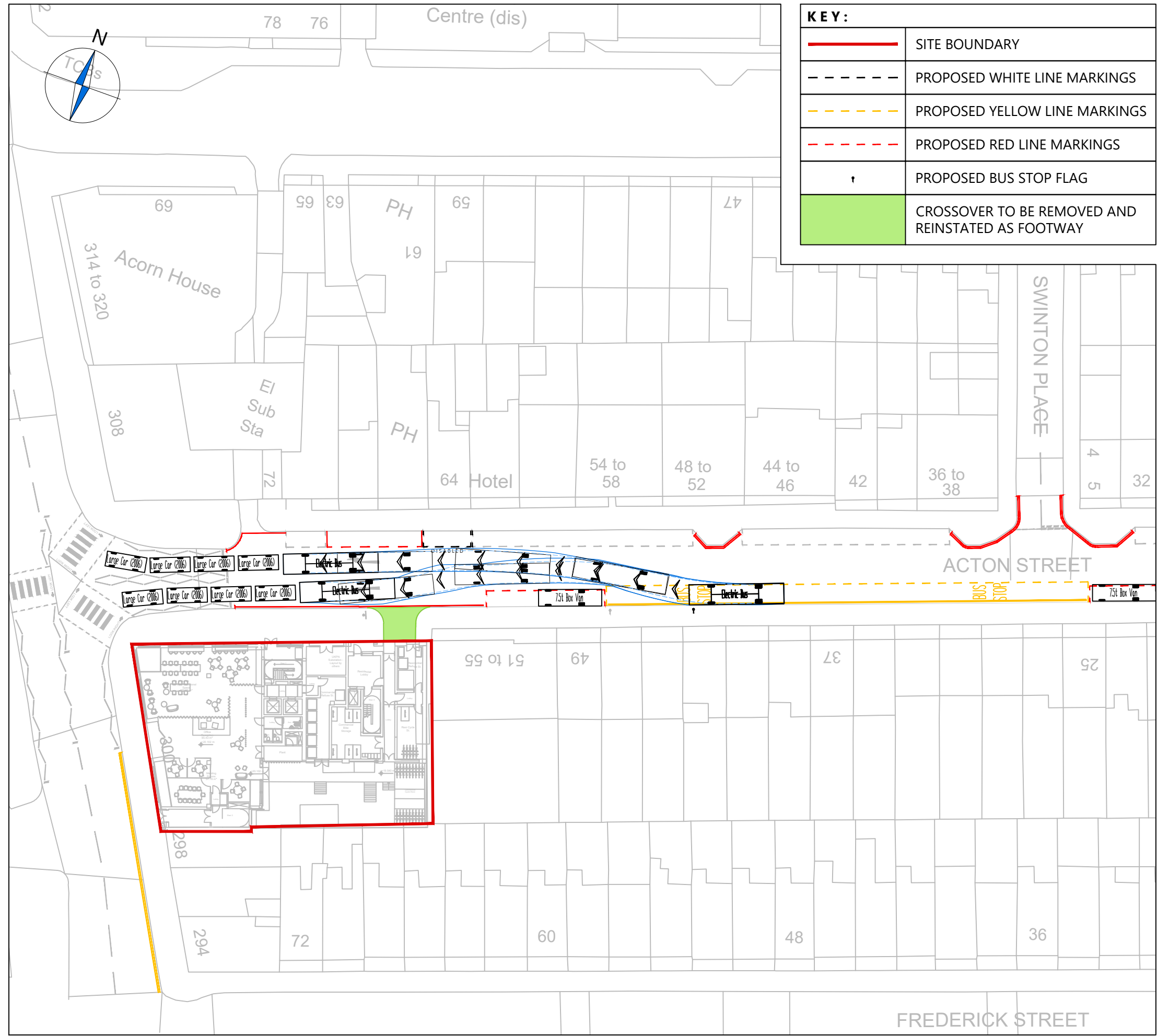
| Scale: | | Size: | |
|---|---|---|---|
| | 1:250 | | A3 |
| Drawn by: | Checked by: | Date: | |
| JS | DP | 22.03.2023 | |

## CANEPARO ASSOCIATES
### Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

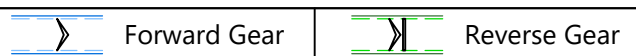| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 4884 | TR004 | 1 of 3 | D |

CA_4884_TR004_D - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG

**KEY:**

| | |
|---|---|
| ——— (red) | SITE BOUNDARY |
| – – – (black) | PROPOSED WHITE LINE MARKINGS |
| – – – (yellow) | PROPOSED YELLOW LINE MARKINGS |
| – – – (red) | PROPOSED RED LINE MARKINGS |
| ⇡ | PROPOSED BUS STOP FLAG |
| (green) | CROSSOVER TO BE REMOVED AND REINSTATED AS FOOTWAY |

