

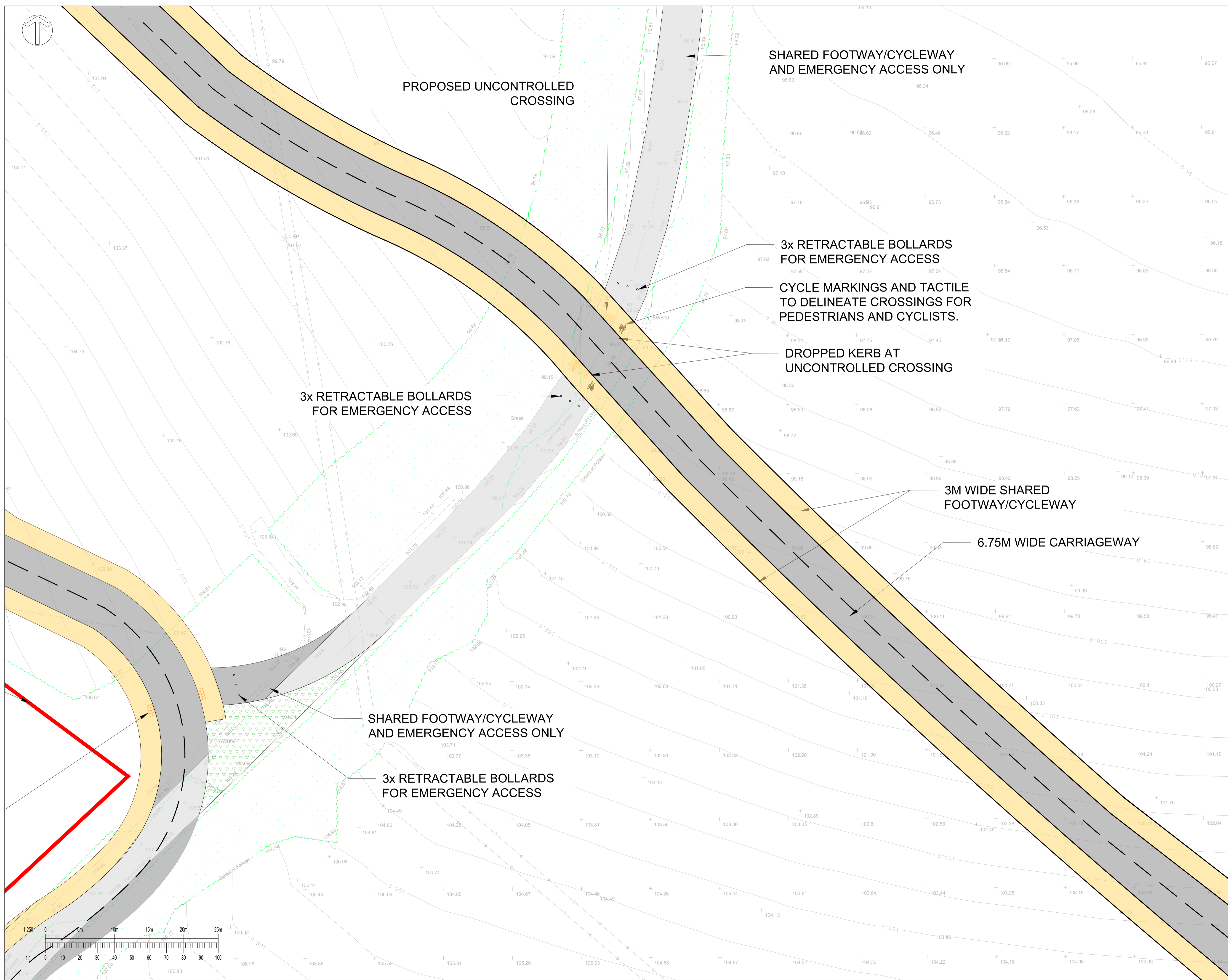
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5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

KEY:

- EXISTING ROAD
- PROPOSED PAVEMENT ROUTE
- PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY
- PROPOSED ROUTE OF SHARED FOOTWAY / CYCLEWAY AND EMERGENCY ACCESS
- PROPOSED LANDSCAPED AREA
- PROPOSED RETRACTABLE BOLLARDS
- UNCONTROLLED CROSSING (TACTILES)
- EXISTING FOLIAGE / VEGETATION



PROPOSED UNCONTROLLED CROSSING

SHARED FOOTWAY/CYCLEWAY AND EMERGENCY ACCESS ONLY

3x RETRACTABLE BOLLARDS FOR EMERGENCY ACCESS

CYCLE MARKINGS AND TACTILE TO DELINEATE CROSSINGS FOR PEDESTRIANS AND CYCLISTS.

