



The Innovation Quarter
Bicester Motion, Bicester

Transport Statement

For

Bicester Motion

Document Control Sheet

The Innovation Quarter

Bicester Motion, Bicester

Bicester Motion

This document has been issued and amended as follows:

| Date | Issue | Prepared by | Approved by |
|------------|-------|-------------|-------------|
| 17/01/2024 | Draft | CA | LF |
| 06/02/2024 | Issue | CA | LF |
| 08/02/2024 | Issue | CA | LF |



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- A Proposed Layout
- B Permitted Access Arrangement
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1.0 Introduction

Overview

- 1.1 This Transport Statement (TS) has been prepared on behalf of Bicester Motion to accompany a planning application for the reconfiguration of three units at the permitted Innovation Quarter (IQ) site at Bicester Motion.
- 1.2 Permission is sought for this Reserved Matters (RM) application for the three units now that a known end-user has been identified – a confidential automotive technology company.
- 1.3 The location of the application site is shown in Figure 1.1.



Figure 1.1 – Site Location

Planning History

- 1.4 The application site received outline planning permission (LPA ref. 19/02708/OUT) in August 2021 to:

“Provide new employment units comprising B1 (business), B2 (General Industrial), B8 (Storage) and D1 (Education) uses with ancillary offices, storage, display and sales, with all matters reserved except for access.”
- 1.5 The permitted development comprised a total GIA floor area of 21,194m², accessed from the A4421 Skimmingdish Lane.
- 1.6 In October 2023, variation to the parameter plan for the permitted scheme was approved under a Section 73 application (LPA ref. 23/01941/F) which included the reorientation and reconfiguration of the buildings, increasing from 6 units to 7 units. The floor area remained the same as the outline permission.
- 1.7 This RM application relates to the appearance, landscaping, layout and scale pursuant to outline permission ref. 23/01941/F for the delivery of a new HQ building. It should be noted that this application

addresses three units on the western part of the site, whilst the ongoing RM application (ref. 23/03438/REM) addresses the remainder of the site.

Scope of Report

- 1.8 The purpose of this TS is to assess the implications of development-related travel for the application site on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed, which forms part of what was assessed and agreed in the outline application.
- 1.9 The TS has been prepared in accordance with the current best practice guidelines and demonstrates that:
- ▶ The proposed development accords with national and local policies relevant to transport;
 - ▶ The development will provide car and cycle parking, having regards to adopted local parking standards; and
 - ▶ The volume of traffic generated by the development proposal will not lead to a severe impact on the existing operation of the local highway and transport networks.
- 1.10 Following this introduction, the TS considers the following:
- ▶ Section 2 reviews the relevant national and local transport-related planning policies applicable to the proposed development;
 - ▶ Section 3 provides an overview of the baseline conditions relevant to the site, including the site's accessibility characteristics by sustainable transport modes and the operational and safety characteristics of the surrounding highway network;
 - ▶ Section 4 describes the development proposals providing an overview of the permitted proposed access arrangement and detail on the proposed car and cycle parking provision as well as servicing arrangements. This section also assesses the trip generation of the proposed development; and
 - ▶ Section 5 provides a summary and conclusion of the findings presented in this TS.

2.0 Planning Policy Context

Overview

- 2.1 This section details the transport aspects of adopted national and local policies relevant to the development proposal that have informed the preparation of this TS.

National Planning Policy Framework (NPPF)

- 2.2 The NPPF (December 2023) sets out the Government’s planning policies for England and how these are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on ‘Promoting Sustainable Transport’ which aims to “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes”.
- 2.4 Paragraph 114 acknowledges that when assessing specific site uses for development applications, it should be ensured that:
- a) “Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users;
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance...
 - d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- 2.5 Paragraph 115 states:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.”
- 2.6 Paragraph 116 outlines that applications for development should:
- a) “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Local Policy

- 2.7 The Cherwell Local Plan was adopted in July 2015 and contains strategic planning policies for development. The relevant transportation policies are summarised below.
- 2.8 Policy PSD1 states that, “when considering development proposals, the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the NPPF. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area”.
- 2.9 Policy SLE4 focuses on transport and connections and states:
- ▶ “The Council will support the implementation of the proposals of the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.
 - ▶ New Development in the District will be required to provide financial and/or in-kind contribution to mitigate the transport impacts of development.
 - ▶ All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have severe traffic impact will not be supported.”
- 2.10 The Oxfordshire Local Transport Plan (LPT4) was developed to ensure that the county’s transport systems are fit to support the population and economic growth. The relevant policies are outlined below.
- ▶ Policy 03: “Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport”.
 - ▶ Policy 34: “Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:
 - ▶ Secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective Travel Plans, financial contributions from developers or direct works carried out by developers;
 - ▶ Ensure that developers promote and enable cycling and walking for journeys associated with the new development...
 - ▶ Require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;
 - ▶ Set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments...”.

3.0 Existing Site Information

Overview

- 3.1 The application site is located to the south-east corner of the Bicester Motion airfield site and is known as the Innovation Quarter (IQ). As noted above, the site has permission for 21,194m² of Class E, B2 and B8 land uses accessed from the A4421 Skimmingdish Lane via a ghosted right turn priority T junction with left turn out only.
- 3.2 The location of the site in the context of the IQ site is illustrated in Figure 3.1.