## N O T E S

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

### ELECTRIC BUS

| | |
|---|---|
| Overall Length | 12.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.069m |
| Min Body Ground Clearance | 0.309m |
| Max Track Width | 2.350m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 10.771m |

| > Forward Gear | K Reverse Gear |
|---|---|

Client:

**Berkley Estates London Ltd**

Project:

**300 Grays Inn Road**

Drawing Title:

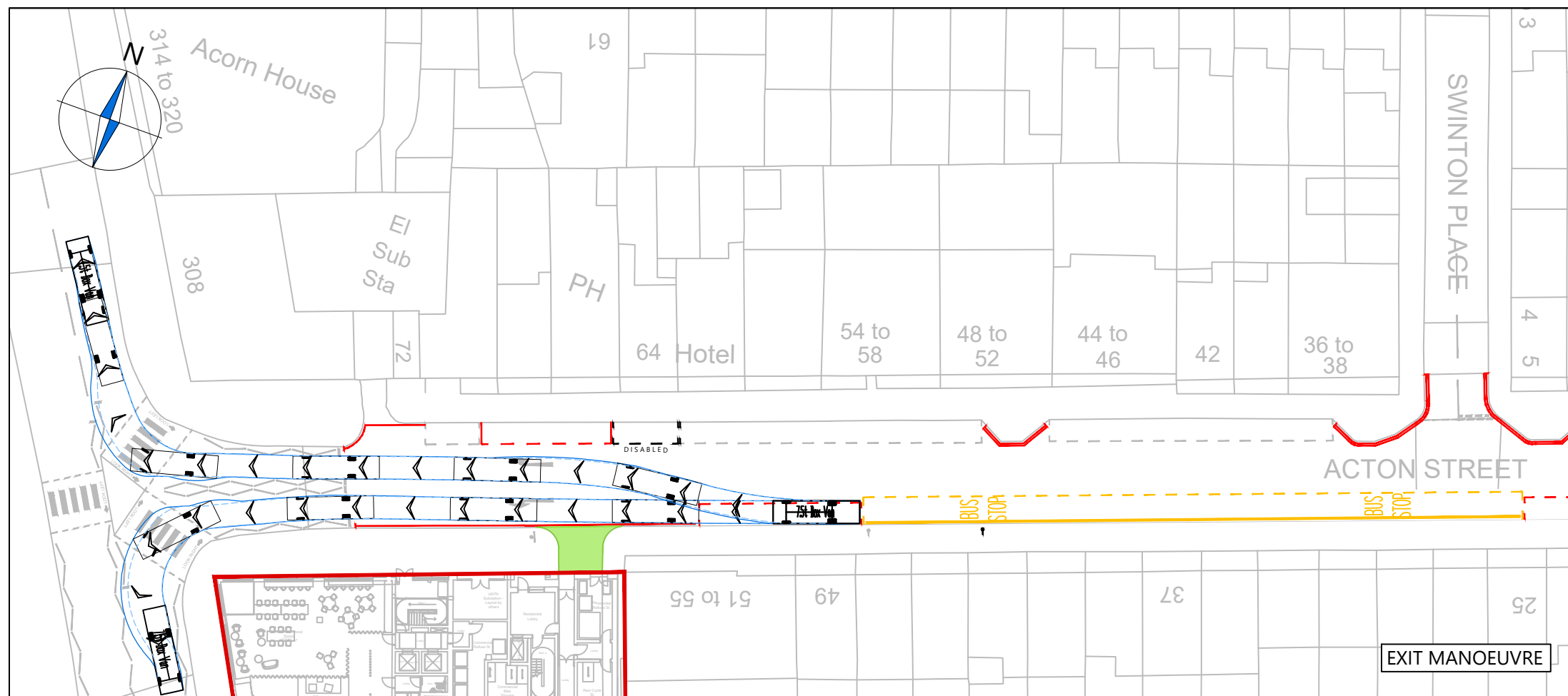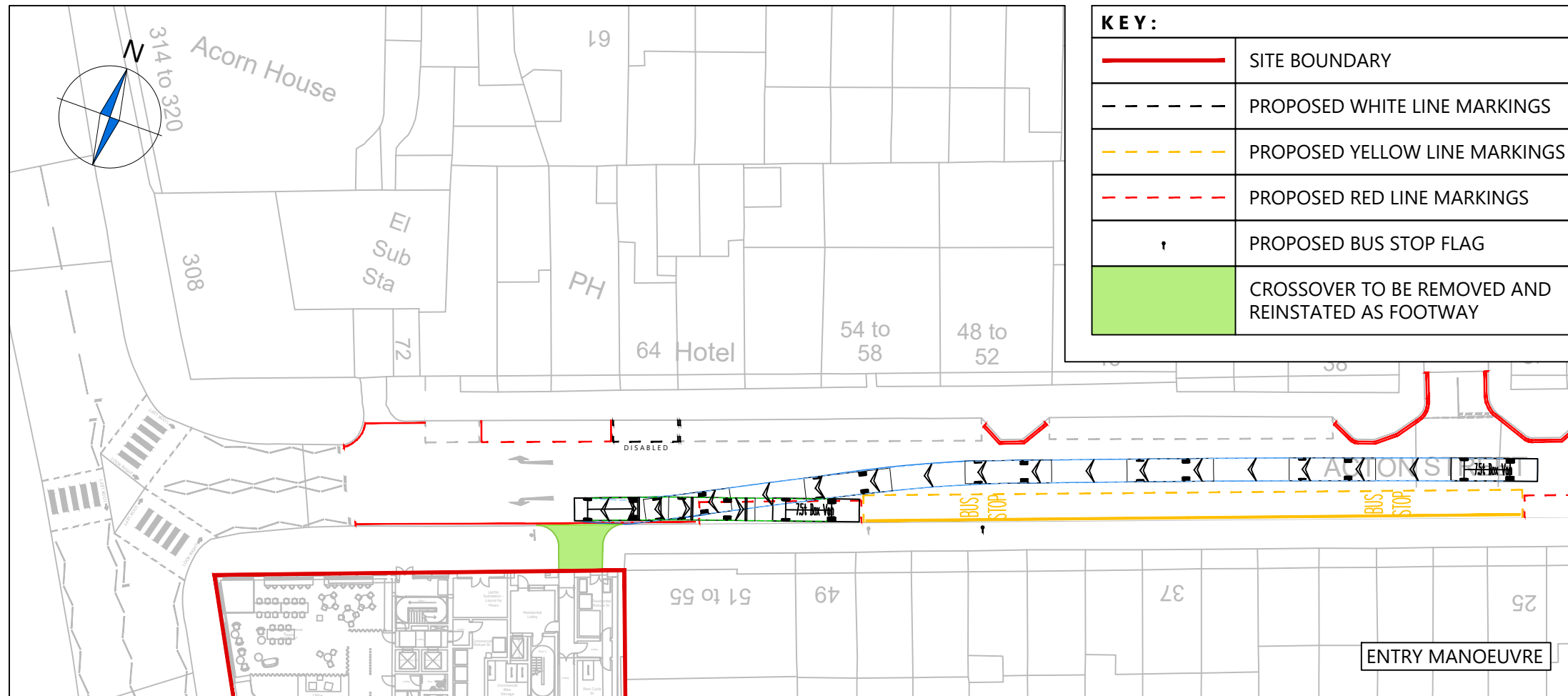**Vehicular Swept Path Analysis for Proposed Construction Arrangement - Electric Bus**