DROPPED KERB AT UNCONTROLLED CROSSING

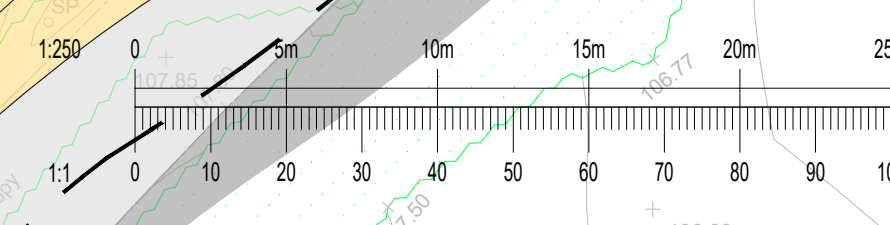
3x RETRACTABLE BOLLARDS FOR EMERGENCY ACCESS

3M WIDE SHARED FOOTWAY/CYCLEWAY

6.75M WIDE CARRIAGEWAY

SHARED FOOTWAY/CYCLEWAY AND EMERGENCY ACCESS ONLY

3x RETRACTABLE BOLLARDS FOR EMERGENCY ACCESS



PO2	19.03.24	DESIGN UPDATED FOLLOWING RSA 1	NYP	DW
PO1	15.02.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk

Project: LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title: ROBEY'S LANE ACCESS NO. 3B PRELIMINARY LAYOUT

Client: HALLAM LAND MANAGEMENT LTD



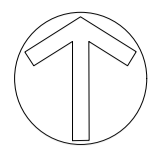
5th Floor Alan House Clumber Street Nottingham NG1 3ED
 1 0115 948 2612
 mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 RIBA
 Concept Design

Subsidiary: INFORMATION S2

Designed By: NYP Director DW Waterman Ref: WIE
 Drawn By: NYP Date: JANUARY 2024 Scales @ A1: 1:250

Project: 15596-WIE-HGN-ZZ-DR-C-950101 P02

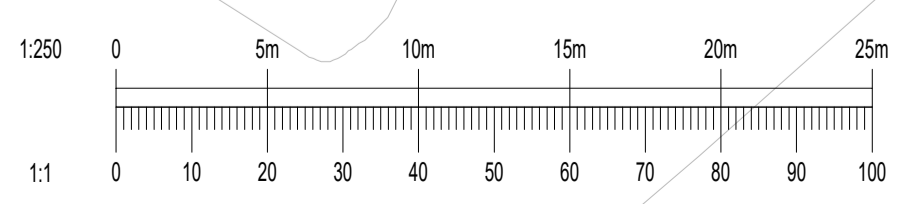
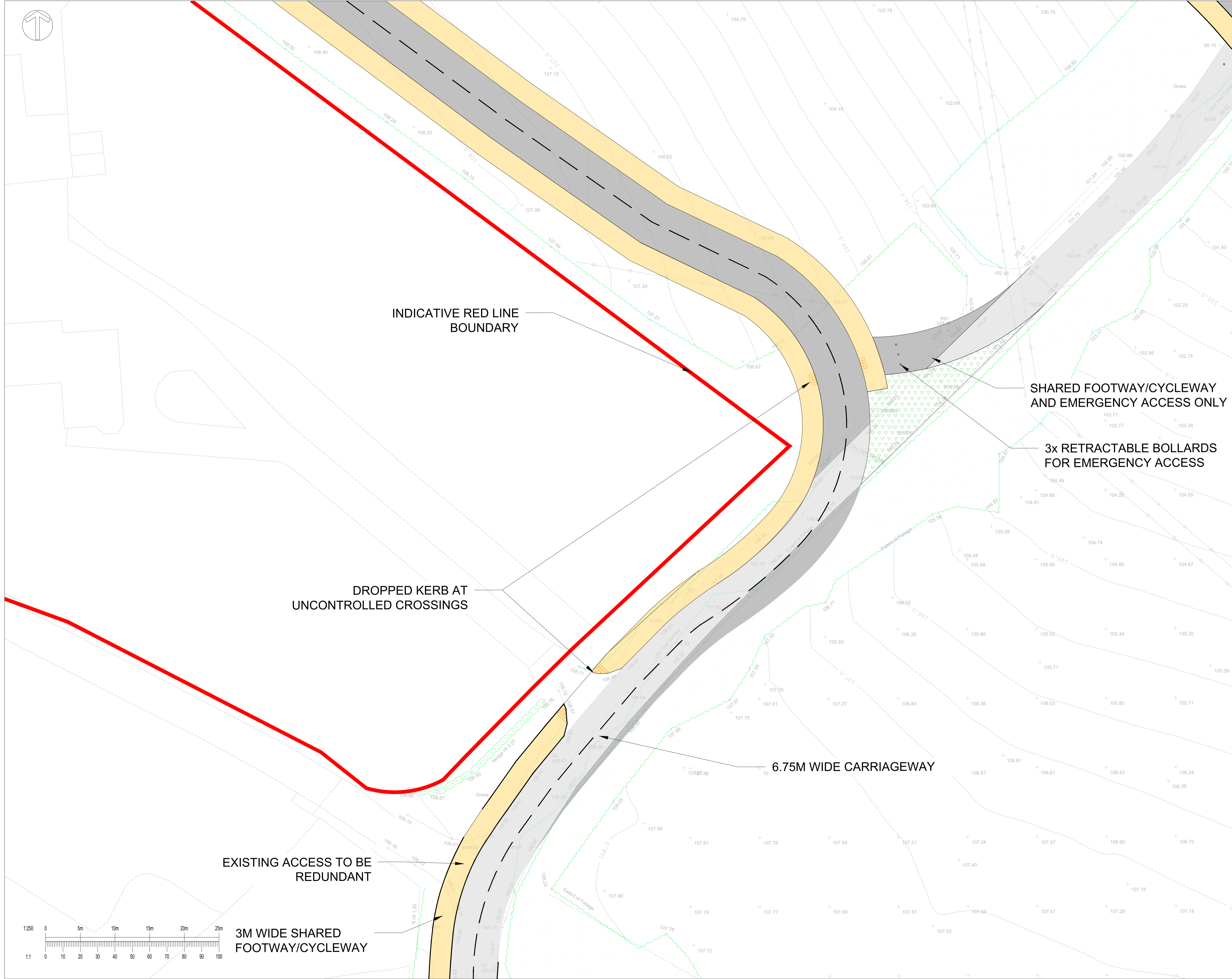