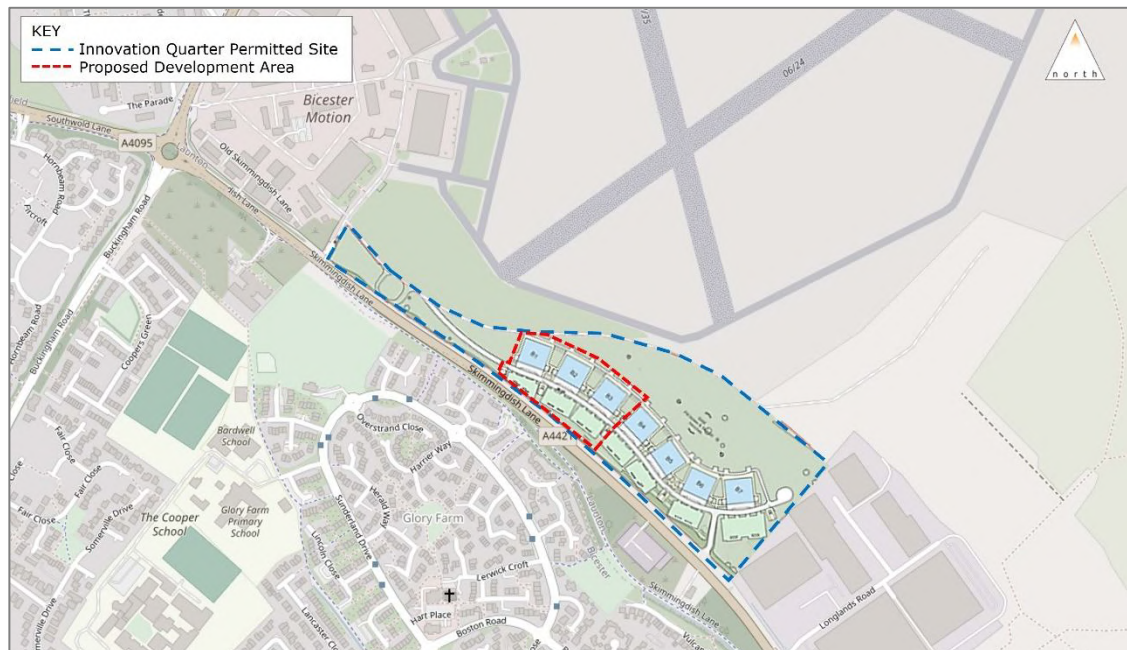


Figure 3.1 – Local Context of Application Site

Sustainable Travel Opportunities

- 3.3 The location of the application site is such that there is a well-established network of pedestrian routes along key highway links providing connectivity to nearby bus stops and Bicester North railway station, offering prospective end-users with a realistic opportunity to travel to the site by sustainable modes of transport.
- 3.4 The A4421 Skimmingdish Lane provides a segregated footway / cycleway along the southern side of the carriageway which is set back along the site frontage. The route links to the Launton Road / A4421 roundabout to the south-east of the site and continues along the northern side of Launton Road. Dropped kerb crossings are provided at the roundabout enabling safe transition along the segregated route which continues along the A4421 and Charbridge Lane. This forms part of the National Cycle Network (NCR) Route 51 which provides connections to the centre of Bicester.
- 3.5 To the north-west of the site, the segregated footway / cycleway continues to the A4421 / A4095 / Buckingham Road roundabout where dropped kerb crossings are provided on Buckingham Road. Pedestrian and cycle facilities continue as a shared route along the A4095.
- 3.6 The nearest bus stops to the application site are located circa. 400m to the west of the site on the A4421 Buckingham Road which can be accessed via the footway network within the wider Bicester Motion site. Additional bus stops are located on Sunderland Drive circa. 650m to the south of the application site. A summary of the bus services operating from these stops is provided in Table 3.1.

| Bus Stop | Route No. | Frequency (no. buses per hour) | | | Route |
|-----------------------|-----------|--------------------------------|-----|-----|---|
| | | Mon – Fri | Sat | Sun | |
| A4421 Buckingham Road | X5 | 1 | 2 | 1 | Oxford – Bicester - Buckingham |
| Sunderland Drive | S5 | 3 | 3 | 2 | Oxford – Bicester – Bicester Village – Glory Farm |

Table 3.1 – Local Bus Services

- 3.7 Bicester North railway station is located circa. 2.0km to the south of the application site which can be accessed in an average walk time of 30 minutes or an average cycle time of 9 minutes as well as via bus routes X5 and S5. The station is located on the line between London Marylebone and Birmingham Moor Street offering connections to Banbury, Leamington Spa and Warwick at a frequency of 2-3 services per hour.
- 3.8 In summary, the location of the application site reflects requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce end-users’ reliance on the private car.

Local Highway Network

- 3.9 The A4421 Skimmingdish Lane runs along the southern boundary of the application site and is a two-way single carriageway subject to a speed limit of 50mph.
- 3.10 To the south-east of the application site, Skimmingdish Lane junction with Launton Road via a 4-arm roundabout. The A4421 continues south towards Launton and the A41 and Launton Road provides access to the centre and southern areas of Bicester.
- 3.11 To the north-west of the application, Skimmingdish Lane junction with the A4095 and Buckingham Road via a 4-arm roundabout. The A4421 continues north to the A421, the A4095 continues west towards the north westerly areas of Bicester and onwards to the M40. Buckingham Road is subject to a 7.5T weight restriction and provides connections to the centre of Bicester and Bicester North railway station.

Highway Safety Analysis

- 3.12 For the purpose of this TS, Personal Injury Collision (PIC) data has been obtained from Crashmap for the most recent year 5-year period ending in December 2022. Analysis has been undertaken to determine if there are any trends in the type or location of collisions within the study area which includes the A4421, between the A4095, Buckingham Road and Launton Road. The data identifies that 11 PICs have been recorded of which 10 are classified as ‘slight’ (minor) and 1 as ‘serious’.
- 3.13 No PICs have been recorded along the A4421 Skimmingdish Lane or in the vicinity of the permitted site access.
- 3.14 Three ‘slight’ PICs were recorded at the A4421 / A4095 / Buckingham Road roundabout of which two involved a collision between a car and motorcycle (of which one was in dark and wet conditions) and the third involved a pedal cyclist and a car as the cyclist was leaving the roundabout.
- 3.15 One ‘serious’ PICs were recorded on the A4421 Buckingham Road of which one involved a pedestrian and goods vehicle. Three ‘slight’ incidents were also recorded along this road within the study of which one involved a collision between a pedal cyclist and car travelling in opposing directions in dark conditions, and two were recorded at the T junction of Skimmingdish Lane and Buckingham Road. One PIC involved a car turning into the path of motorcyclist in dark and wet conditions, and another also took place in dark and wet conditions and involved a goods vehicle colliding with a car turning right.

- 3.16 Three 'slight' PICs were recorded at the A4421 / Launton Road roundabout of which two involved single vehicles and the one involved a car and pedestrian in dark and wet conditions.
- 3.17 From this review, no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety particularly with consideration to the minimal number in vehicular trips predicted to be generated by the proposed development compared with the outline permission.

4.0 Development Proposals

Overview

- 4.1 This RM application relates to the appearance, landscaping, layout and scale pursuant to outline permission 23/01941/F for the delivery of a new HQ building at the Innovation Quarter (IQ).
- 4.2 The proposal will amend the layout of the three westerly units to provide a linked arrangement. To note, the four easterly units will remain unchanged from the outline permission (LPA ref. 23/01941/F) parameter plans and do not form part of this application.
- 4.3 The proposed site layout plan is included as [Appendix A](#).
- 4.4 To note, the outline permission (23/01941/F) provides a total floor area of 21,194m² split between 7 units i.e. equivalent to 9,426m² for three units. The proposed three units provides a gross floor area of 8,220m² equating to a net reduction in floor area of 1,206m² compared with the outline permission.

Access Arrangements

- 4.5 Access to the proposed development will remain unchanged from the outline permission (LPA ref. 23/01941/F) which was agreed with Oxfordshire County Council (OCC).
- 4.6 The permitted access forms a priority T junction with ghost right turn lane and left turn only from the site. For context, the permitted access arrangement is included as [Appendix B](#) and an overview of the approved access arrangements is provided at Figure 4.1.

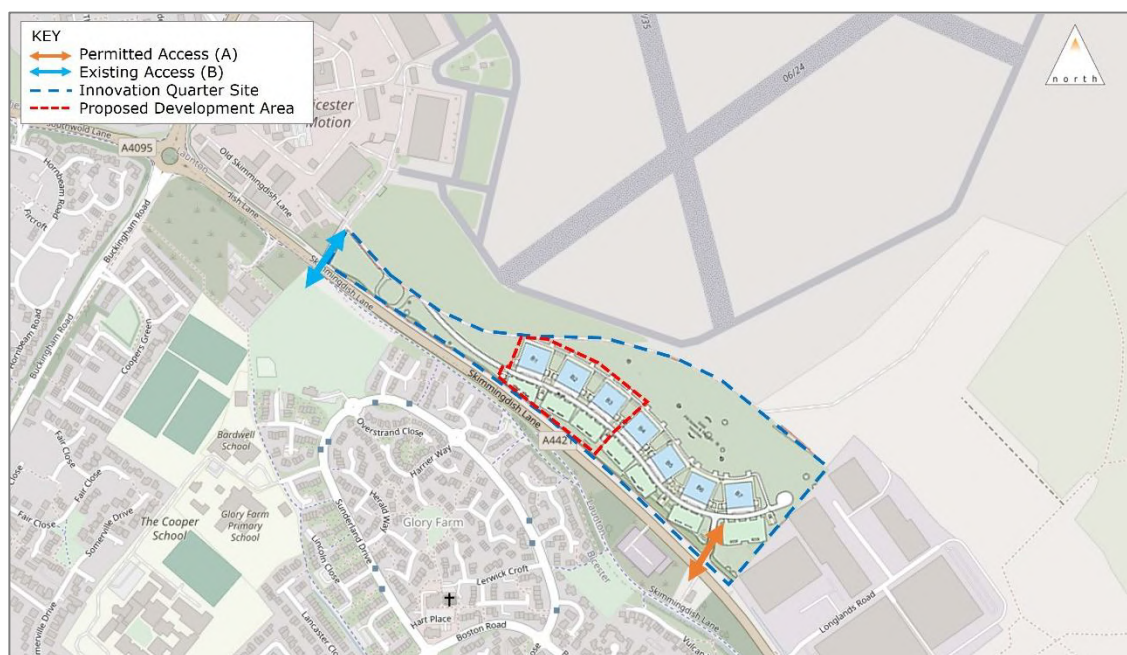


Figure 4.1 – Permitted Access Arrangements to serve the Proposed Development

- 4.7 The access labelled as 'A' in Figure 4.1 will serve vehicular access to the site which can accommodate the turning requirements of the largest vehicles expected to require access i.e. 16.5m articulated vehicle. The access labelled as 'B' is intended for vehicular access to visitors of the wider Bicester Motion site and will also provide pedestrian and cycle access to the proposed development including the provision of a shared footway / cycleway and a pedestrian refuge crossing point.
- 4.8 The permitted access arrangements are considered to still be suitable to serve the proposed development given the negligible changes proposed compared with the outline permission.

Car Parking Provision

- 4.9 Car parking provision for the proposed development will be provided in accordance with OCC standards as outlined in the document 'Parking Standards for New Developments'. The development will provide a total of 136 car parking spaces.
- 4.10 It is noted that the proposed development seeks permission for flexible use of Class E (offices), B2 and B8. Units 401 and 403 will provide a total floor area of 7,432m², split 50:50 between Class E and B2. Unit 402 would be used for storage purposes and therefore the floor area of this unit (787m²) has been applied to OCC's standard for Class B8. An overview of the proposed car parking is provided in Table 4.1.

| Land Use | Floor Area (m ²) | OCC Standard | OCC Provision | Site Provision |
|-------------------------|------------------------------|-------------------------------|---------------|----------------|
| Class E (Office) | 3,716 | 1 space per 45m ² | 83 | 83 |
| B2 (General Industrial) | 3,716 | 1 space per 75m ² | 50 | 50 |
| B8 (Storage) | 787 | 1 space per 300m ² | 3 | 3 |
| Total | 8,220 | | 136 | 136 |

Table 4.2 – Proposed Car Parking Provision

- 4.11 To note, the overall parking ratio proposed represents 1 car parking space per 60m² which is comparable to the outline permission which proposed 1 car parking space per 63m². Therefore, the proposed parking provision is deemed to be appropriate within the parameters of the outline permission as well as complying with OCC standards.

Blue Badge Parking

- 4.12 A total of 8 Blue Badge spaces will be provided complying with OCC standards reflecting 6% of the total provision once the entire IQ site is fully developed.

Electric Vehicle (EV) Parking

- 4.13 To accord with OCC's standards, a total of 34 spaces will be provided with EV charging facilities, equivalent to 25% of the total parking provision. Charging facilities will be provided for both standard spaces and Blue Badge spaces.

Cycle Parking Provision

- 4.14 Cycle parking provision for the proposed development will be provided in accordance with OCC standards as outlined in the document 'Parking Standards for New Developments'. The development will provide a total of 96 cycle parking spaces in the form of secure, sheltered stores. Crossing points are proposed within the car park offering safe and direct routes between the cycle stores and the main entrances to the buildings.
- 4.15 As noted above, the proposed development seeks permission for flexible use of Class E (offices), B2 and B8 and as such the floor area ratio has been split as per the car parking methodology in Table 4.1. An overview of the proposed cycle parking is provided in Table 4.2.

| Land Use | Floor Area (m ²) | OCC Standard | OCC Provision | Site Provision |
|-------------------------|------------------------------|--|----------------|----------------|
| Class E (Office) | 3,716 | 1 space per 100m ² (staff) 1 space per 250m ² (visitor) | 38 15 | 38 15 |
| B2 (General Industrial) | 3,716 | 1 space per 175m ² (staff) 1 space per 250m ² (visitor) | 22 15 | 22 15 |
| B8 (Storage) | 787 | 1 space per 250m ² (staff) 1 space per 500m ² (visitor) | 4 2 | 4 2 |
| Total | 8,220 | Staff: Visitor: Total: | 64 32 96 | 64 32 96 |

Table 4.2 – Proposed Cycle Parking Provision

Servicing Arrangements

- 4.16 The internal layout of the proposed development is such that a 16.5m articulated vehicle will be able to access / egress in a forward gear and turn within the site. Swept path analysis has been undertaken which is included at [Appendix C](#) which demonstrates that the internal access road and the two servicing areas / turning areas can accommodate the turning requirements of the 16.5m articulated vehicle.
- 4.17 The turning area provided to the immediate east of Unit 403 would primarily be used for bin collection but is of a suitable dimension to allow for servicing activity by a 16.5m articulated vehicle. Unit 402 will be provided with roller shutter doors to accommodate the loading/unloading requirements of a 16.5m articulated vehicle.

Development-Related Trip Generation

- 4.18 As noted in Section 4, the proposed development will result in a minor decrease in gross floor of 1,206m² compared with the outline permission (23/01941/F).
- 4.19 On this basis, there would be a minor decrease in the number of vehicle trips that would be generated by the three units compared with the outline permission and therefore, the development proposal would have a negligible impact upon the operation of the highway network.
- 4.20 The net change in the number of vehicle trips as a result of the development proposals is summarised in Table 4.3 which has been based on the approved trip rates submitted with the outline permission.

| Time Period | Permitted Vehicle Trip Rates | | | No. Vehicle Trips | | |
|-----------------------|------------------------------|------------|---------|-------------------|------------|---------|
| | Arrivals | Departures | Two-Way | Arrivals | Departures | Two-Way |
| AM Peak (08:00-09:00) | 0.687 | 0.090 | 0.777 | -8 | -1 | -9 |
| PM Peak (17:00-18:00) | 0.072 | 0.633 | 0.705 | -1 | -8 | -9 |

Table 4.3 – Proposed Net Change in Vehicle Trips

- 4.21 Table 4.3 identifies that the proposed development would generate a net reduction of 9 vehicle trips during both the AM and PM peak periods.