| Scale: | | Size: |
|---|---|---|
| 1:250 | | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| JS | DP | 22.03.2023 |

**CA CANEPARO ASSOCIATES**
Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet: | Rev: |
|---|---|---|---|
| 4884 | TR004 | 2 of 3 | D |

CA_4884_TR004_D - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG

**KEY:**

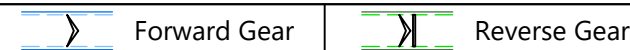| | |
|---|---|
| —— (red solid) | SITE BOUNDARY |
| – – – (black dashed) | PROPOSED WHITE LINE MARKINGS |
| – – – (yellow dashed) | PROPOSED YELLOW LINE MARKINGS |
| – – – (red dashed) | PROPOSED RED LINE MARKINGS |
| ↑ | PROPOSED BUS STOP FLAG |
| (green) | CROSSOVER TO BE REMOVED AND REINSTATED AS FOOTWAY |

ENTRY MANOEUVRE

EXIT MANOEUVRE

## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

### 7.5T BOX VAN
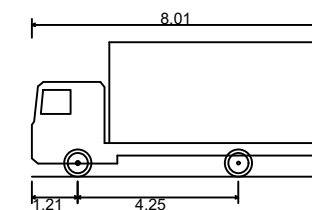


| | |
|---|---|
| Overall Length | 8.010m |
| Overall Width | 2.100m |
| Overall Body Height | 3.556m |
| Min Body Ground Clearance | 0.351m |
| Track Width | 2.064m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |

| Forward Gear | Reverse Gear |
|---|---|

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| D | Updated Swept Path Analysis | JS | DP | 14.09.23 |
| C | Updated Swept Path Analysis | JS | DP | 23.08.23 |
| B | Updated Swept Path Analysis | JS | AFG | 04.08.23 |
| A | Updated Swept Path Analysis | JS | AFG | 25.07.23 |

**REVISION HISTORY**

Status:
☐ Preliminary  ☐ For Approval  ☐ For Construction
☑ For Information  ☐ For Tender  ☐ As Built

Client:

**Berkley Estates London Ltd**

Project:

**300 Grays Inn Road**

Drawing Title:

**Vehicular Swept Path Analysis for Proposed Construction Arrangement - 7.5T Box Van**

| Scale: | Size: |
|---|---|
| 1:250 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| JS | DP | 22.03.2023 |

**CA CANEPARO ASSOCIATES**
Transport Planning & Highway Design

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 4884 | TR004 | 3 of 3 | D |

CA_4884_TR004_D - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG