Appendix D

VEHICLE SWEPT PATHS

DO NOT SCALE

PROPOSED JUNCTION FOR TWO-WAY WATER LANE

PROPOSED JUNCTION FOR TWO-WAY WHARF LANE INCLUDING ACCESS LIMIT TO 7.5T VEHICLES

CHURCH STREET EXPERIMENTAL PEDESTRIANISATION SCHEME

PROPOSED LOADING BAY

1 NO. PROPOSED BLUE BADGE BAY

2 NO. PROPOSED BLUE BADGE BAYS

2.4m X 17m VISIBILITY SPLAY FOR 15MPH

CAR PARKING CAPACITY FUTURE-PROOFING

1 NO. PROPOSED SERVICING BAY

1 NO. PARKING BAY FOR 6 MOTORCYCLES

2 NO. EPI PARKING BAYS

6 NO. NEW SERVICE/PARKING BAYS

KING STREET

RIVER THAMES

REV	DATE	BY	DESCRIPTION	CHK	APP
P15	21/09/2022	MR	PARKING CAPACITY FUTURE PROOFING NOTE ADDED	TE	TG
P14	14/09/2022	CRJB	UPDATED ARCHITECT LAYOUT FOR TA RESUBMISSION	TE	TG
P13	02/08/2021	CRJB	RED LINE UPDATED	RT	TG
P12	23/07/2021	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	RT	TG
P11	15/07/2021	CRJB	RED LINE BOUNDARY ADDED	RT	TG
P10	14/07/2021	CRJB	UPDATED LANDSCAPE LAYOUT	RT	TG
P09	22/06/2021	CRJB	UPDATED LANDSCAPE LAYOUT	RT	TG
P08	01/06/2021	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	RT	TG
P07	19/05/2021	CRJB	PARKING UPDATED AND KINGS STREET BAY ADDED	RT	TG
P06	13/05/2021	CRJB	WEIGHT RESTRICTION FOR WHARF LANE ENTRY	RT	TG
P05	07/05/2021	CRJB	UPDATED WHARF LN PARKING / SERVICING BAYS	RT	TG
P04	01/04/2021	CRJB	UPDATED LOCATION OF WATER LANE P&D BAYS	RT	TG
P03	25/03/2021	CRJB	SERVICE ROAD TURNING AREA UPDATED	RT	TG
P02	11/03/2021	CRJB	LOADING ON SERVICE ROAD & EMBANKMENT BAYS	RT	TG
P01	02/03/2021	CRJB	FIRST ISSUE	RT	TG

DRAWING STATUS:

S2 - FOR INFORMATION

wsp

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
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wsp.com

CLIENT:

HOPKINS

ARCHITECT:

HOPKINS

PROJECT:

TWICKENHAM RIVERSIDE

TITLE:

HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT

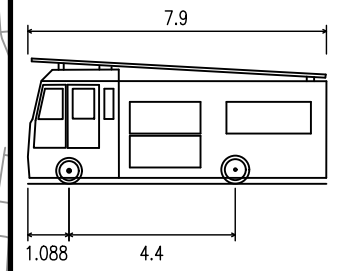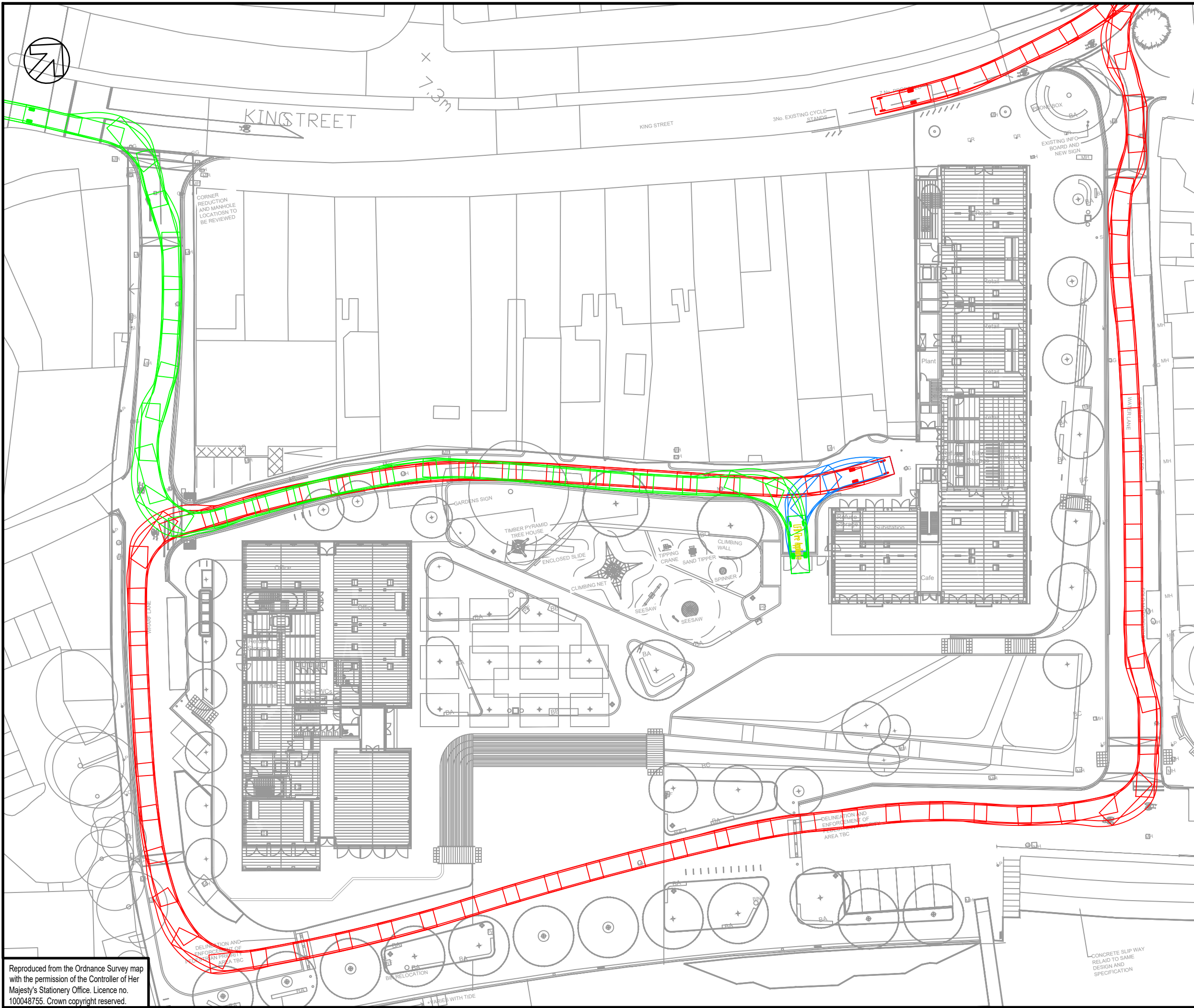| SCALE @ A3: 1:750	CHECKED: RT	APPROVED: TG
PROJECT No: 70059704	DESIGNED:	DRAWN: CRJB	DATE: September 22

DRAWING No: 70059704-TP-SK-52

REV: P15

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70059704\XX\70059704 - TWICKENHAM RIVERSIDE - HOPKINS\03 WIP\WSP TRANSPORT PLANNING\03 DRAWINGS\70059704-TP-SK-52.DWG, printed on 14 September 2022 13:01:34, by Burton, Craig

KING STREET

7.3m

KING STREET

3No. EXISTING CYCLE STANDS

EXISTING INFO. BOARD AND NEW SIGN

CORNER REDUCTION AND MANHOLE LOCATIONS TO BE REVIEWED

GARDENS SIGN

TIMBER PYRAMID TREE HOUSE

ENCLOSED SLIDE

TIPPING CRANE

SAND TIPPER

CLIMBING WALL

CLIMBING NET

SEESAW

SEESAW

SPINNER

Substation

Cafe

DELINEATION AND ENFORCEMENT OF AREA TBC

DELINEATION AND ENFORCEMENT OF AREA TBC

CONCRETE SLIP WAY RELAID TO SAME DESIGN AND SPECIFICATION

BIN RELOCATION

VARIES WITH TIDE

7.9

1.088   4.4

LFB Fire Appliance
Overall Length   7.900m
Overall Width   2.500m
Overall Body Height   3.314m
Min Body Ground Clearance   0.154m
Max Track Width   2.121m
Lock to Lock Time   6.00s
Kerb to Kerb Turning Radius   8.400m

NOTE:
THIS DRAWING IS PROVIDED FOR SWEPT PATH ANALYSIS ONLY AND IS SUBJECT TO REVIEW BY THE FIRE CONSULTANT

0   1:500   25m

wsp
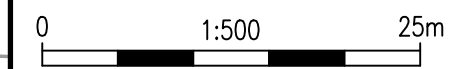
TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
FIRE ACCESS SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-52-TR18

DO NOT SCALE

NOTES

EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

ACHIEVED VISIBILITY SPLAY
OF 2.4m X 27.5m

INDICATIVE LOCATION OF EXISTING TREE
NOT SHOWN ON SURVEY, CANOPY MAY
REQUITE PRUNING TO IMPROVE VISIBILITY

INDICATIVE ROOT
PROTECTION ZONE

2.4m X 43m VISIBILITY SPLAY
OBSTRUCTED BY BUILDING

ADDITIONAL SERVICING BAY BEING
CONSIDERED BY LONDON BOROUGH
OF RICHMOND UPON THAMES, TO
BE DESIGNED BY OTHERS

PROPOSED CARRIAGEWAY
WIDENING FOR TWO-WAY

7 No. PROPOSED

CYCLE
STANDS

PHONE BOX

EXISTING BENCH
TO BE REMOVED

PROPOSED CARRIAGEWAY
WIDENING FOR TWO-WAY

EXISTING RAISED TABLE
TREATMENT UPDATED
TO NEW ARRANGEMENT

Retail

PROPOSED LOADING BAY

EXISTING ON-STREET
PARKING TO BE REMOVED

Retail

Retail

REV	DATE	BY	DESCRIPTION	CHK	APP
P05	14/09/2022	CRJB	UPDATED ARCHITECT LAYOUT FOR TA RESUBMISSION	TE	TG
P04	15/07/2021	CRJB	RAMP ADDED	RT	TG
P03	17/09/2020	CRJB	ANNOTATIONS ADDED	RT	TG
P02	08/09/2020	CRJB	INDICATIVE TREE AND ROOT ZONES ADDED	RT	RT
P01	03/09/2020	CRJB	FIRST ISSUE	RT	TG

DRAWING STATUS:

S2 - FOR INFORMATION

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wsp.com

CLIENT:

ARCHITECT:

HOPKINS

PROJECT:

TWICKENHAM RIVERSIDE

TITLE:

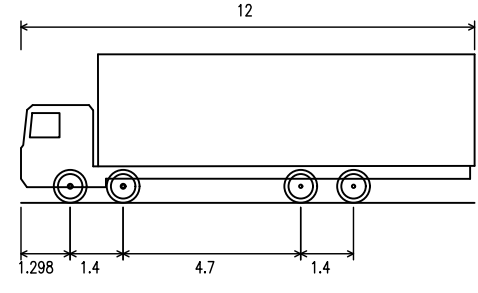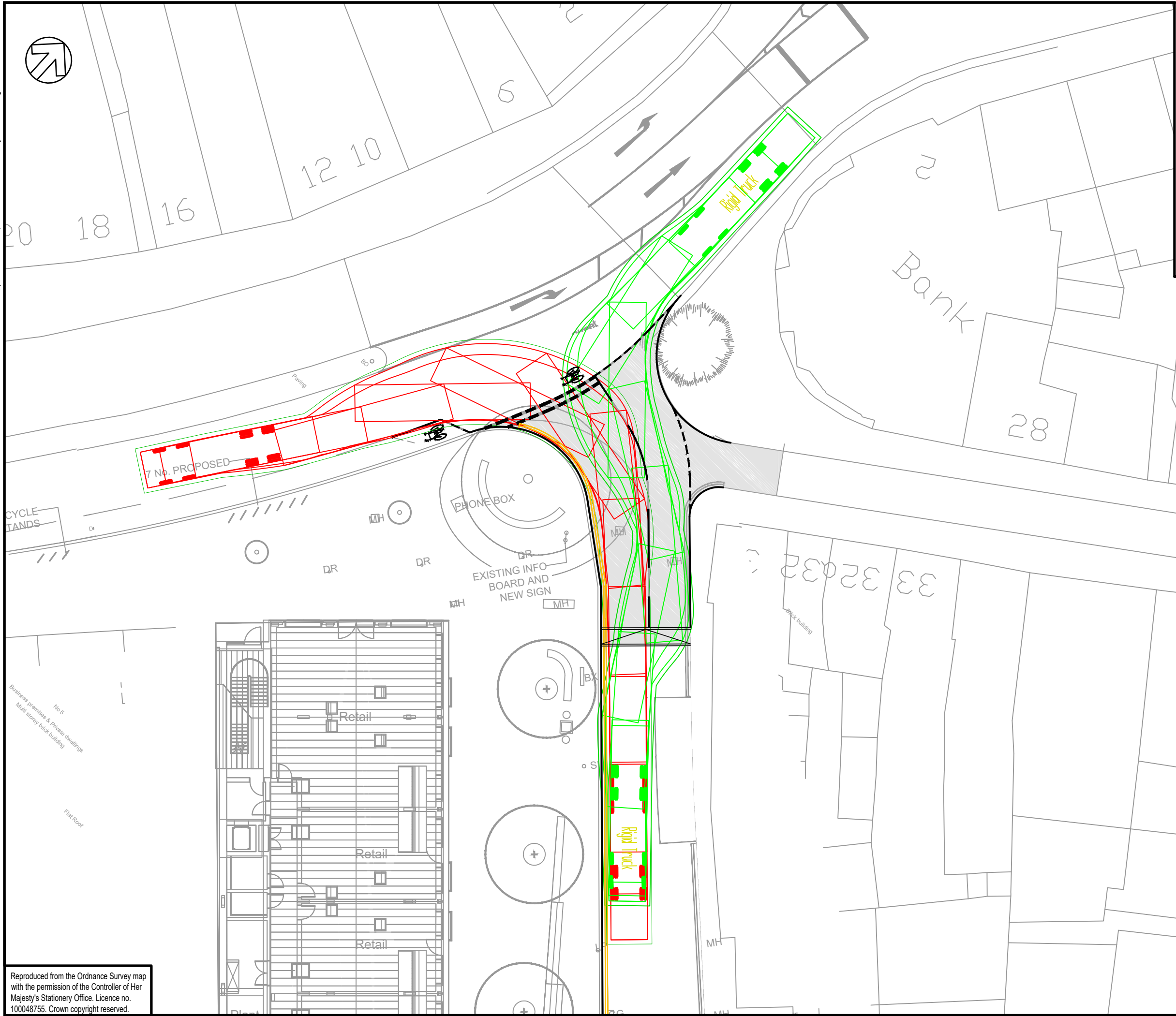PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER

SCALE @ A3:	CHECKED:	APPROVED:
1:250	RT	TG

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059704		CRJB	September 22

DRAWING No:	REV:
70059704-TP-SK-35	P05

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12

1.298   1.4   4.7   1.4

Rigid Truck
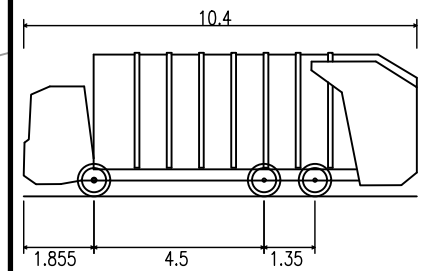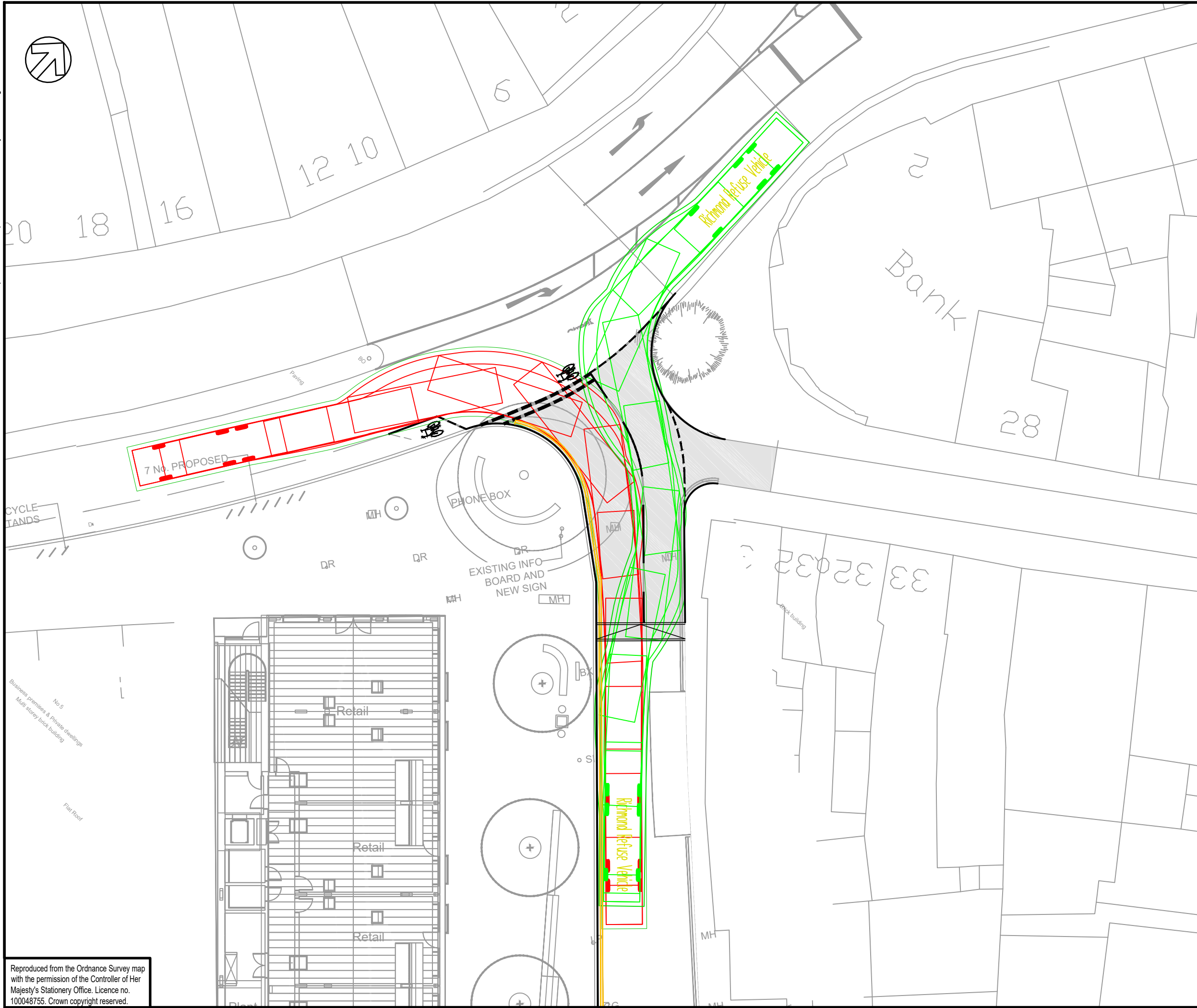Overall Length   12.000m
Overall Width   2.500m
Overall Body Height   3.928m
Min Body Ground Clearance   0.412m
Track Width   2.471m
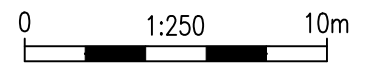Lock to Lock Time   6.00 sec
Kerb to Kerb Turning Radius 11.900m

Rigid Truck

7 No. PROPOSED

CYCLE STANDS

PHONE BOX

EXISTING INFO BOARD AND NEW SIGN

Retail

Retail

Retail

Rigid Truck

Bank

0   1:250   10m

wsp

TITLE:
PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER
12m RIGID SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR1

7 No. PROPOSED

CYCLE STANDS

PHONE BOX

EXISTING INFO BOARD AND NEW SIGN

Retail

Retail

Retail

Richmond Refuse Vehicle

Richmond Refuse Vehicle

10.4

1.855   4.5   1.35

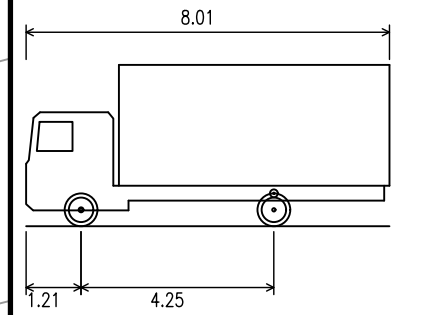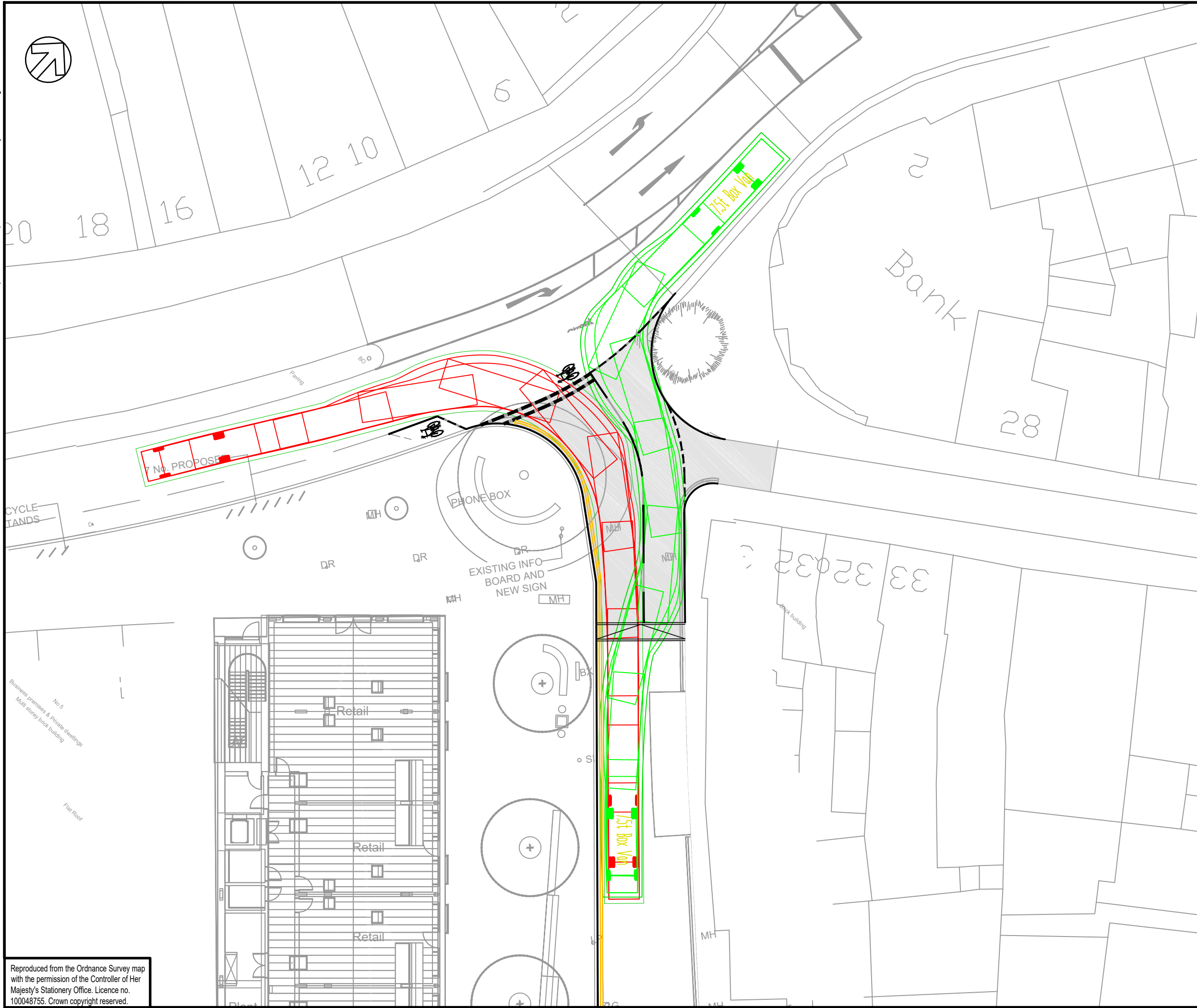Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
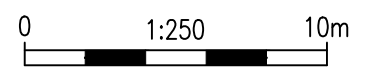Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

0   1:250   10m

wsp

TITLE:
PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER
REFUSE SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR2
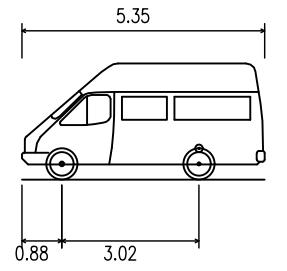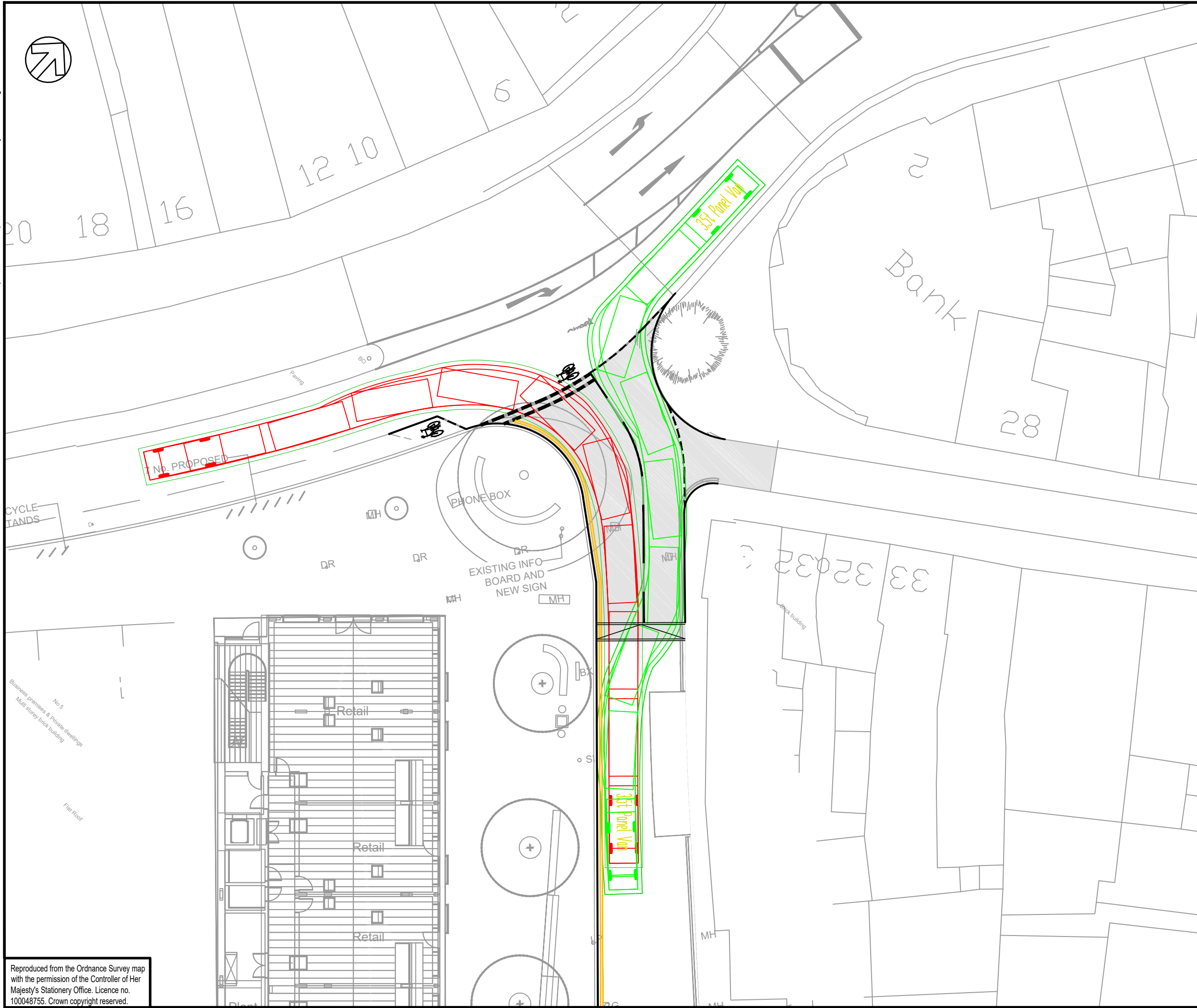
8.01

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
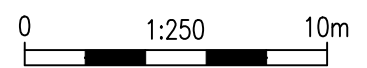Lock to Lock Time   4.00 sec
Kerb to Kerb Turning Radius 7.400m

1.21   4.25

7.5t Box Van

0   1:250   10m

wsp

TITLE:
PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER
7.5T BOX VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR3

File name \UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70059704 - TWICKENHAM RIVERSIDE - HOPKINS\03 WIP\WSP TRANSPORT PLANNING\03 DRAWINGS\70059704-TP-SK-35.DWG, printed on 14 September 2022 12:43:47, by Burton, Craig

3.5t Panel Van
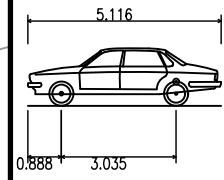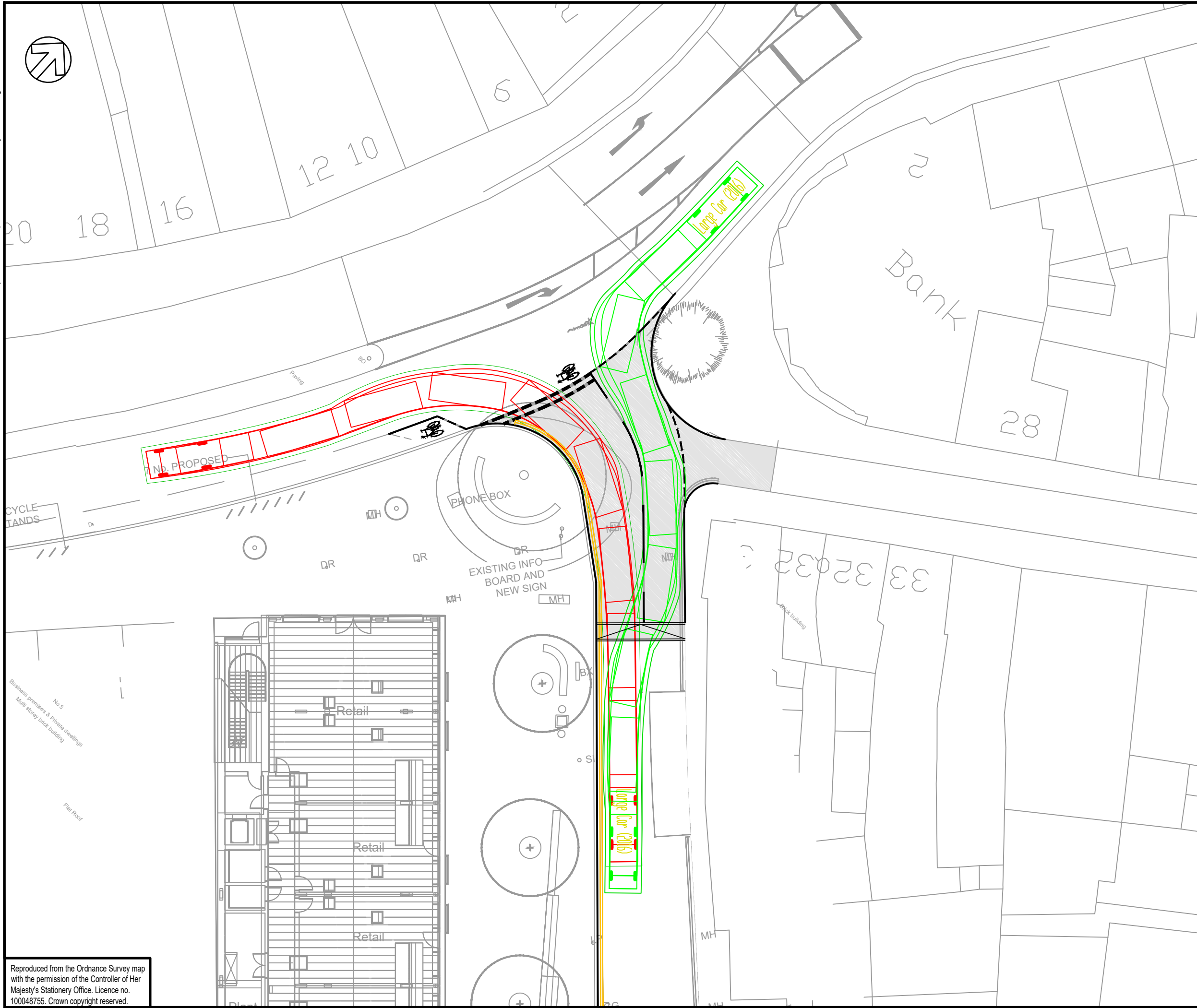Overall Length   5.350m
Overall Width   1.970m
Overall Body Height   2.562m
Min Body Ground Clearance   0.335m
Track Width   1.970m
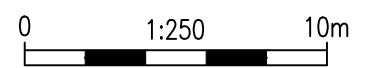Lock to Lock Time   4.00 sec
Kerb to Kerb Turning Radius   5.850m

5.35

0.88   3.02

3.5t Panel Van

3.5t Panel Van

3.5t Panel Van

No. PROPOSED

CYCLE STANDS

PHONE BOX

EXISTING INFO
BOARD AND
NEW SIGN

Retail

Retail

Retail

Bank

28

33 3503S 3

0   1:250   10m

TITLE:
PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER
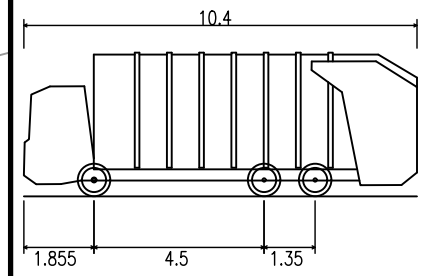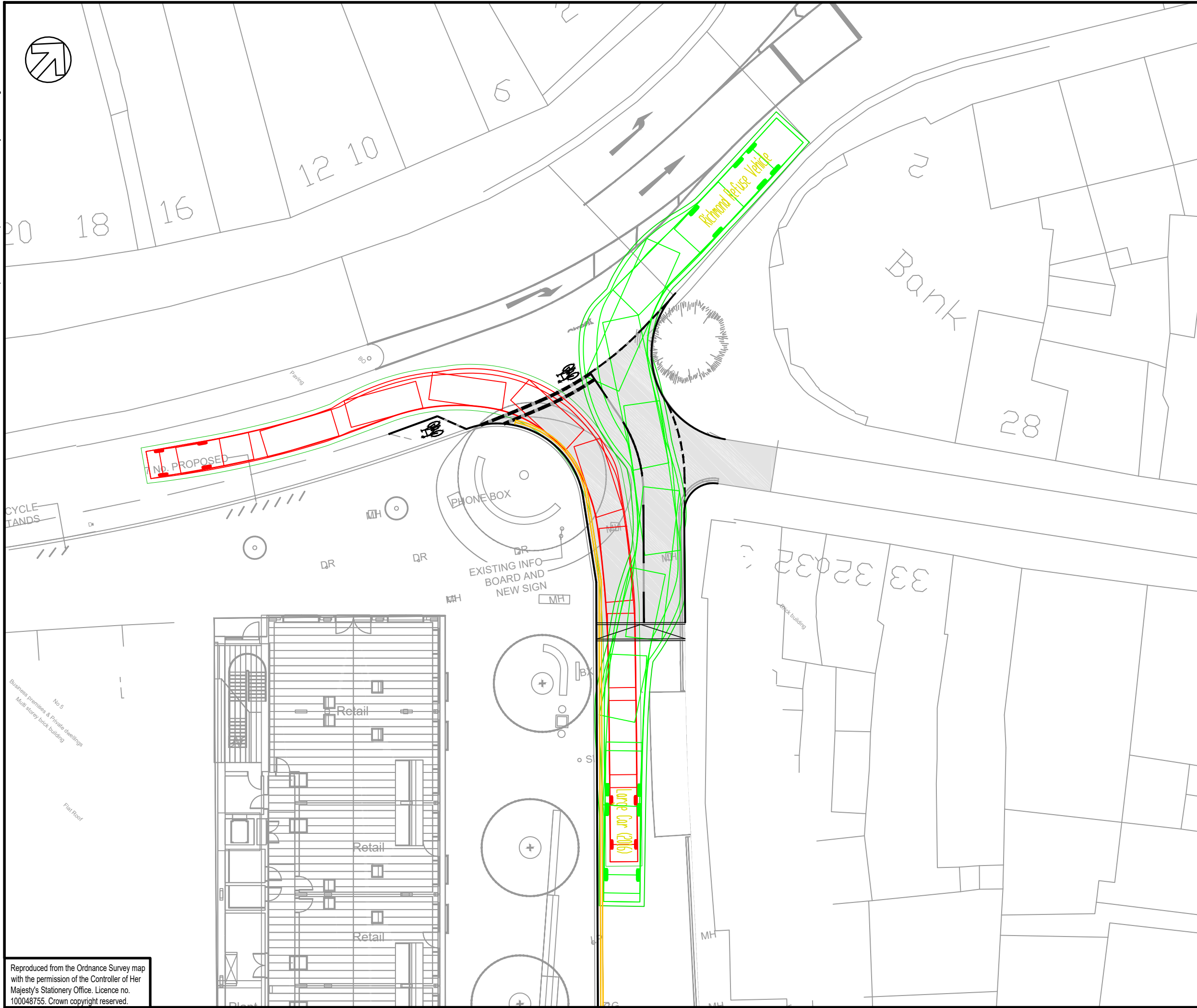3.5T PANEL VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR4

Large Car (2016)
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.150m

5.116

0.888   3.035

Large Car (2016)

No. PROPOSED

CYCLE STANDS

PHONE BOX

QR

QR

QR

EXISTING INFO
BOARD AND
NEW SIGN

MH

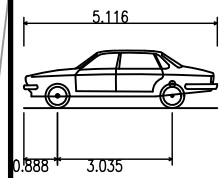Retail

Retail

Retail

Bank

28

33 35

0   1:250   10m

wsp

TITLE:
PROPOSED JUNCTION OF
KING STREET AND WATER LANE
WITH EXIT LANE TAPER
LARGE CAR SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR5

File name \UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70059704\XX\70059704 - TWICKENHAM RIVERSIDE - HOPKINS\03 WIP\WSP TRANSPORT PLANNING\03 DRAWINGS\70059704-TP-SK-35.DWG, printed on 14 September 2022 12:45:32, by Burton, Craig

Richmond Refuse Vehicle

Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

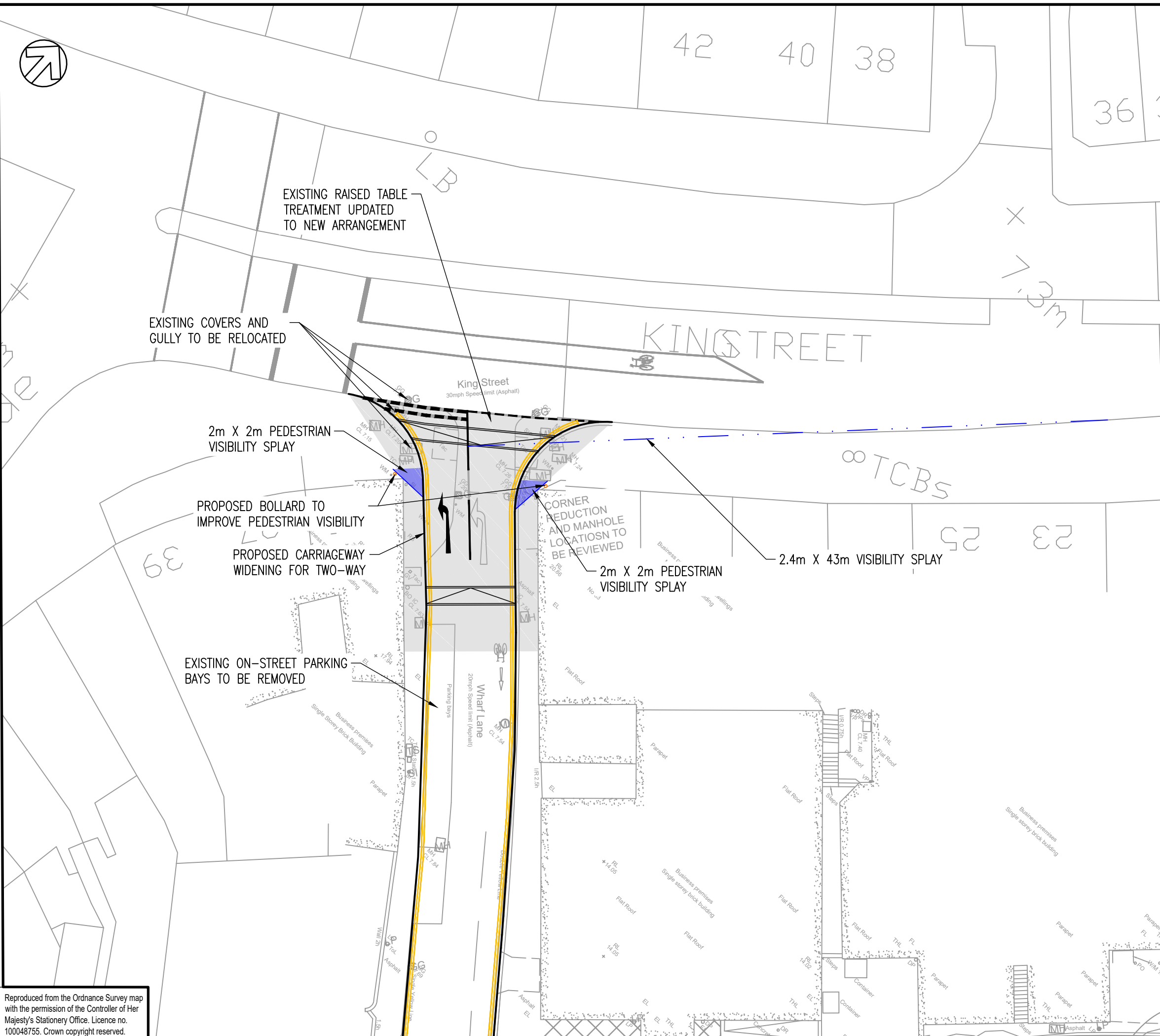Large Car (2016)
Overall Length   5.116m
Overall Width   1.899m
Overall Body Height   1.526m
Min Body Ground Clearance   0.311m
Track Width   1.834m
Lock to lock time   4.00s
Kerb to Kerb Turning Radius   6.150m

Large Car (2016)

0   1:250   10m
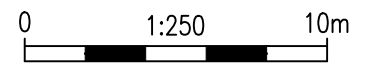
TITLE:
PROPOSED JUNCTION OF
KING STREET & WATER LANE WITH EXIT
LANE TAPER - REFUSE PASSING CAR
SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-35-TR6

EXISTING RAISED TABLE
TREATMENT UPDATED
TO NEW ARRANGEMENT

EXISTING COVERS AND
GULLY TO BE RELOCATED

2m X 2m PEDESTRIAN
VISIBILITY SPLAY

PROPOSED BOLLARD TO
IMPROVE PEDESTRIAN VISIBILITY

PROPOSED CARRIAGEWAY
WIDENING FOR TWO-WAY

EXISTING ON-STREET PARKING
BAYS TO BE REMOVED

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

2m X 2m PEDESTRIAN
VISIBILITY SPLAY

2.4m X 43m VISIBILITY SPLAY

KING STREET

King Street
30mph Speed limit (Asphalt)

TCBs

Wharf Lane
20mph Speed limit (Asphalt)

42 40 38

36

7.3m

LB

39

23 25

DO NOT SCALE

NOTES

EXISTING ROAD MARKINGS ARE INDICATIVE ONLY

REV	DATE	BY	DESCRIPTION	CHK	APP
P05	14/09/2022	CRJB	UPDATED ARCHITECT LAYOUT FOR TA RESUBMISSION	TE	TG
P04	15/07/2021	CRJB	SERVICING BAY REMOVED AND KERBS EXTENDED	RT	TG
P03	14/10/2020	MR	SERVICING BAY REDUCED FROM 15M TO 10M	RT	TG
P02	24/09/2020	CRJB	BOLLARDS AND RAISED AREA AMENDED	RT	TG
P01	18/09/2020	CRJB	FIRST ISSUE	RT	TG

DRAWING STATUS:

S0 - WORK IN PROGRESS

wsp

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wsp.com

CLIENT:

ARCHITECT:

HOPKINS

PROJECT:

TWICKENHAM RIVERSIDE

TITLE:

PROPOSED LEFT-IN / LEFT-OUT JUNCTION OF
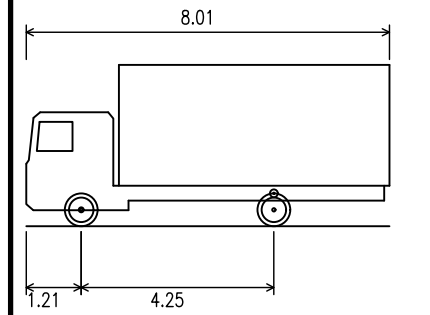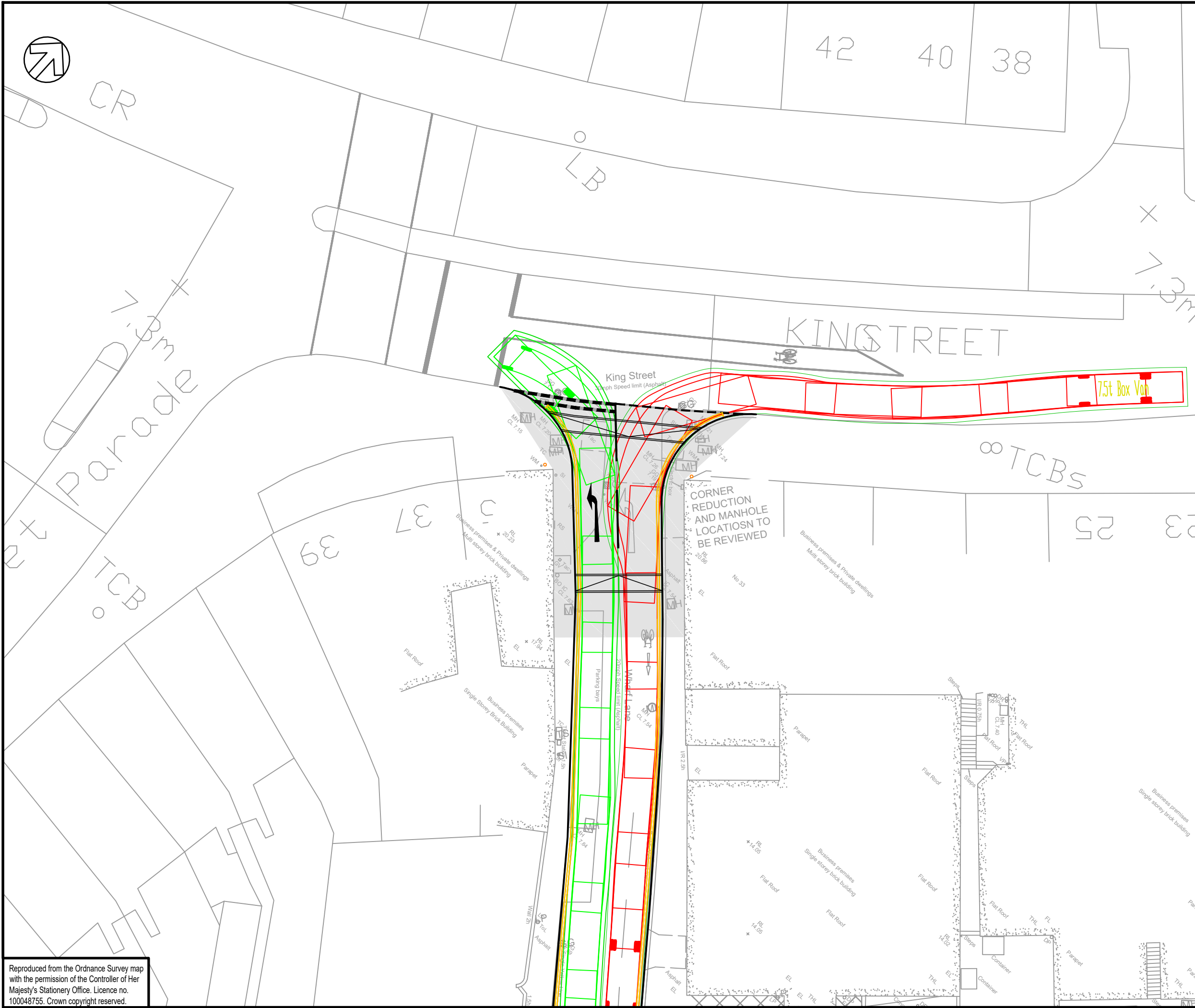KING STREET AND WHARF LANE
EXTENDED RAISED TABLE

SCALE @ A3: 1:250	CHECKED: RT	APPROVED: TG
PROJECT No: 70059704	DESIGNED:	DRAWN: CRJB	DATE: September 22

DRAWING No:

70059704-TP-SK-40

REV: P05

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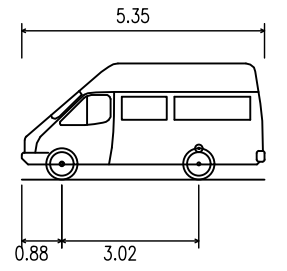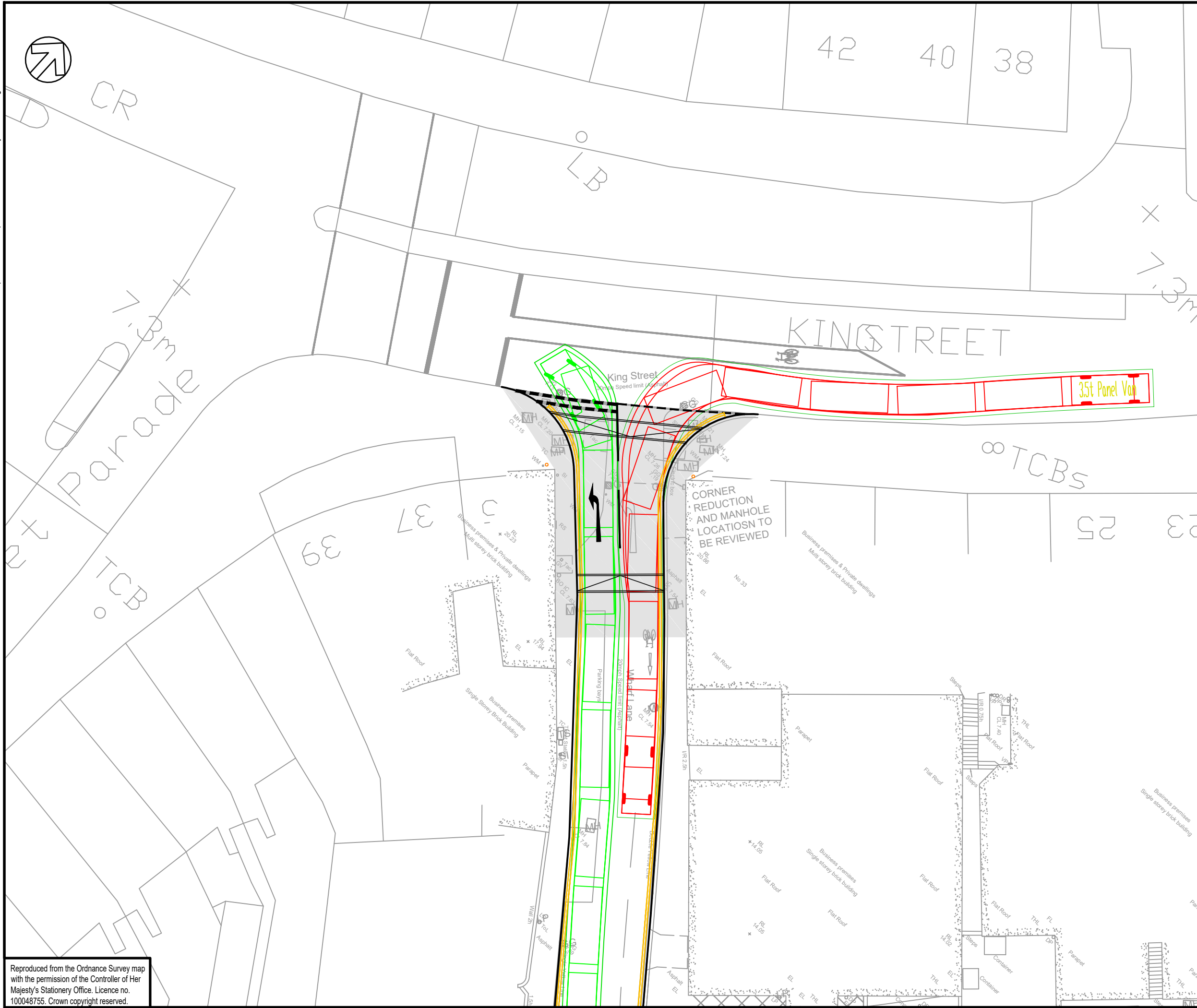8.01

1.21 4.25

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
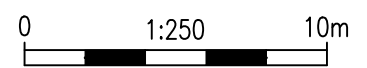Lock to Lock Time   4.00 sec
Kerb to Kerb Turning Radius 7.400m

KING STREET

King Street

7.5t Box Van

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

TCBs

Wharf Lane

0   1:250   10m

wsp

TITLE
PROPOSED LEFT-IN/LEFT-OUT JUNCTION
OF KING STREET AND WHARF LANE
EXTENDED RAISED TABLE
7.5T BOX VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR3

KING STREET

42 40 38

CR

LB

7.3m

Parade

TCB

39

37

C

X 7.3m

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

∞ TCBs

25

23

King Street
Speed limit

Wharf Lane

3.5t Panel Van

3.5t Panel Van
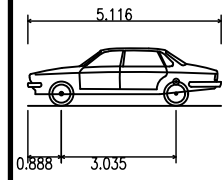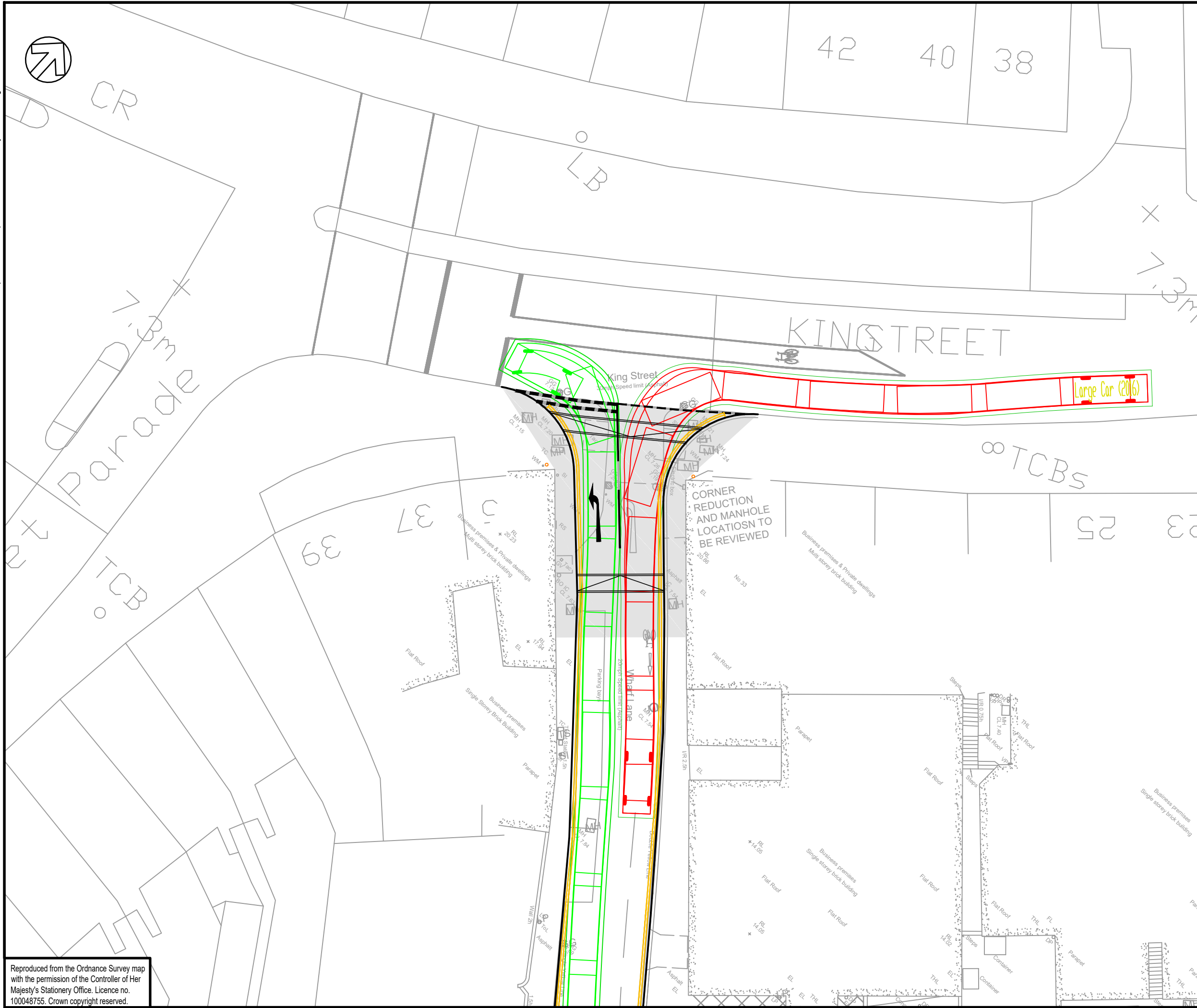Overall Length   5.350m
Overall Width   1.970m
Overall Body Height   2.562m
Min Body Ground Clearance   0.335m
Track Width   1.970m
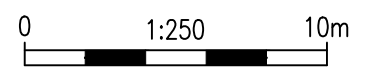Lock to Lock Time   4.00 sec
Kerb to Kerb Turning Radius   5.850m

5.35

0.88   3.02

0   1:250   10m

wsp

TITLE:
PROPOSED LEFT-IN/LEFT-OUT JUNCTION
OF KING STREET AND WHARF LANE
EXTENDED RAISED TABLE
3.5T PANEL VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR4

KING STREET

Large Car (2016)

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

Wharf Lane

5.116

0.888   3.035

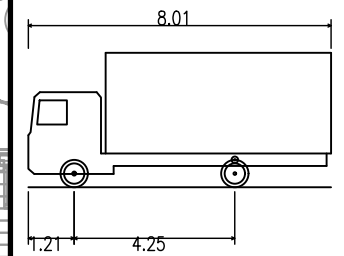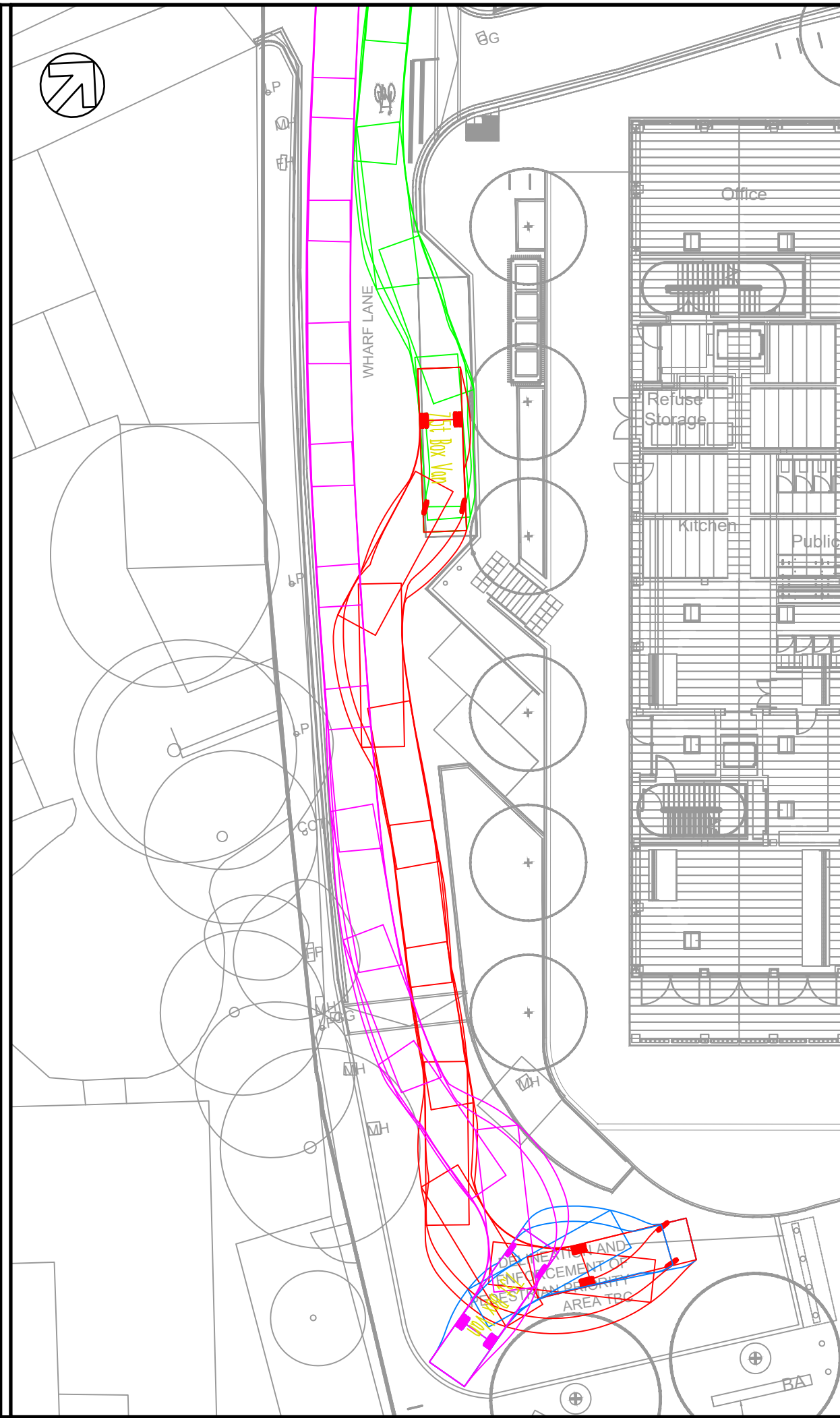Large Car (2016)
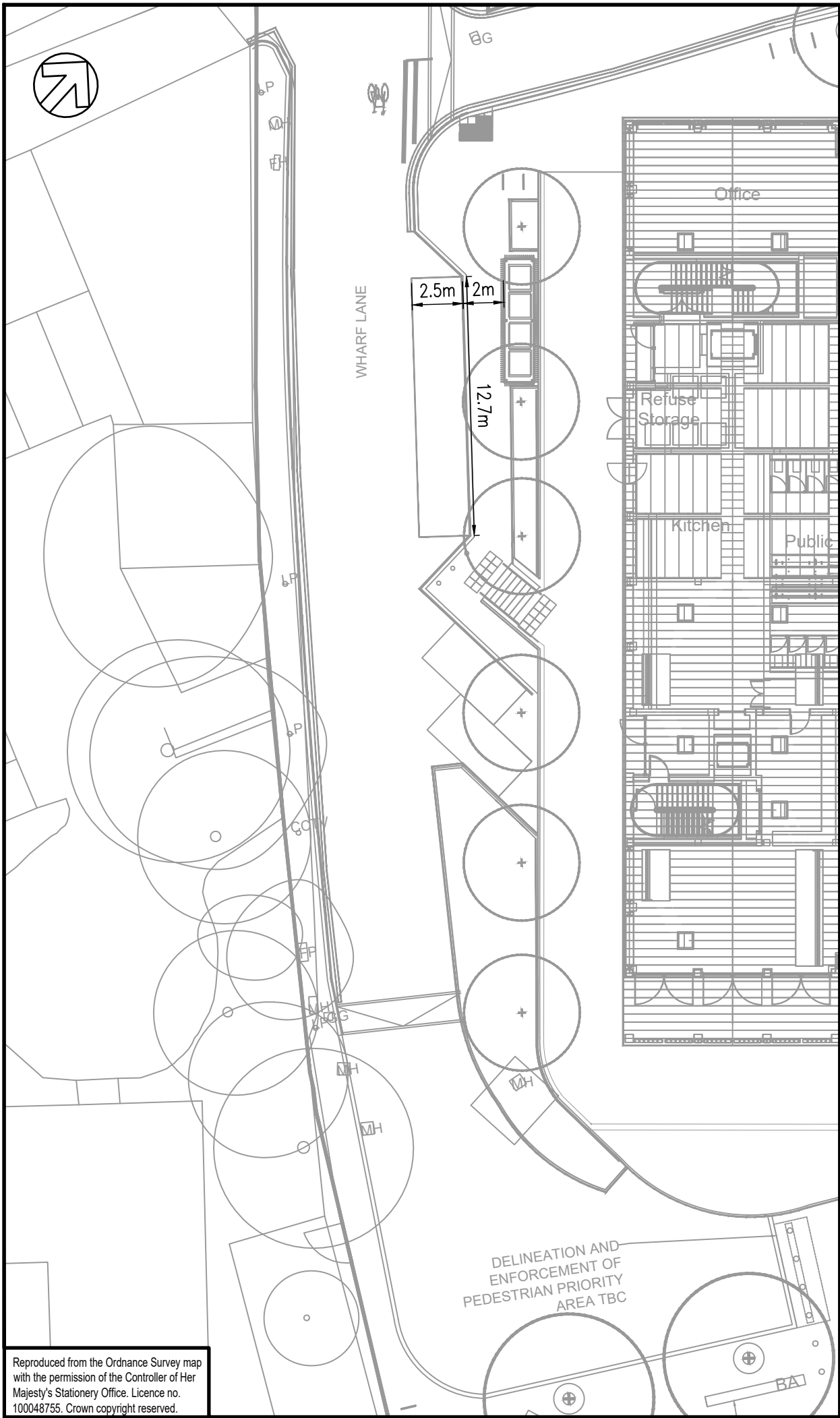Overall Length   5.116m
Overall Width   1.899m
Overall Body Height   1.526m
Min Body Ground Clearance   0.311m
Track Width   1.834m
Lock to lock time   4.00s
Kerb to Kerb Turning Radius   6.150m

0   1:250   10m

wsp

TITLE:
PROPOSED LEFT-IN/LEFT-OUT JUNCTION
OF KING STREET AND WHARF LANE
EXTENDED RAISED TABLE
LARGE CAR SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR5

WHARF LANE

2.5m 2m

12.7m

Office

Refuse Storage

Kitchen

Public

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

7.5t Box Van

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
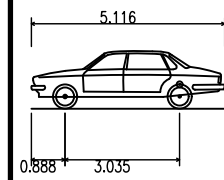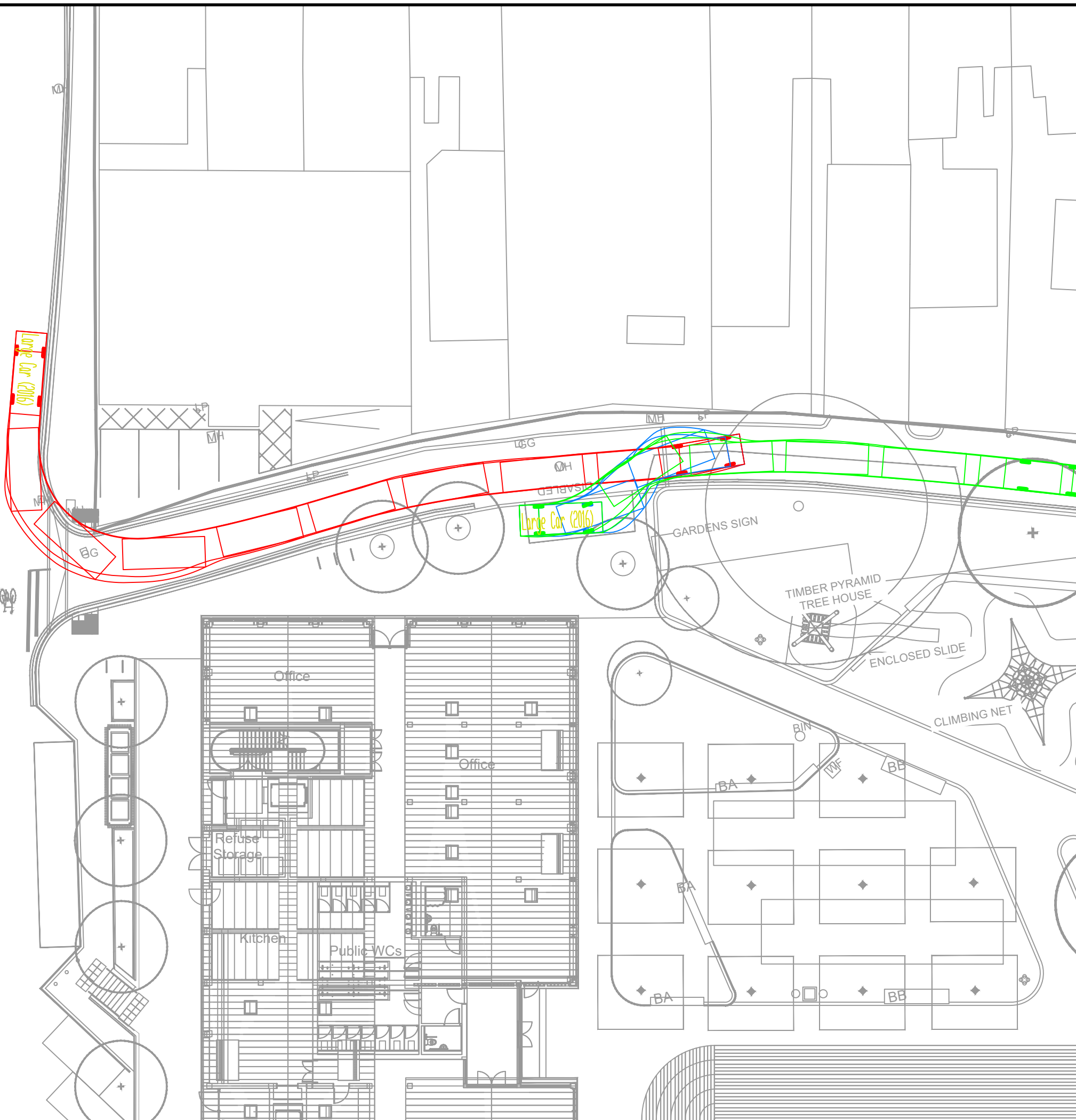Lock to lock time   4.00s
Kerb to Kerb Turning Radius   7.400m

8.01

1.21   4.25

0   1:250   10m

wsp
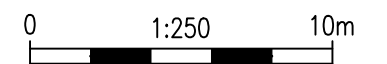
TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
WHARF LANE LOADING BAY AND
7.5T VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-52-TR20

5.116

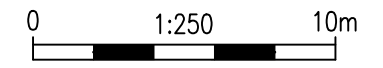0.888   3.035

Large Car (2016)
Overall Length   5.116m
Overall Width   1.899m
Overall Body Height   1.526m
Min Body Ground Clearance   0.311m
Track Width   1.834m
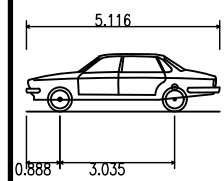Lock to lock time   4.00s
Kerb to Kerb Turning Radius   6.150m

Large Car (2016)

Large Car (2016)

GARDENS SIGN

TIMBER PYRAMID
TREE HOUSE

ENCLOSED SLIDE

CLIMBING NET

WHARF LANE

Office

Office

Refuse
Storage

Kitchen

Public WCs

BIN

BA

BB

BA

BA

BB

0   1:250   10m

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
SERVICE ROAD PARKING & SWEPT PATH

FIGURE No:
70059704-TP-SK-52-TR19

PRIVATE
CAR PARK

Large Car (2016)

Large Car (2016)

WHARF LANE

Office

Refuse
Storage

5.116

0.888 | 3.035

Large Car (2016)
Overall Length   5.116m
Overall Width   1.899m
Overall Body Height   1.526m
Min Body Ground Clearance   0.311m
Track Width   1.834m
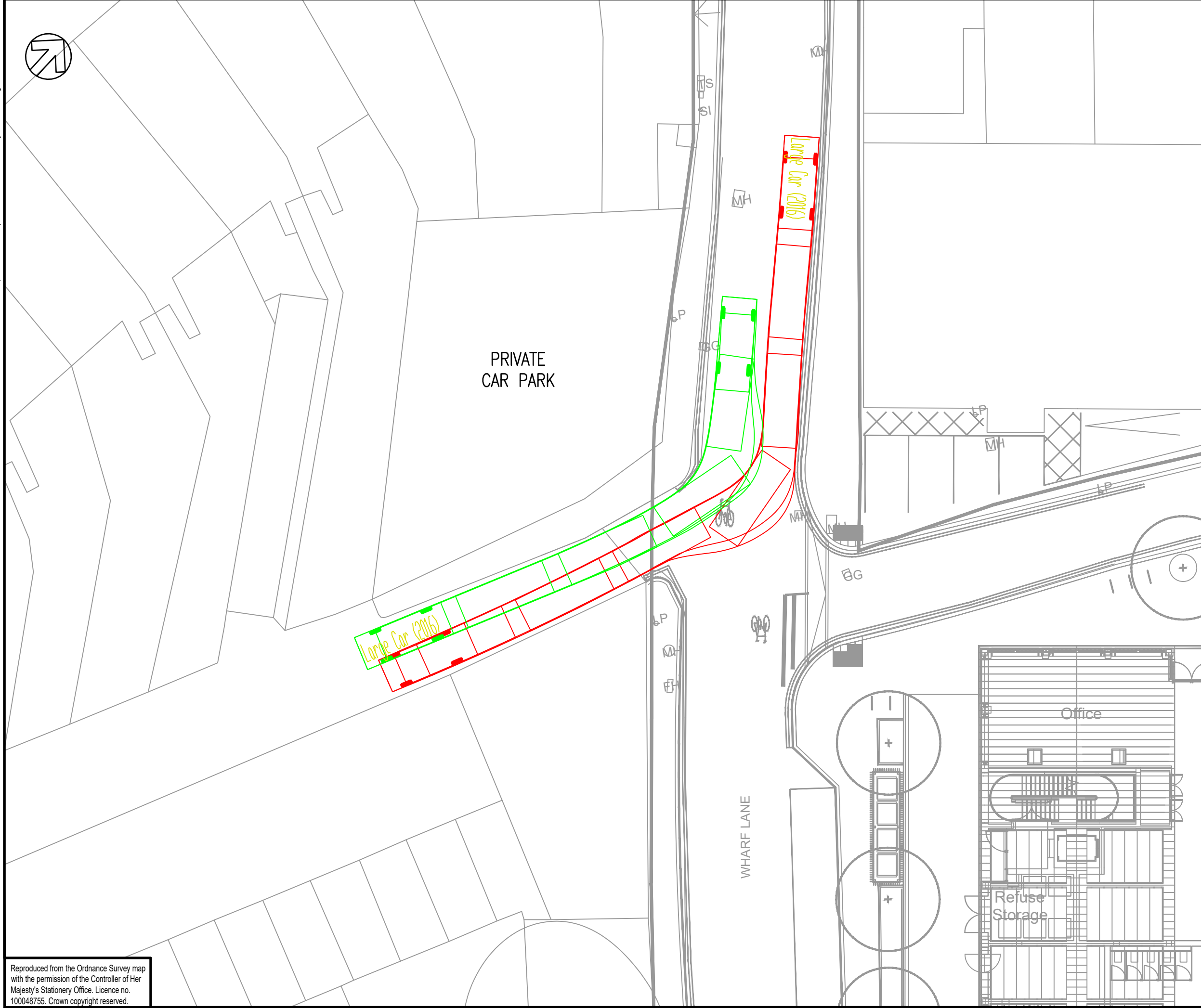Lock to lock time   4.00s
Kerb to Kerb Turning Radius   6.150m