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 - PROPOSED RETRACTABLE BOLLARDS
 - UNCONTROLLED CROSSING (TACTILES)
 - EXISTING FOLIAGE / VEGETATION



3M WIDE SHARED FOOTWAY/CYCLEWAY

INDICATIVE RED LINE BOUNDARY

DROPPED KERB AT UNCONTROLLED CROSSINGS

EXISTING ACCESS TO BE REDUNDANT

6.75M WIDE CARRIAGEWAY

SHARED FOOTWAY/CYCLEWAY AND EMERGENCY ACCESS ONLY

3x RETRACTABLE BOLLARDS FOR EMERGENCY ACCESS

PO2	19.03.24	DESIGN UPDATED FOLLOWING RSA 1	NYP	DW
PO1	15.02.24	FIRST ISSUE	NYP	DW
Rev	Date	Description	By	Chk
Amendments				

Project
LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title
ROBEY'S LANE ACCESS NO. 3A PRELIMINARY LAYOUT

Client
HALLAM LAND MANAGEMENT LTD



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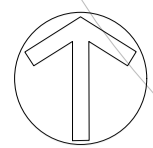
Work Stage
STAGE 2 RIBA
 Concept Design

Subsidiary
INFORMATION S2

Designed By
 NYP Director DW Waterman Ref WIE

Drawn By
 NYP Date JANUARY 2024 Scales @ A1 1:250

Project Originator | Functional | Spatial | Form | Discipline | Number | Revision
15596-WIE-HGN-ZZ-DR-C-950102 P02



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Rev	Date	Description	By	Chk
P01	19/03/24	DESIGN UPDATED FOLLOWING RSA 1	NYP	DW
P01	27/02/24	FIRST ISSUE	NYP	DW

Project
LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title
ROBEY'S LANE ACCESS NO. 4 PRELIMINARY LAYOUT

Client
 HALLAM LAND MANAGEMENT LTD



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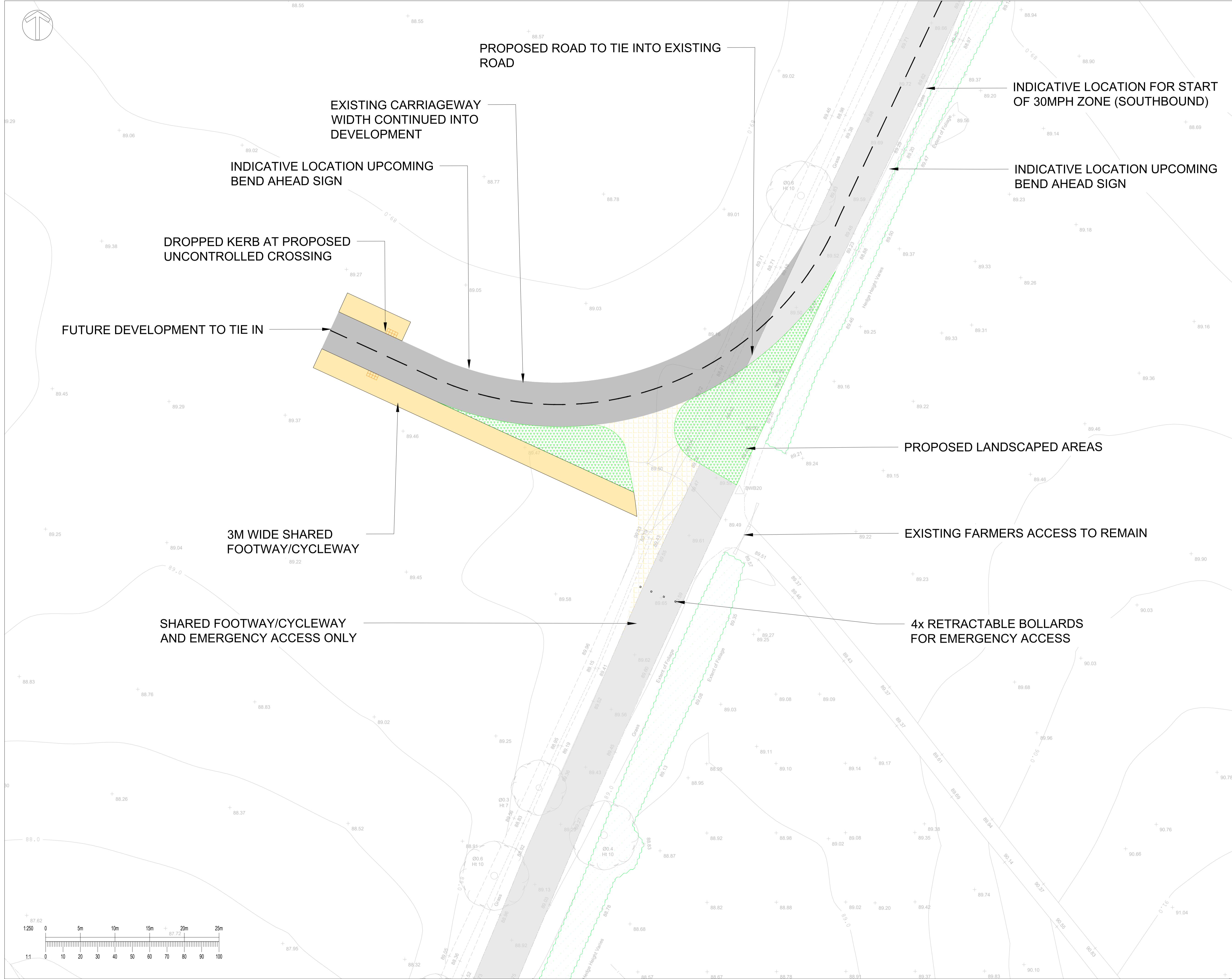
Work Stage
STAGE 2 RIBA
 Concept Design