5.0 Summary and Conclusion

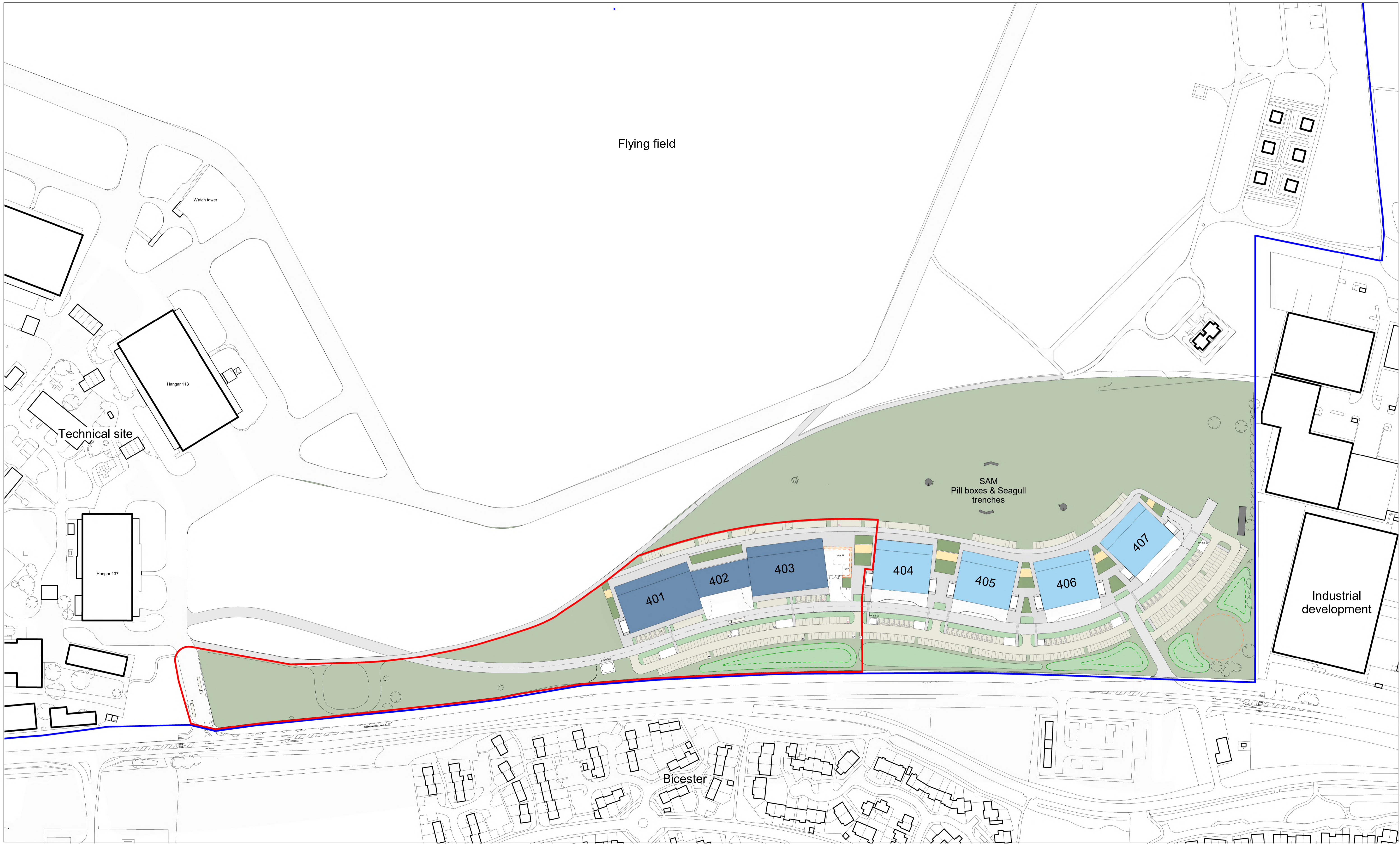
Summary

- 5.1 This Transport Statement (TS) has been prepared on behalf of Bicester Motion to accompany a planning application for the reconfiguration of three units at the Innovation Quarter (IQ) site at Bicester Motion.
- 5.2 A summary of the finding in this report are as follows:
- ▶ The site is well located in terms of proximity to frequent public transport services and established pedestrian / cycle routes which provides access to a wide range of local amenities and the opportunity to travel to and from the site by means other than the private car;
 - ▶ PIC analysis identified that no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety particularly with consideration to the minimal number in vehicular trips predicted to be generated by the proposed development compared with the outline permission.
 - ▶ The proposed development will be access via the same arrangement agreed as part of the outline permission (LPA ref. 23/01941/F). No changes are proposed.
 - ▶ The development will provide a total of 136 car parking spaces which is in accordance with the OCC parking standards. This will include 8 Blue Badge spaces and 34 EV spaces.
 - ▶ The development will provide a total of 96 cycle parking spaces which is in accordance with the OCC parking standards.
 - ▶ It has been demonstrated by way of swept path analysis that the proposed development can accommodate the turning requirements of a 16.5m articulated vehicle.
 - ▶ The proposed development will generate a net reduction in vehicle trips compared with the outline permission of the basis of a slightly reduced floor area when compared with the outline permission. Therefore, the development proposals would have a negligible impact on the operation of the local highway network.