0   1:200   10m

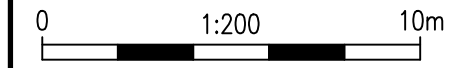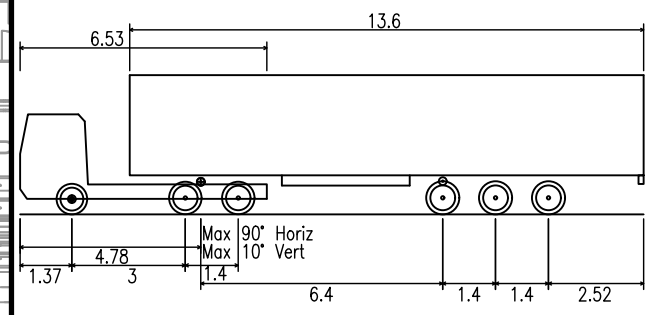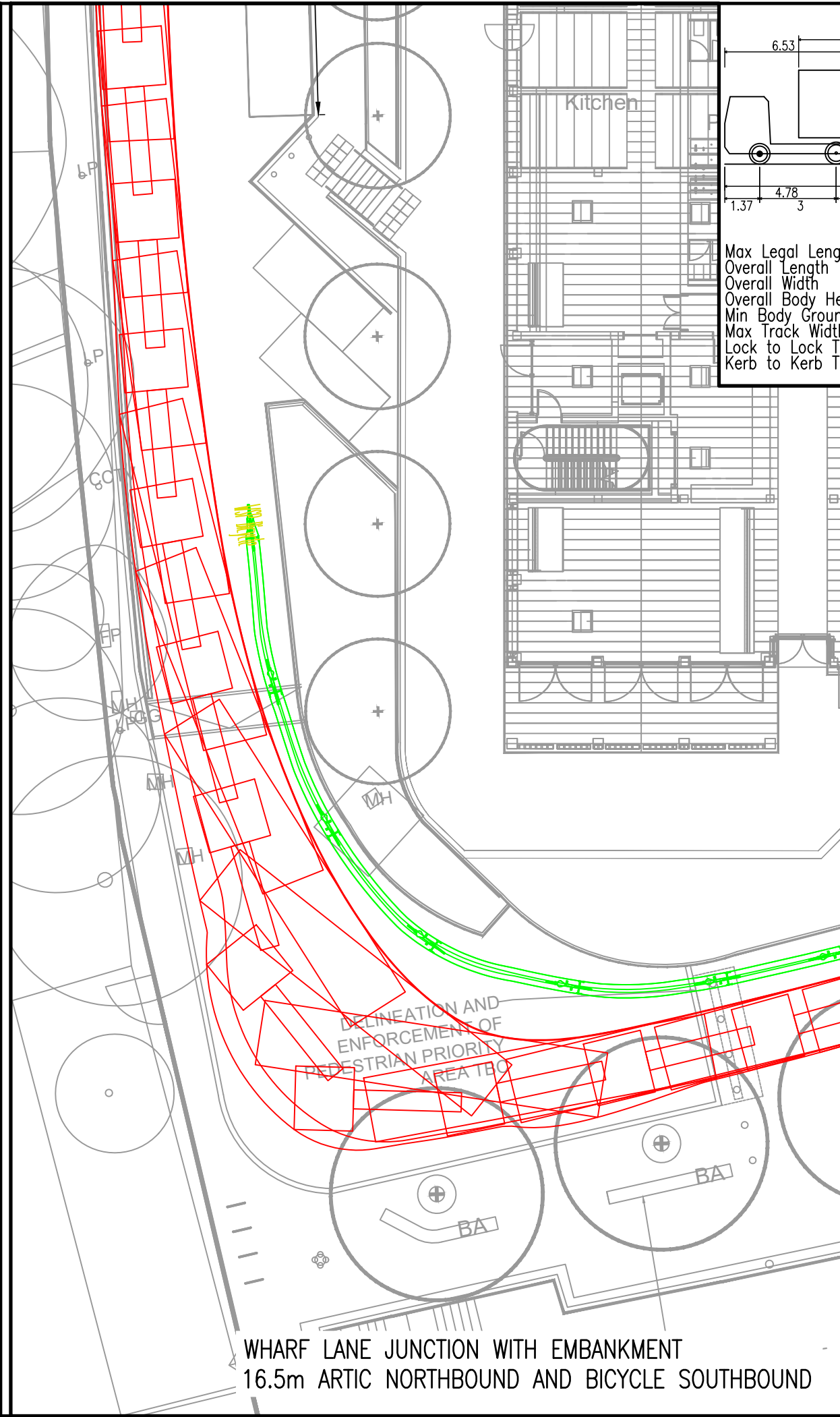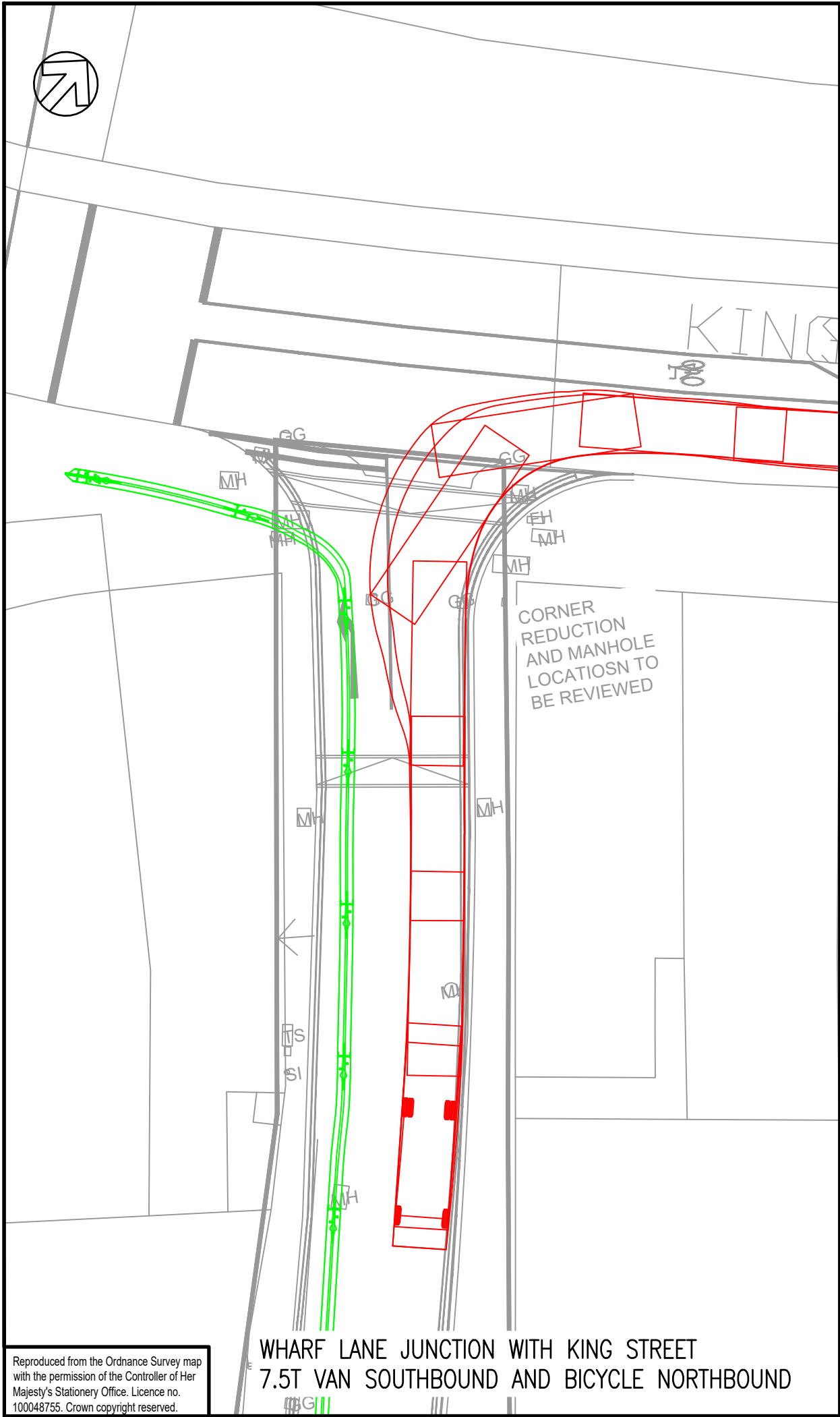## wsp

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
EXISTING PRIVATE ROAD ACCESS

FIGURE No:
70059704-TP-SK-52-TR17

KING

GG
GG
MH
MH
EH
MH
MH
GG

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

MH

MH

US
SI

MH

GG

WHARF LANE JUNCTION WITH KING STREET
7.5T VAN SOUTHBOUND AND BICYCLE NORTHBOUND

Kitchen

COL
FP
LP
MH
MH
MH
MH

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

BA
BA

WHARF LANE JUNCTION WITH EMBANKMENT
16.5m ARTIC NORTHBOUND AND BICYCLE SOUTHBOUND

6.53 — 13.6

1.37 4.78 Max 90° Horiz
3   Max 10° Vert
1.4
6.4   1.4 1.4 2.52

Max Legal Length Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 6.530m
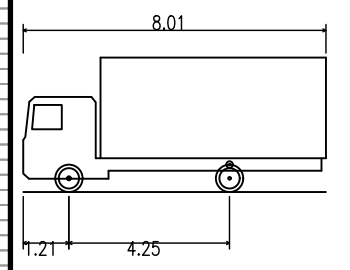
8.01

1.21 4.25

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

1.815

0.3441.127
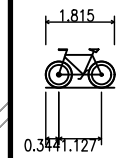
WSP Bicycle
Overall Length 1.815m
Overall Width 0.500m
Overall Body Height 1.016m
Min Body Ground Clearance 0.232m
Track Width 0.070m
Lock to lock time 2.00s
Max Wheel Angle .... 90.00°

0   1:200   10m

wsp
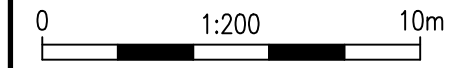
TITLE:

HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
BICYCLE PASSING LARGE VEHICLES

FIGURE No:

70059704-TP-SK-52-TR16

12

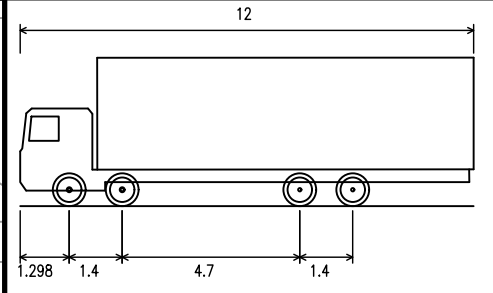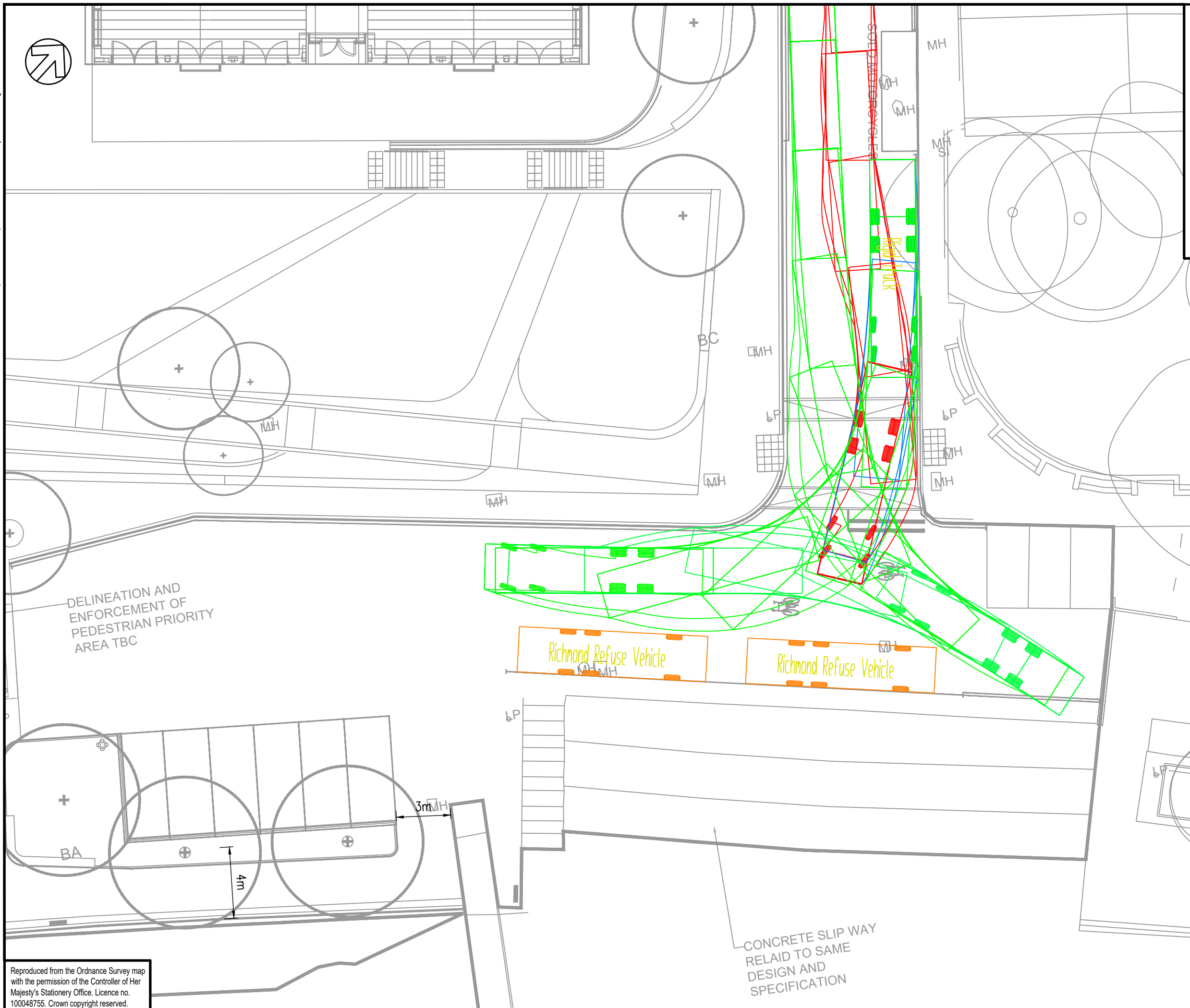Rigid Truck
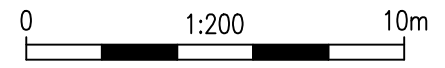Overall Length   12.000m
Overall Width   2.500m
Overall Body Height   3.928m
Min Body Ground Clearance   0.412m
Track Width   2.471m
Lock to Lock Time   6.00 sec
Kerb to Kerb Turning Radius   11.900m

1.298   1.4   4.7   1.4

THE PURPOSE OF THIS SWEPT PATH
ANALYSIS IS TO TEST THE BUSIEST
HIGHWAY CAPACITY SITUATION IN WHICH
2 REFUSE TRUCKS ARE ON SITE AS
WELL AS A LARGE TRUCK. THE
LIKELIHOOD OF SUCH A SITUATION
HAPPENING IS LOW AND INFREQUENT.

MH

BC

MH

P

MH

MH

MH

MH

P

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

Richmond Refuse Vehicle

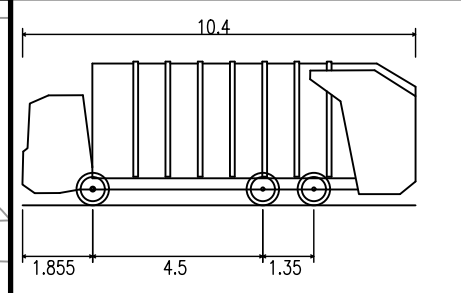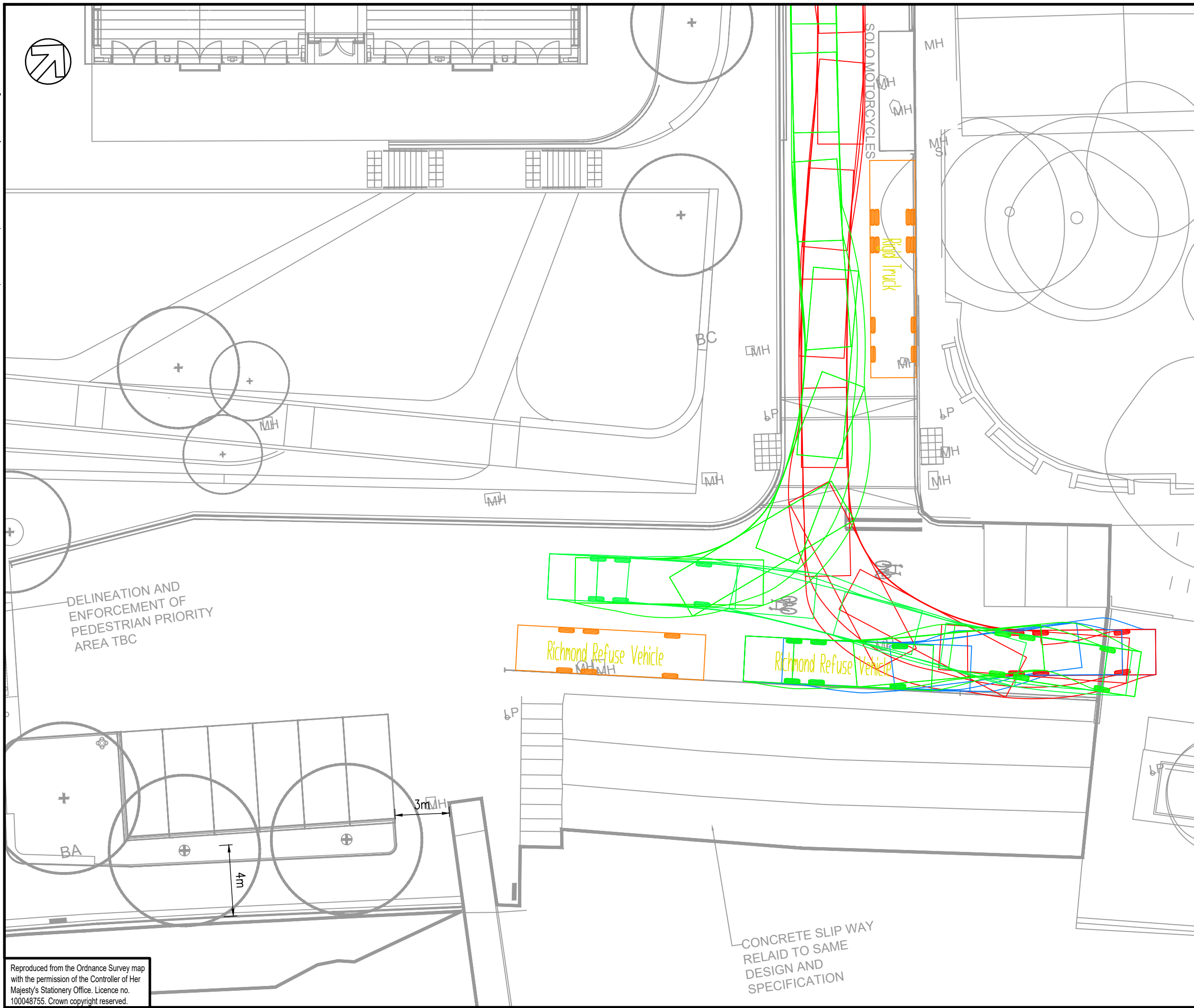Richmond Refuse Vehicle

MH

BA

3m

4m

P

CONCRETE SLIP WAY
RELAID TO SAME
DESIGN AND
SPECIFICATION

0   1:200   10m

TITLE:

HOPKINS MASTERPLAN
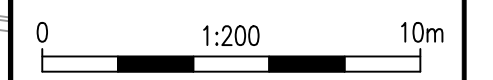PROPOSED HIGHWAY ARRANGEMENT
RIGID TRUCK SWEPT PATH ANALYSIS

FIGURE No:

70059704-TP-SK-52-TR13

SOLO MOTORCYCLES

Rigid Truck

MH

MH

MH

BC

MH

MH

MH

MH

MH

MH

MH

MH

P

P

P

Richmond Refuse Vehicle

Richmond Refuse Vehicle

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

3m

4m

BA

CONCRETE SLIP WAY
RELAID TO SAME
DESIGN AND
SPECIFICATION

10.4

1.855   4.5   1.35

Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

THE PURPOSE OF THIS SWEPT PATH
ANALYSIS IS TO TEST THE BUSIEST
HIGHWAY CAPACITY SITUATION IN WHICH
2 REFUSE TRUCKS ARE ON SITE AND
ACCESS/EXIT VIA WATER. REFUSE
TRACKS WILL MST LIKELY SERVICE EPI
AND THE GENERAL AREA ACCESSING
VIA WATER LANE AND EXITING IN
FORWARD GEAR VIA THE EMBANKMENT.