Subsidiary
INFORMATION S2

Designed By
 NYP Director DW Waterman Ref WIE

Drawn By
 NYP Date FEBRUARY 2024 Scales @ A1 1:250

Project | Originator | Functional | Spatial | Form | Discipline | Number | Revision
15596-WIE-HGN-ZZ-DR-C-950103 P02



PROPOSED ROAD TO TIE INTO EXISTING ROAD

EXISTING CARRIAGEWAY WIDTH CONTINUED INTO DEVELOPMENT

INDICATIVE LOCATION UPCOMING BEND AHEAD SIGN

DROPPED KERB AT PROPOSED UNCONTROLLED CROSSING

FUTURE DEVELOPMENT TO TIE IN

3M WIDE SHARED FOOTWAY/CYCLEWAY

SHARED FOOTWAY/CYCLEWAY AND EMERGENCY ACCESS ONLY

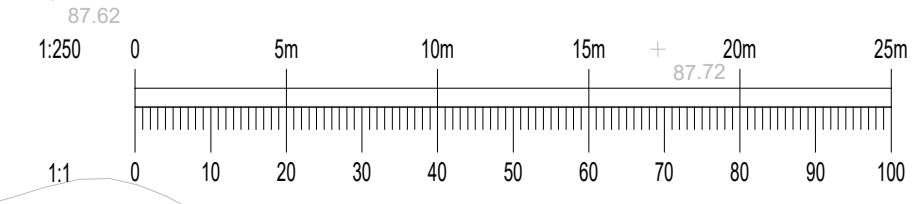
INDICATIVE LOCATION FOR START OF 30MPH ZONE (SOUTHBOUND)

INDICATIVE LOCATION UPCOMING BEND AHEAD SIGN

PROPOSED LANDSCAPED AREAS

EXISTING FARMERS ACCESS TO REMAIN

4x RETRACTABLE BOLLARDS FOR EMERGENCY ACCESS



D. Stage 1 Road Safety Audit & Designers Response

HALLAM LAND MANAGEMENT LAND EAST OF FORMER TAMWORTH GOLF COURSE

STAGE 1 ROAD SAFETY AUDIT

SA 4433

March 2024



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 06 March 2024	PH 06 March 2024	
2	FINAL	JC 06 March 2024	PH 06 March 2024	GW 06 March 2024

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

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APPENDIX THREE

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1.0 INTRODUCTION

- 1.1 This report provides details of a Stage 1 Road Safety Audit (RSA) carried out on the proposed highways alteration / facilitation works associated with opening up a strategic land parcel for delivery of a large scale mixed-use development on land to the east of the former Tamworth Golf Course site in Tamworth, Staffordshire. This report was requested by WIE on behalf of their client Hallam Land Management.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Joe Clabour
Audit Team Leader
- Pete Howarth
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Wednesday, 28 February 2024. The weather during the site visit was raining and the carriageway surface was wet.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The scheme involves delivery of a new four-arm roundabout junction at the junction of the B5000 Tamworth Road / Chiltern Road to tie in a new strategic access road that will run to the north and north-west of the new junction. It is understood the new highway alignment is to provide access to a mixed-use development of 1,370 dwellings, a community hub and primary school.
- 2.2 The proposed scheme also includes amendments and alterations to the existing B5000 Tamworth Road / Robey's Lane junction including signalisation inclusive of pedestrian crossing facilities on the western arm of Tamworth Road. To the north of the junction, Robey's Lane is to be closed as a through route for traffic and diverted to provide access to a development site in the vicinity of the karting circuit at Priory Park. Through traffic will instead be required to route via the new strategic link accessed by way of the four-arm roundabout at Chiltern Road. The scheme also includes footways running alongside the newly proposed roads, new bus lay-by / stop facilities to the east of the Chiltern Road roundabout and a stand-alone signalised pedestrian crossing facility to the west of the junction.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No recorded injury accident data was provided within the Audit Brief.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Street lighting
 - Landscaping
 - Traffic/pedestrian counts
 - Visibility splays/dimensions
 - Signs and lines plans
 - Construction details

6.0 MATTERS ARISING FROM PREVIOUS AUDITS

6.1 A Stage 1 Road Safety Audit was undertaken on a previous iteration of the scheme proposals in April 2018, a copy of which was provided to the Audit Team for review. The previous report raised six problems concerning the proposed design, four of which the Audit Team consider remain relevant. In summary the problems raised were as follows:

- Problem 7.2 concerning forward visibilities to the proposed Tamworth Road / Chiltern Road roundabout, re-raised as Problem 7.1;
- Problem 7.3 concerning the proposed location of bus stops on Tamworth Road near to the proposed Tamworth Road / Chiltern Road roundabout, re-raised as Problem 7.2;
- Problem 7.5 concerning the proposed visibility of signal heads approaching the Tamworth Road / Robey's Lane junction, re-raised as Problem 7.3; and,
- Problem 7.6 concerning the potential for vehicles to strike signalling apparatus at the Tamworth Road / Robey's Lane junction, re-raised as Problem 7.4.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Tamworth Road / Chiltern Road roundabout, south-east arm

Summary: **Forward visibility to roundabout**

The approach to the junction from the south-east on Tamworth Road is on the brow of a hill. This could act to reduce forward visibility to the roundabout for drivers approaching from this direction. If drivers do not see and are not aware of the roundabout, then a variety of types of collisions could occur as drivers do not slow down in time to cede priority thereby running the risk of overshooting the junction.

Recommendation

It is recommended that there is appropriate forward visibility for drivers approaching the roundabout.

7.2 Problem

Location: Tamworth Road / Chiltern Road roundabout, south-east arm at proposed bus stop locations

Summary: **Risk of rear shunt / head-on type collisions**

New bus stops are proposed in both directions immediately off the roundabout on the south eastern arm. Drivers leaving the roundabout may not be expecting a bus to stop such a short distance off the roundabout, which could lead to rear shunt type collisions. A stationary bus at the bus stop could also lead to following drivers overtaking the bus, which given the limited visibility of vehicles leaving the roundabout could lead to head on type collisions.

Recommendation

It is recommended that the bus stops are relocated further from the roundabout

7.3 Problem

Location: Tamworth Road / Robey's Lane junction

Summary: Risk of rear shunt type collisions

No signal layout has been provided, nor the achievable forward visibility on the approach to the signals. If insufficient it could lead to rear shunt type collisions as vehicles approach the rear of a queue.

Recommendation

It is recommended that there is appropriate forward visibility for drivers approaching the junction.

7.4 Problem

Location: Left turn out of Robey's Lane

Summary: Risk of vehicles striking island / signals equipment

No swept path analysis has been provided to the Audit team. The left turn out of Robey's Lane appears to be tight past the central island. If insufficient it could lead to larger vehicles striking the island and in turn the signal equipment, guard railing or pedestrians on the island.

Recommendation

It is recommended that vehicle swept path analysis is carried out to ensure vehicles can make all manoeuvres at the proposed junction.

7.5 Problem

Location: Robey's Lane northbound at closure section

Summary: **Risk of "see through" issue and overshooting bend in road**

The proposed closure of a section of Robey's Lane close to Priory Park results in the creation of a sharp left bend into the development site / field to the west. If a driver unfamiliar with the changes were to proceed down Robey's Lane at speed, there is a risk that they could attempt to go straight on along the old alignment of the road resulting in them overshooting the bend and leaving the carriageway.

Recommendation

It is recommended that measures be included within the design to ensure the potential hazard posed by the road realignment is made obvious to all drivers and mitigated.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Joe Clabour MSc, BA Hons
Senior Road Safety Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed 

Date: 06 March 2024

AUDIT TEAM MEMBER

Peter Howarth, MSc BSc (Hons) FCIHT
Senior Road Safety Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.. 

Date: 06 March 2024

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

15596-WIE-HGN-ZZ-DR-C-950101-P01

15596-WIE-HGN-ZZ-DR-C-950102-P01

15596-WIE-HGN-ZZ-DR-C-950104-P01

15596-WIE-HGN-ZZ-DR-C-950106-P01

15596-WIE-HGN-ZZ-DR-C-950107-P01

(Provided but superseded)

15596-WIE-HGN-ZZ-DR-C-950101-P01

15596-WIE-HGN-ZZ-DR-C-950102-P01

15596-WIE-HGN-ZZ-DR-C-950105-P01

15596-WIE-HGN-ZZ-DR-C-950106-P01 (1)

15596-WIE-HGN-ZZ-DR-C-950106-P01

15596-WIE-HGN-ZZ-DR-C-950107-P01

Documents

WIE Robeys Lane Tamworth New Roundabout Junction RSA1 April 2018

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





Land East of Former Tamworth Golf Course

Road Safety Audit Response Report

16th April 2024

Waterman Infrastructure & Environment Limited

5th Floor, Alan House, Clumber Street, Nottingham, NG1 3ED
www.watermangroup.com

Client Name: Hallam Land Management
Document Reference: CIV15596-100-R-2-1-3-DR
Project Number: CIV15596

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
A01	April 2024	David Whalley Associate Director	Darryl Pearson Associate Director	Darryl Pearson Associate Director

Comments

A01 – RSA 1 Designers Response

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This report has been prepared by Waterman Infrastructure & Environment Limited, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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3. Key Personnel	4
4. Road Safety Audit Decision Log	5
5. Design Organisation and Overseeing Organisation Statements	3
6. Problem Location Plan	Error! Bookmark not defined.