Conclusion

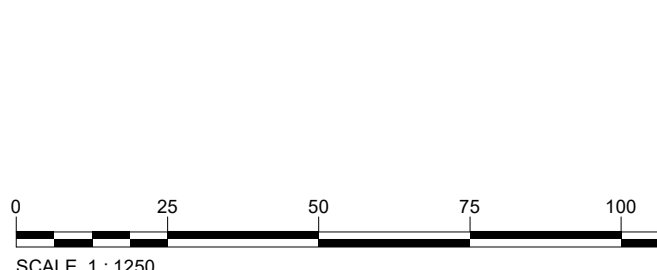
- 5.3 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets the local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A
Proposed Layout



Notes

Do not scale from this drawing.
 All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.
 Copyright reserved.



Key:

- Application boundary
- Ownership boundary
- Proposed built form
- Indicative infiltration swale
- Panhandle area
- Open space
- Landscape buffer areas
- Indicative car parking
- Attenuation
- Proposed SPY built form

| Revisions | Scale | Size | Date | Drawn | Checked | Status Code |
|--|--------|------|----------|-------|---------|-------------|
| P03 06/02/24 Planning Issue- Draft removed | 1:1250 | A1 | 11/01/24 | TF | NM | NM |
| P02 26/01/24 Issued for Comments | | | | | | TF |
| P01 16/01/24 Draft First Issue | | | | | | TF |

Client
Bicester Motion Limited

Project
BM_IQ SPY

Title
Proposed Block Plan

Purpose
For Information

Status Code
S2

3DReid
 Architecture Interiors Masterplanning
 www.3DReid.com

Drawing No.
230214-3DR-XX-00-DR-A-08003

Rev.
P03

File Name: 06/02/2024_09:51:50

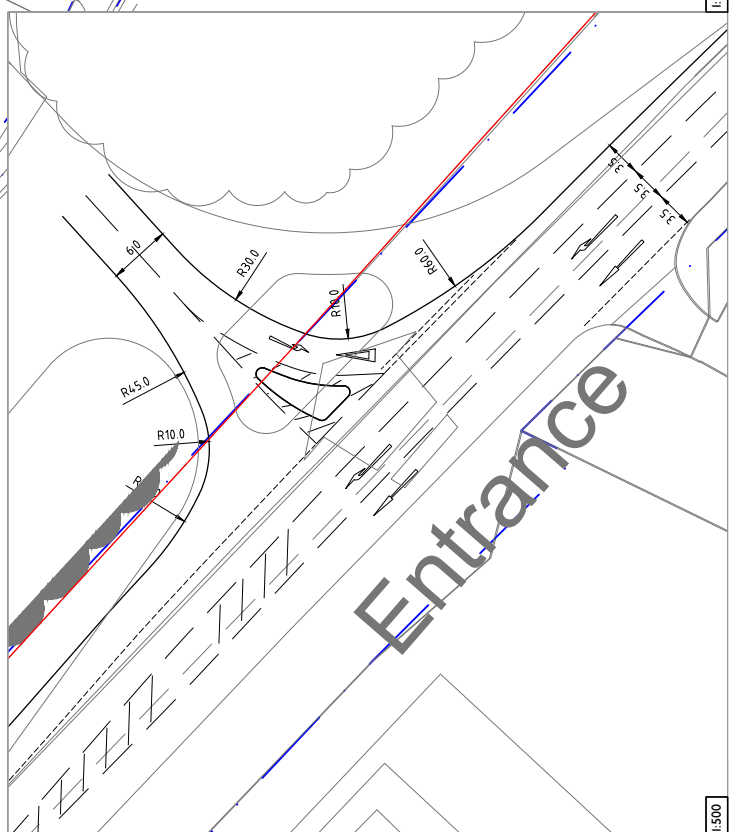
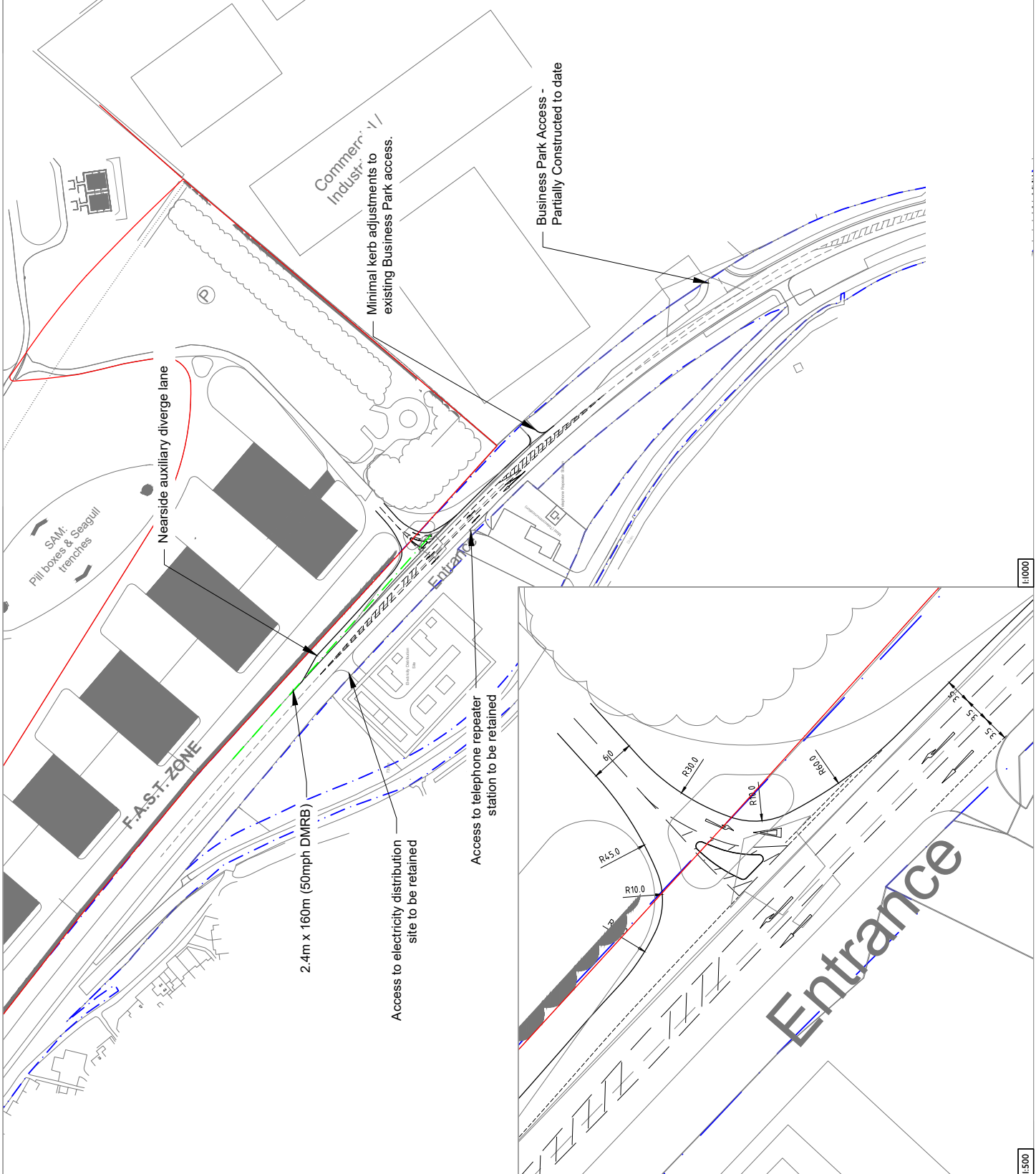
Appendix B