0   1:200   10m

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
REFUSE BAY SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-52-TR12

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70059704\XX\70059704 - TWICKENHAM RIVERSIDE - HOPKINS\03 WIP\WSP TRANSPORT PLANNING\03 DRAWINGS\70059704-TP-SK-52.DWG, printed on 14 September 2022 13:00:10, by Burton, Craig

SOLO MOTORCYCLES

MH
MH
MH
MH
MH
MH
MH
MH
MH
MH
MH
MH

BC

ɿP
ɿP
ɿP
ɿP

Rigid Truck

Richmond Refuse Vehicle

Richmond Refuse Vehicle

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

BA

3m

4m

CONCRETE SLIP WAY
RELAID TO SAME
DESIGN AND
SPECIFICATION

10.4

1.855   4.5   1.35

Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
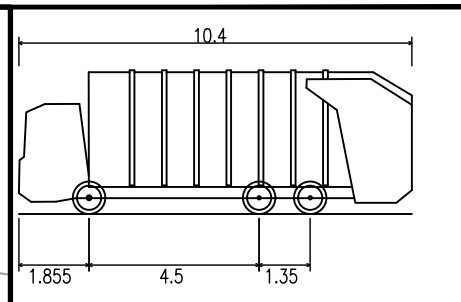Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

THE PURPOSE OF THIS SWEPT PATH
ANALYSIS IS TO TEST THE BUSIEST
HIGHWAY CAPACITY SITUATION IN WHICH
2 REFUSE TRUCKS ARE ON SITE AND
ACCESS/EXIT VIA WATER. REFUSE
TRACKS WILL MST LIKELY SERVICE EPI
AND THE GENERAL AREA ACCESSING
VIA WATER LANE AND EXITING IN
FORWARD GEAR VIA THE EMBANKMENT.

0   1:200   10m

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
REFUSE BAY SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-52-TR11

KING STREET

KING STREET

3No. EXISTING CYCLE STANDS

7 No. PROPOSED

EXISTING INFO BOARD AND NEW SIGN

CORNER REDUCTION AND MANHOLE LOCATION TO BE REVIEWED

GARDENS SIGN

TIMBER PYRAMID TREE HOUSE

ENCLOSED SLIDE

CLIMBING NET

TIPPING CRANE

SAND TIPPER

CLIMBING WALL

SPINNER

SEESAW

SEESAW

GATE TO BE OPEN TO ENABLE MANOUVRE

Cafe

Substation

Plant

10.4

1.855   4.5   1.35

Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
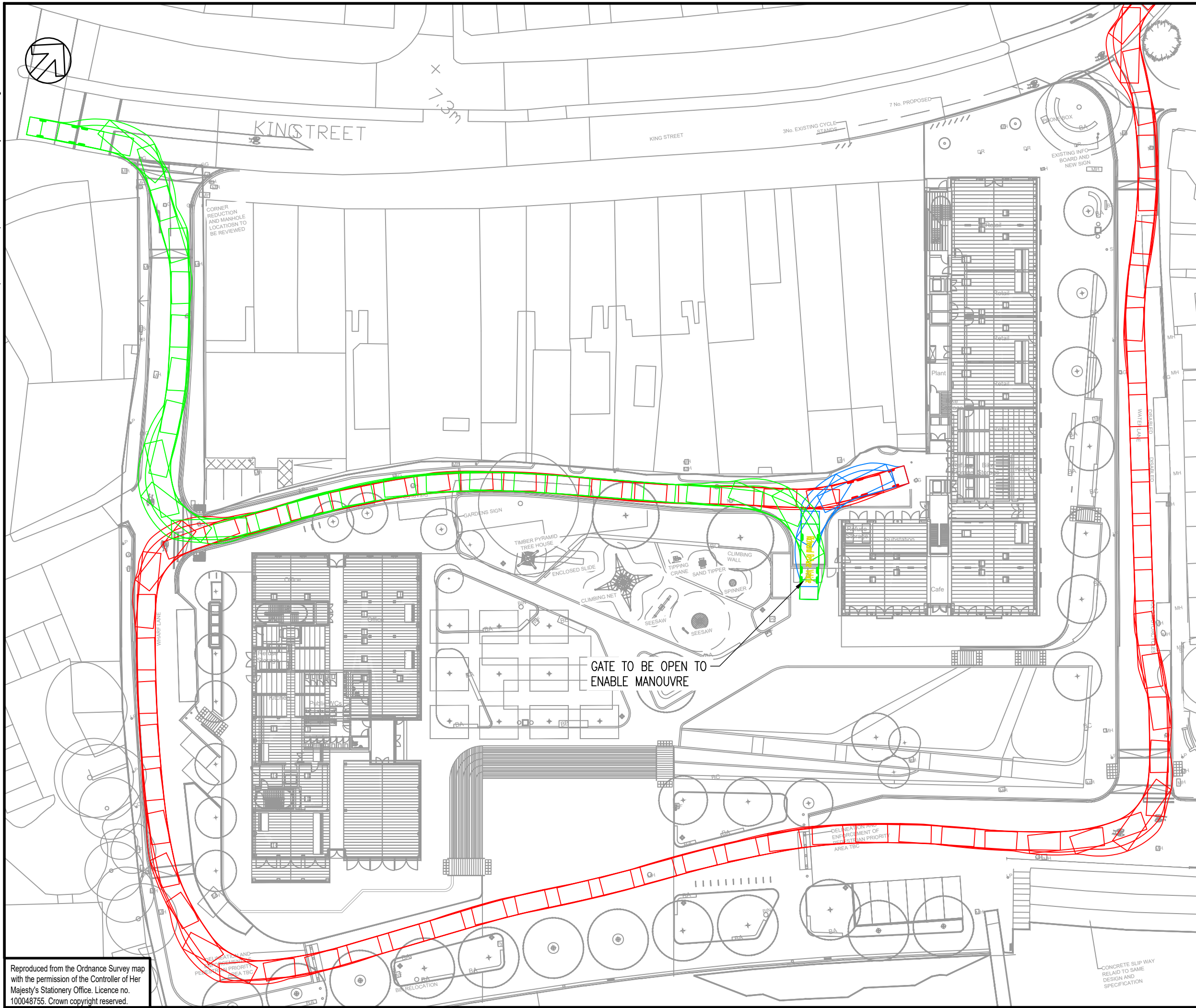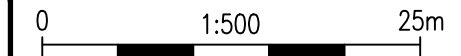Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

0   1:500   25m

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
SERVICE ROAD REFUSE ACCESS
SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-52-TR10

WHARF LANE

2.5m | 2m

12.7m

Office

Refuse Storage

Kitchen

Public

DELINEATION AND
ENFORCEMENT OF
PESTRIAN PRIORITY

Richmond Refuse Vehicle

10.4

1.855   4.5   1.35

Richmond Refuse Vehicle
Overall Length   10.400m
Overall Width   2.500m
Overall Body Height   3.800m
Min Body Ground Clearance   0.295m
Track Width   2.450m
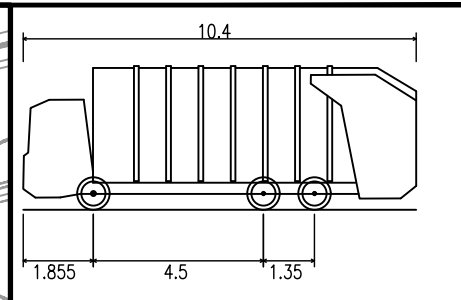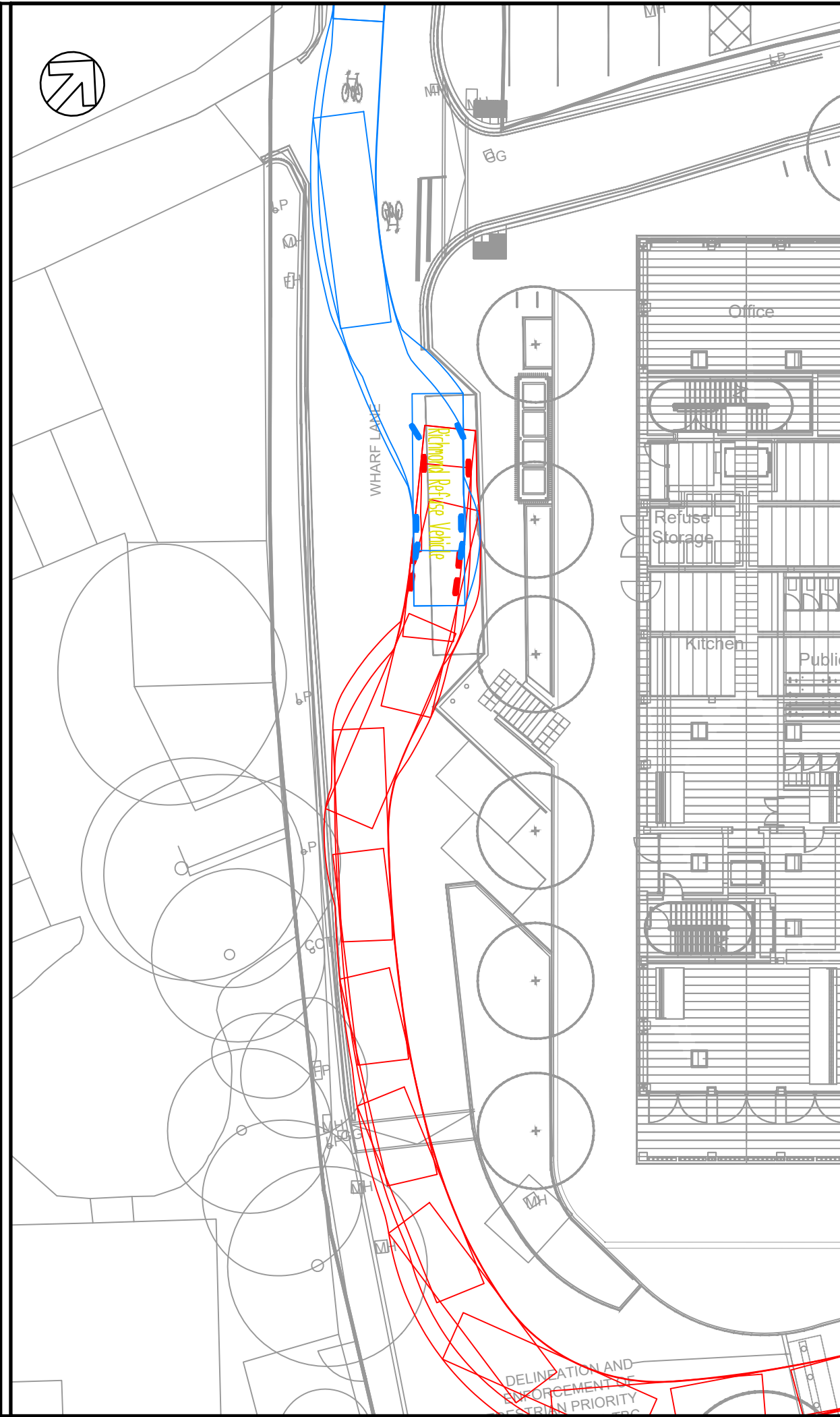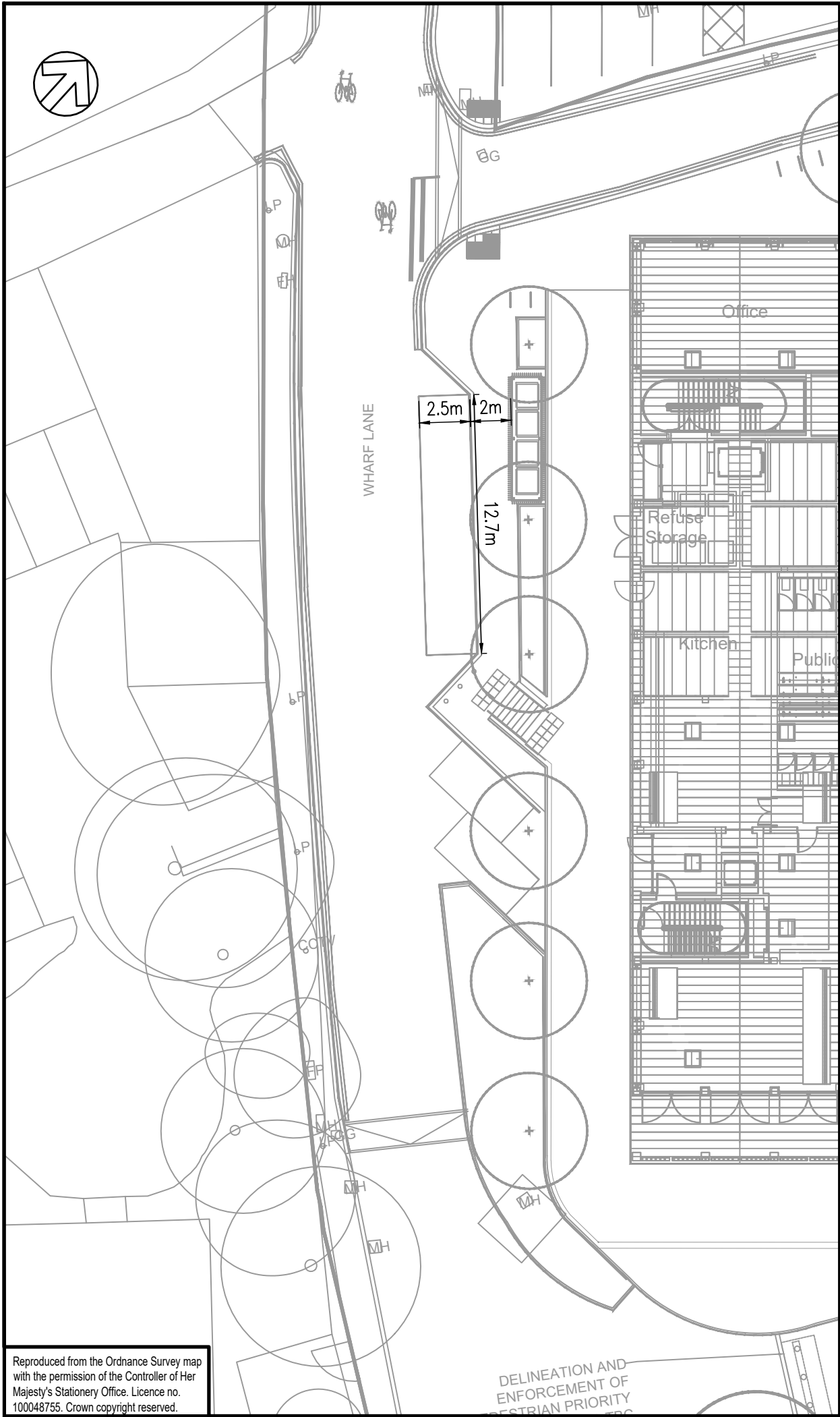Lock to lock time   4.00s
Kerb to Kerb Turning Radius   9.350m