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1. Project Details

Table 1: Project Details

Report title:	Designers Response
Date:	20/03/2024
Document reference and revision:	CIV15596-100-R-2-1-3-DR
Prepared by:	Waterman
On behalf of:	Hallam Land Management

Table 2: Authorisation Sheet

Project:	Land east of Former Tamworth Golf Course
Report title:	Road Safety Audit: Stage 1
Prepared by:	Waterman Infrastructure & Environment Ltd.
Name:	Darryl Pearson
Position:	Associate Director
Signed:	
Organisation:	Waterman Infrastructure & Environment Ltd.
Date:	20/03/2024
Approved by:	
Name:	
Position:	
Signed:	
Organisation:	
Date:	

2. Introduction

This designers response report provides details of a Stage 1 Road Safety Audit (RSA) carried out on the proposed highways alteration / facilitation works associated with opening up a strategic land parcel for delivery of a large scale mixed-use development on land to the east of the former Tamworth Golf Course site in Tamworth, Staffordshire. This report was requested by WIE on behalf of their client Hallam Land Management.

A Stage 1 Road Safety Audit was carried out in March 2024 by Waterman Aspen (Document reference: SA 4433)

The scheme involves delivery of a new four-arm roundabout junction at the junction of the B5000 Tamworth Road / Chiltern Road to tie in a new strategic access road that will run to the north and north-west of the new junction. The new highway alignment is to provide access to a mixed-use development of 1,370 dwellings, a community hub and primary school.

The proposed scheme also includes amendments and alterations to the existing B5000 Tamworth Road / Robey's Lane junction including signalisation inclusive of pedestrian crossing facilities on the western arm of Tamworth Road. To the north of the junction, Robey's Lane is to be closed as a through route for traffic and diverted to provide access to a development site in the vicinity of the karting circuit at Priory Park. Through traffic will instead be required to route via the new strategic link accessed by way of the four-arm roundabout at Chiltern Road. The scheme also includes footways running alongside the newly proposed roads, new bus layby / stop facilities to the east of the Chiltern Road roundabout and a stand-alone signalised pedestrian crossing facility to the west of the junction.

3. Key Personnel

Table 3: Key Personnel

Overseeing Organisation:	Warwickshire County Council and Staffordshire County Council
RSA team:	Waterman Aspen Joe Clarbour (Audit Team Leader) Pete Howard (Audit Team Member)
Design organisation:	Waterman Infrastructure & Environment

4. Road Safety Audit Decision Log

Table 4: Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>Problem 7.1 The approach to the junction from the south-east on Tamworth Road is on the brow of a hill. This could act to reduce forward visibility to the roundabout for drivers approaching from this direction. If drivers do not see and are not aware of the roundabout, then a variety of types of collisions could occur as drivers do not slow down in time to cede priority thereby running the risk of overshooting the junction.</p>	<p>It is recommended that there is appropriate forward visibility for drivers approaching the roundabout.</p>	<p>A drawing has been produced to illustrate the forward visibility for drivers approaching the Roundabout. The drawing illustrates there to be appropriate visibility. See Drawing 15596-WIE-HGN-ZZ-DR-C-951201-P02</p>		
<p>Problem 7.2 New bus stops are proposed in both directions immediately off the roundabout on the south eastern arm. Drivers leaving the roundabout may not be expecting a bus to stop such a short distance off the roundabout, which could lead to rear shunt type collisions. A stationary bus at the bus stop could also lead to following drivers overtaking the bus, which given the limited visibility of vehicles leaving the roundabout could lead to head on type collisions.</p>	<p>It is recommended that the bus stops are relocated further from the roundabout, whilst also taking account of the proposed signals at the Robey's Lane junction.</p>	<p>The bus stops have been removed from the latest proposals. Thee bus stops are no longer considered necessary following the revisions made to the site layout (development removed from the strategic gap)). An update drawing has been prepared. See Drawing 15596-WIE-HGN-ZZ-DR-C-950107-P03 in Transport Assessment Addendum Appendix C</p>		
<p>Problem 7.3 No signal layout has been provided, nor the achievable forward visibility on the approach to the signals. If insufficient it could lead to rear shunt type collisions as vehicles approach the rear of a queue.</p>	<p>It is recommended that there is appropriate forward visibility for drivers approaching the junction.</p>	<p>The signal layout would be provided at the detailed design stage. A drawing illustrating the forward visibility splays has been produced and illustrates there to be appropriate visibility. Where there is a shortfall in regard to forward visibility and advanced traffic signal warning sign would be provided. See Drawing 15596-WIE-HGN-ZZ-DR-C-951200-P02</p>		

<p>Problem 7.4 No swept path analysis has been provided to the Audit team. The left turn out of Robey's Lane appears to be tight past the central island. If insufficient it could lead to larger vehicles striking the island and in turn the signal equipment, guard railing or pedestrians on the island.</p>	<p>It is recommended that vehicle swept path analysis is carried out to ensure vehicles can make all manoeuvres at the proposed junction</p>	<p>Vehicle tracking has been undertaken which demonstrates there to be sufficient space for the appropriate design vehicles to enter, exit and manoeuvre along all road and junctions. Drawings illustrating the vehicle swept paths include 15596-WIE-HGN-XX-DR-C-050102-P02 and 15596-WIE-HGN-XX-DR-C-050107-P02</p>		
<p>Problem 7.5 The proposed closure of a section of Robey's Lane close to Priory Park results in the creation of a sharp left bend into the development site / field to the west. If a driver unfamiliar with the changes were to proceed down Robey's Lane at speed, there is a risk that they could attempt to go straight on along the old alignment of the road resulting in them overshooting the bend and leaving the carriageway.</p>	<p>It is recommended that measures be included within the design to ensure the potential hazard posed by the road realignment is made obvious to all drivers and mitigated</p>	<p>The layout has been revised to avoid the see-through effect with the old alignment. See Drawing 15596-WIE-HGN-ZZ-DR-C-950102-P02 in Transport Assessment Addendum Appendix C</p>		