Permitted Access Arrangement

This drawing has been produced by mode transport planning. No responsibility will be accepted for the use of this drawing in any other project. DO NOT SCALE OFF THIS DRAWING. Dimensions shown are in metres unless stated otherwise. Road markings & traffic signs are to be in accordance with 'The Traffic Signs Regulations and General Directions 2016'. Tactile paving is to be in accordance with 'Guidance on the use of tactile paving surfaces 2007'. Visibility Splay shown are taken from DMRB.



- Red Line Boundary
- Extent of Adopted Highway
- 2.4m x 160m Visibility Splay (DMRB)



| rev | date | remarks |
|-----|----------|---------------------------------|
| A | 24-10-19 | DRAFT for internal comment only |

client
Bicester Motion

job title
Bicester Motion F.A.S.T Application

drawing title
Proposed Access

drawing no.
J32-3684-PS-101

drawn
jwm

checked
alf

created
Oct '19

scale
Varies As Shown@A1

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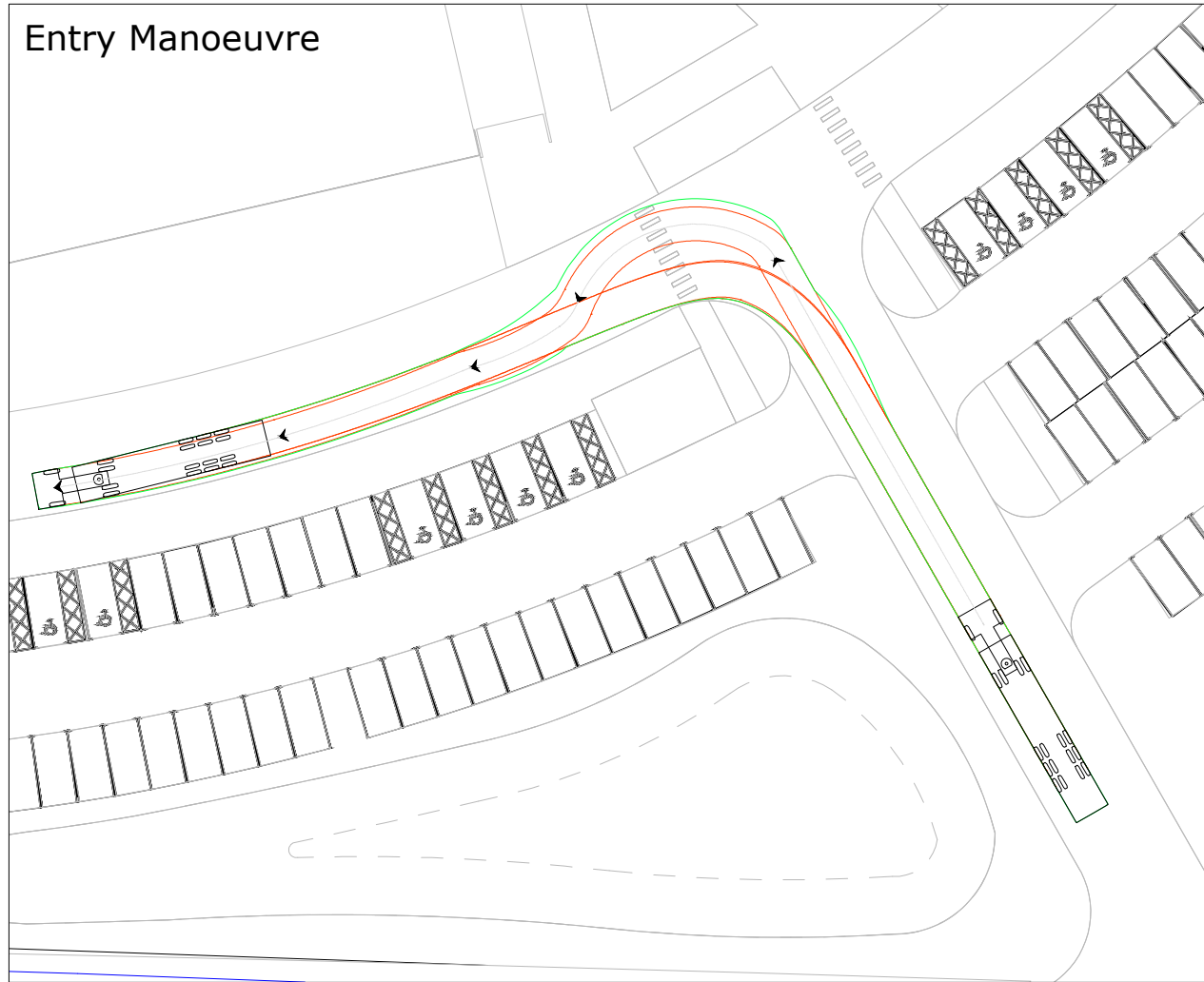
mode