0   1:250   10m

wsp

TITLE:

HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
PROP SERVICE RD BAY & FIRE PASSING

FIGURE No:

70059704-TP-SK-52-TR9

5.35

3.5t Panel Van
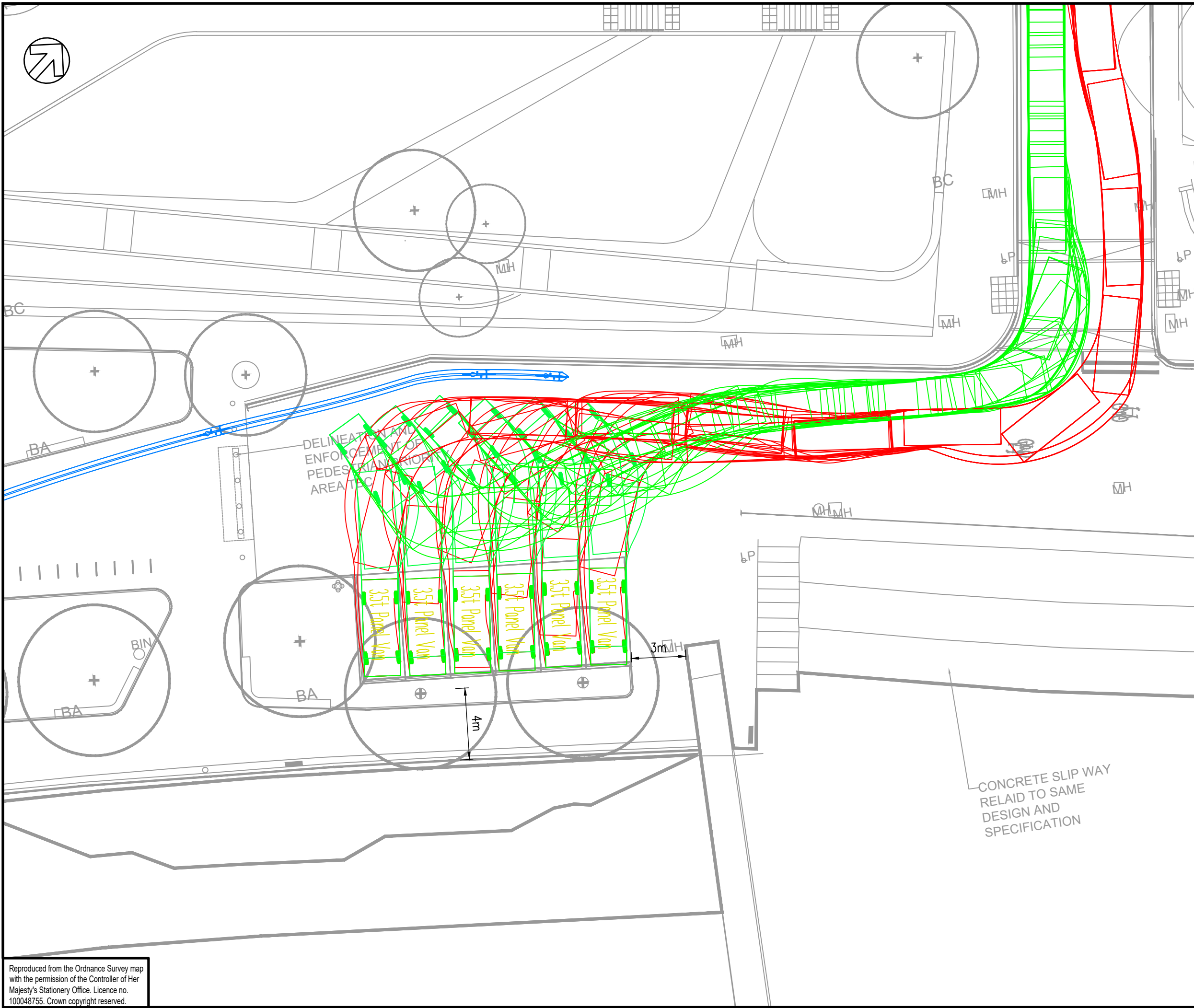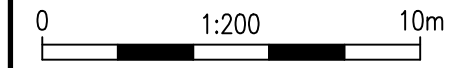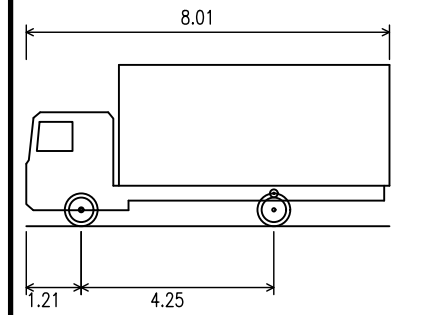Overall Length   5.350m
Overall Width   1.970m
Overall Body Height   2.562m
Min Body Ground Clearance   0.335m
Track Width   1.970m
Lock to Lock Time   4.00s
Kerb to Kerb Turning Radius   5.850m

0.88   3.02

DELINEATION AND
ENFORCEMENT OF
PEDESTRIAN PRIORITY
AREA TBC

3m

4m

CONCRETE SLIP WAY
RELAID TO SAME
DESIGN AND
SPECIFICATION

3.5t Panel Van
3.5t Panel Van
3.5t Panel Van
3.5t Panel Van
3.5t Panel Van
3.5t Panel Van

0   1:200   10m

wsp

TITLE:
HOPKINS MASTERPLAN
PROPOSED HIGHWAY ARRANGEMENT
EEL PIE ISLAND BAYS SWEPT PATHS

FIGURE No:
70059704-TP-SK-52-TR8

5.35

0.88 3.02

3.5t Panel Van

Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.850m

CR

LB

7.3m

7.3m

42 40 38

Court Parade

TCB

KING STREET

3.5t Panel Van

TCBs

King Street
Speed limit

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

Wharf Lane

37

39

C

35

33

25

No 33

20mm Speed limit Roundel

0   1:250   10m

wsp

TITLE
PROPOSED LEFT-IN/LEFT-OUT JUNCTION
OF KING STREET AND WHARF LANE
EXTENDED RAISED TABLE
3.5T PANEL VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR4

KING STREET

King Street

CORNER REDUCTION AND MANHOLE LOCATIOSN TO BE REVIEWED

7.5t Box Van

42 40 38

7.5t Box Van
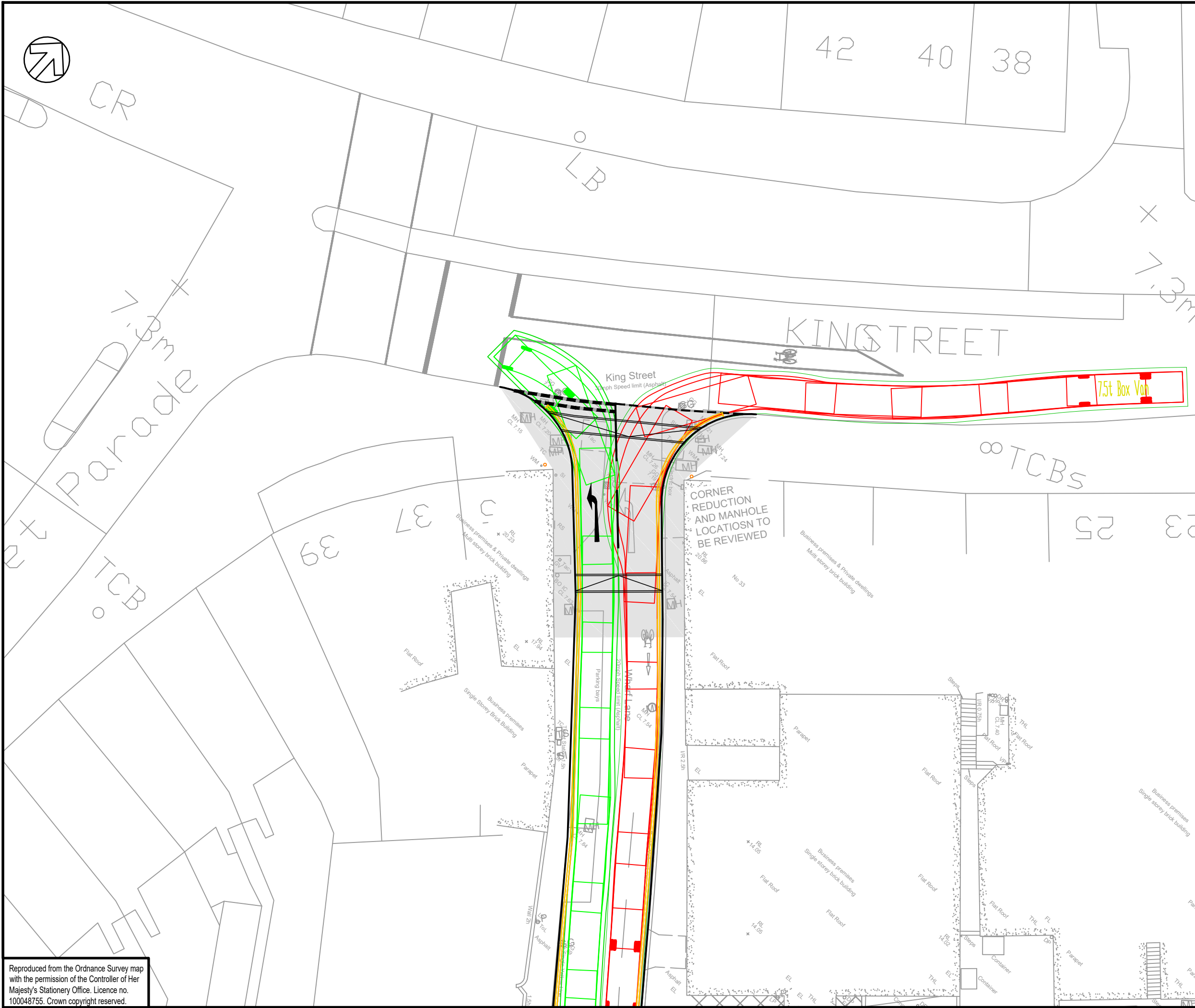Overall Length   8.010m
Overall Width   2.100m
Overall Body Height   3.556m
Min Body Ground Clearance   0.351m
Track Width   2.064m
Lock to Lock Time   4.00 sec
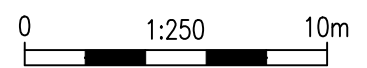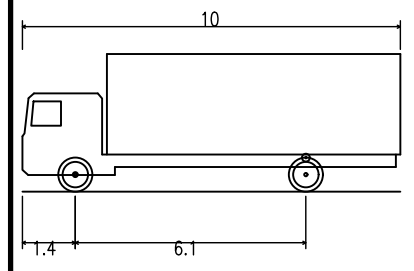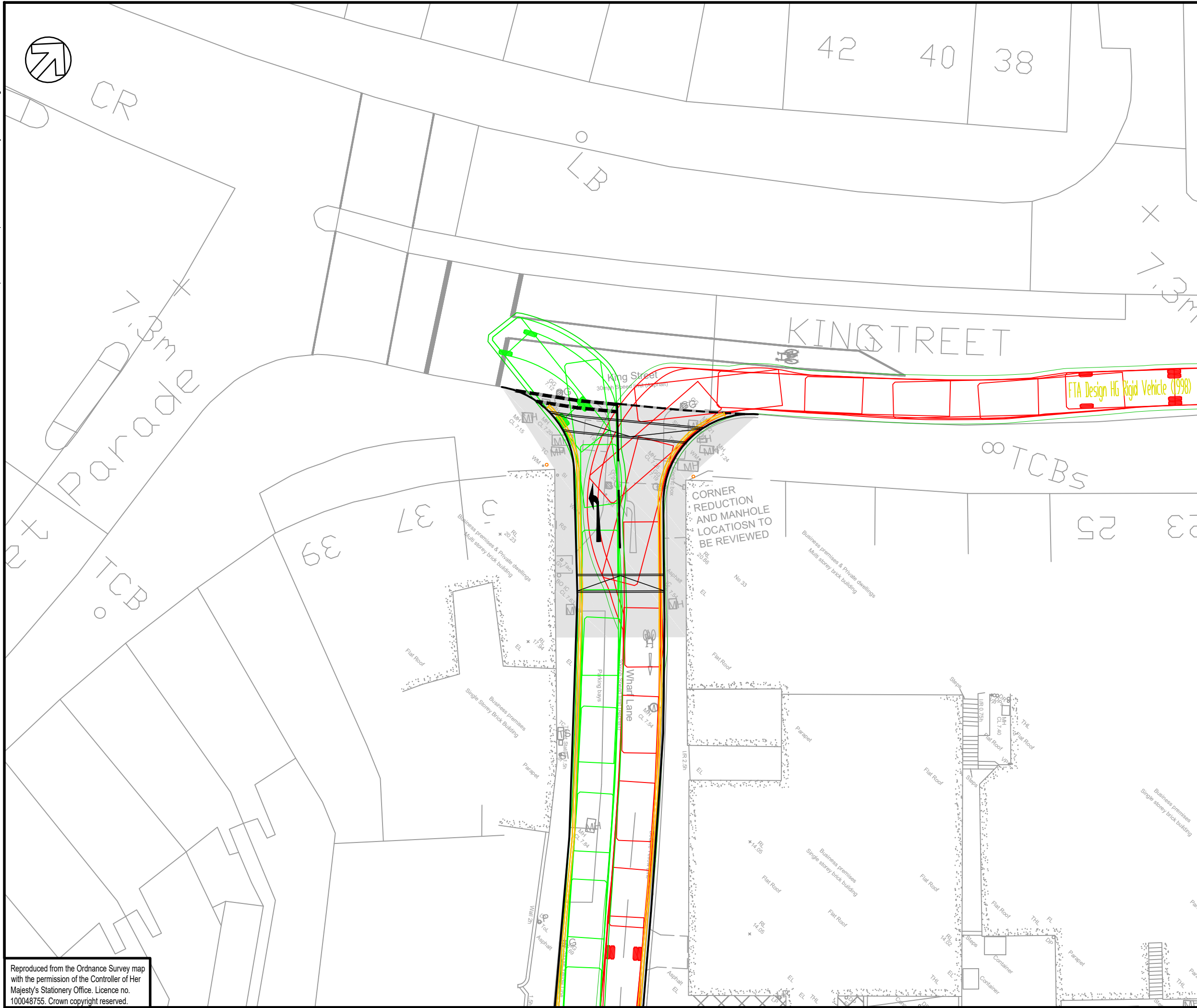Kerb to Kerb Turning Radius   7.400m

8.01
1.21   4.25

0   1:250   10m

wsp

TITLE
PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE
7.5T BOX VAN SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR3

42 40 38

CR

LB

KING STREET

TCBs

King Street
30mph Speed Limit (Approx.)

FTA Design HG Rigid Vehicle (1998)

CORNER
REDUCTION
AND MANHOLE
LOCATIOSN TO
BE REVIEWED

Wharf Lane

Parade

TCB

37

39

FTA Design HG Rigid Vehicle (1998)
Overall Length   10.000m
Overall Width   2.500m
Overall Body Height   3.645m
Min Body Ground Clearance   0.440m
Track Width   2.470m
Lock to lock time   3.00s
Kerb to Kerb Turning Radius   11.000m

10

1.4   6.1

0   1:250   10m

wsp
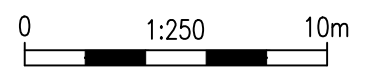
TITLE
PROPOSED LEFT-IN/LEFT-OUT JUNCTION
OF KING STREET AND WHARF LANE
EXTENDED RAISED TABLE
10m RIGID SWEPT PATH ANALYSIS

FIGURE No:
70059704-TP-SK-40-TR2