5. Design Organisation and Overseeing Organisation Statements

Table 5: Design Organisation Statement


On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Darryl Pearson
Signed	
Position:	Associate Director
Organisation:	Waterman Infrastructure & Environment
Date:	16 th April 2024

Table 6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation;	
and	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

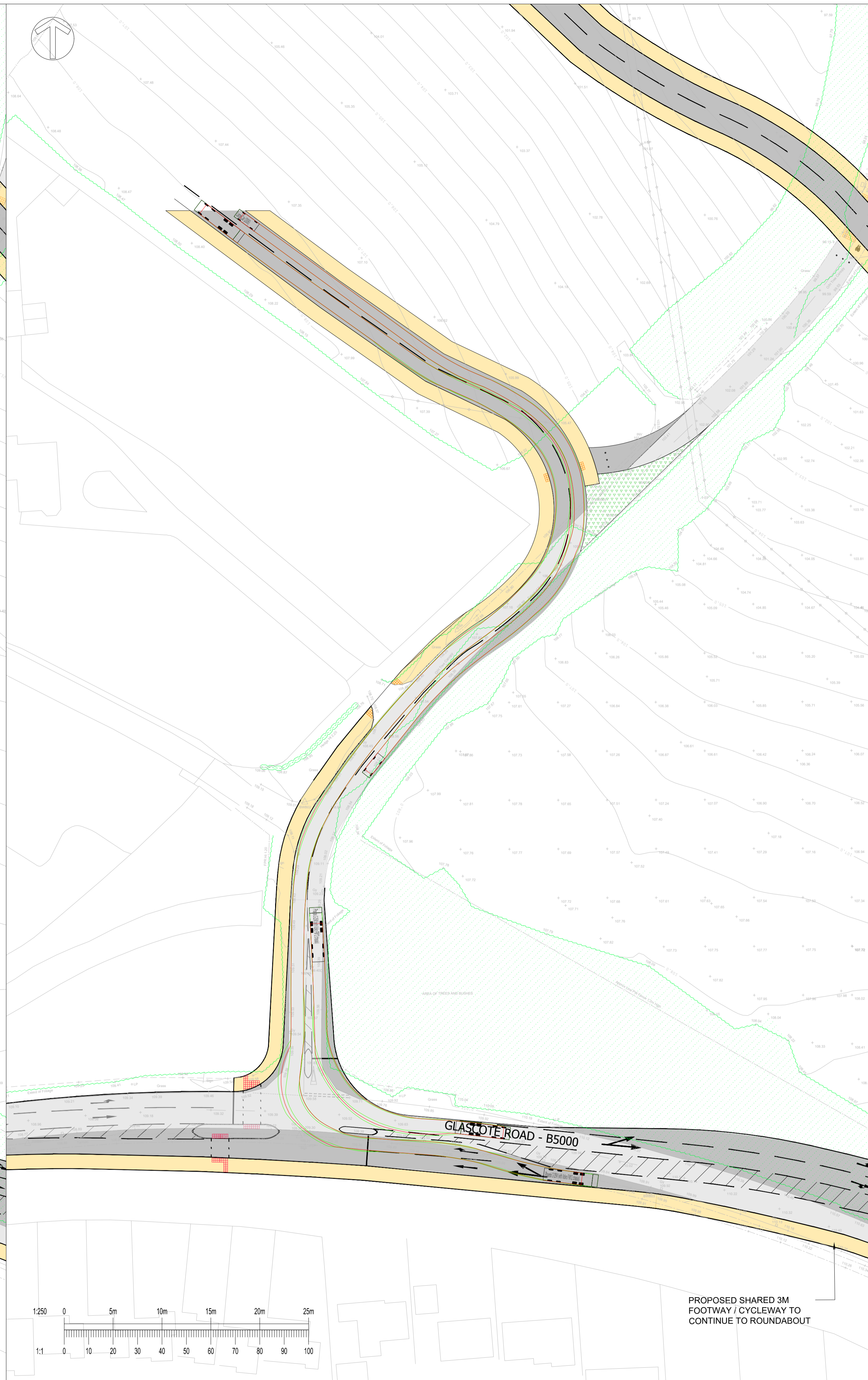
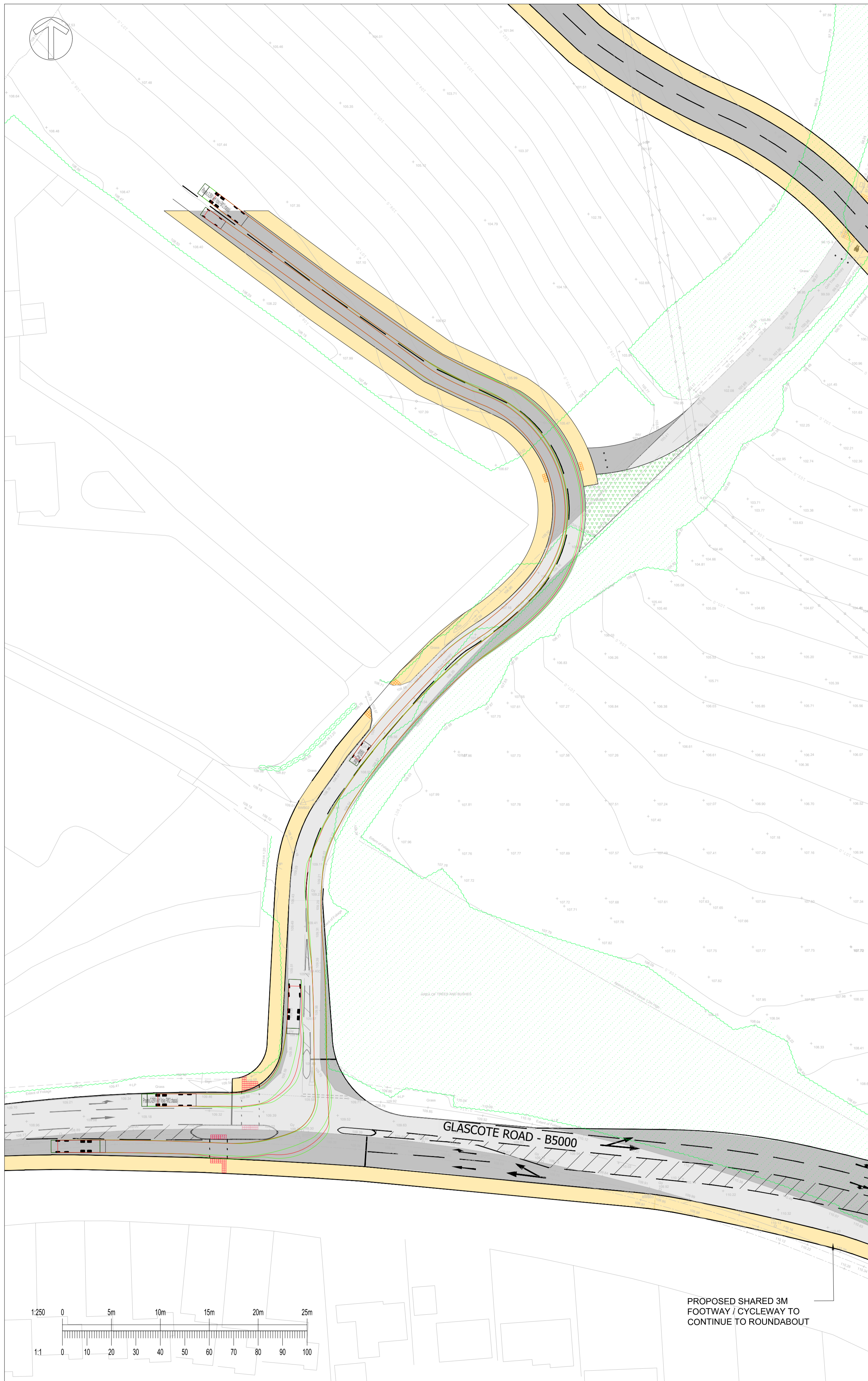
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We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

Based in strategic locations throughout the UK and Ireland, our team of specialists is at the forefront of tackling the climate emergency and forging a path to a Net Zero built environment.

UK & Ireland Office Locations

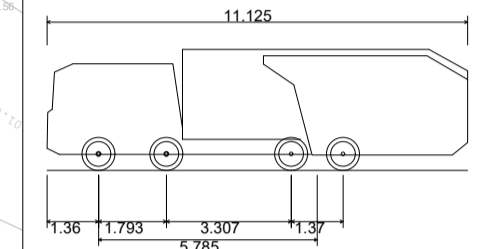




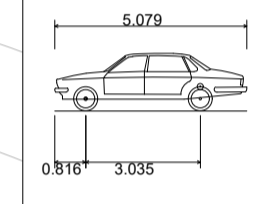
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 Pickfords Wharf, Clark Street, London SE1 9DG 1 020 7928 7888 f 03333 444 501

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.



Phoenix 2-25W (with Volvo FM12 chassis)
 Overall Length 11.125m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.250m



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 4.00s
 Kerb to Kerb Turning Radius 5.900m

P02	16.04.24	VEHICLE TRACKING AMENDED & ADDITIONAL PATHS ADDED	NYP	DW
P01	27.02.24	FIRST ISSUE	NYP	DW

Rev	Date	Description	By	Chk
Amendments				

Project
LAND TO THE EAST OF THE FORMER TAMWORTH GOLF COURSE, TAMWORTH

Title
B5000 / ROBEY'S LANE JUNCTION 2 VEHICLE TRACKING SHEET 2

Client
HALLAM LAND MANAGEMENT LTD



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Work Stage
STAGE 2 RIBA
 Concept Design

Subsidiary
INFORMATION S2

Designed By
 NYP Director DW Waterman Ref WIE
 Drawn By
 NYP Date JANUARY 2024 Scales @ A1 1:250

Project | Originator | Functional | Spatial | Form | Discipline | Number | Revision
15596-WIE-HGN-XX-DR-C-050102 P02

PROPOSED SHARED 3M FOOTWAY / CYCLEWAY TO CONTINUE TO ROUNDABOUT

PROPOSED SHARED 3M FOOTWAY / CYCLEWAY TO CONTINUE TO ROUNDABOUT