transport planning

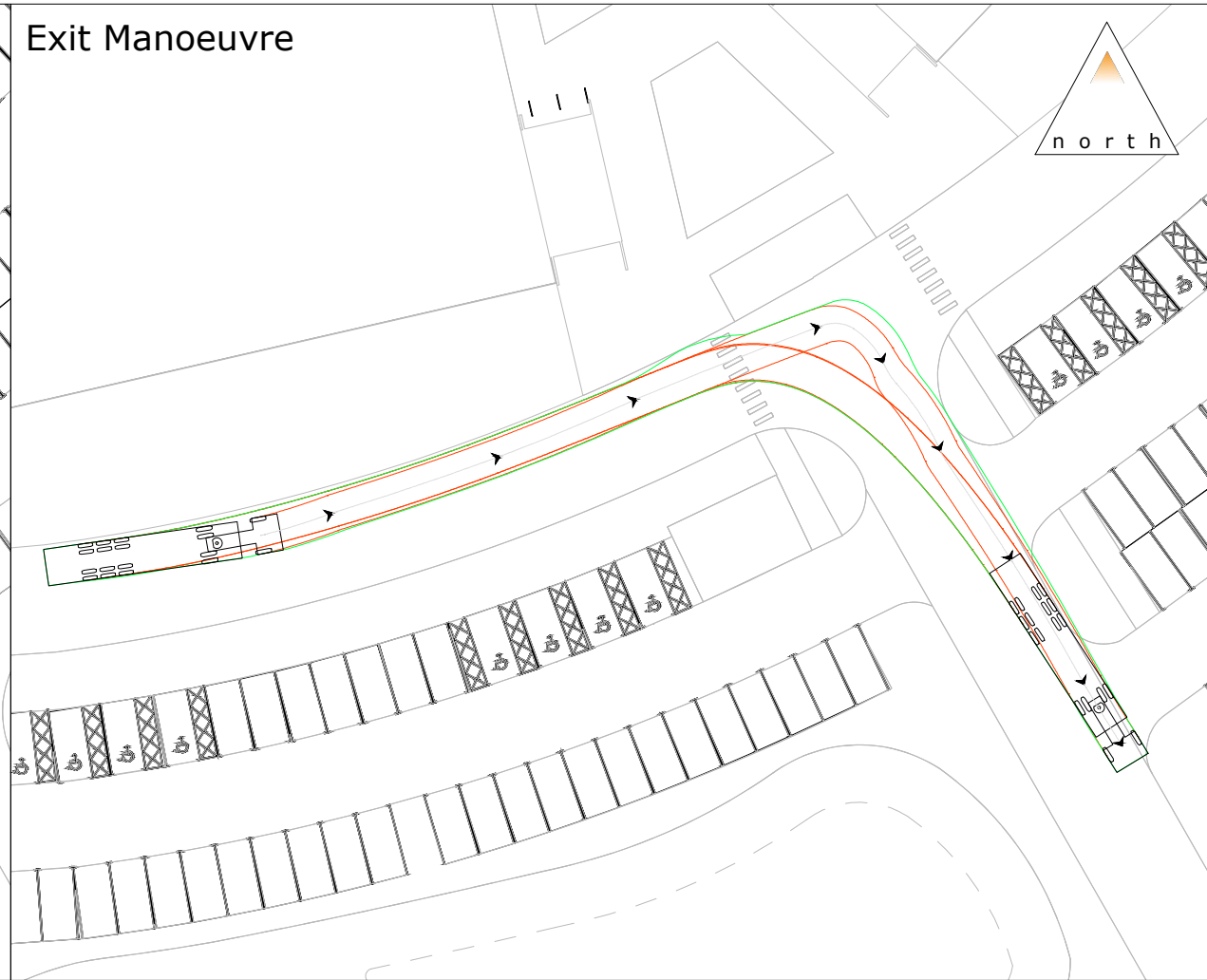
Appendix C

Swept Path Analysis

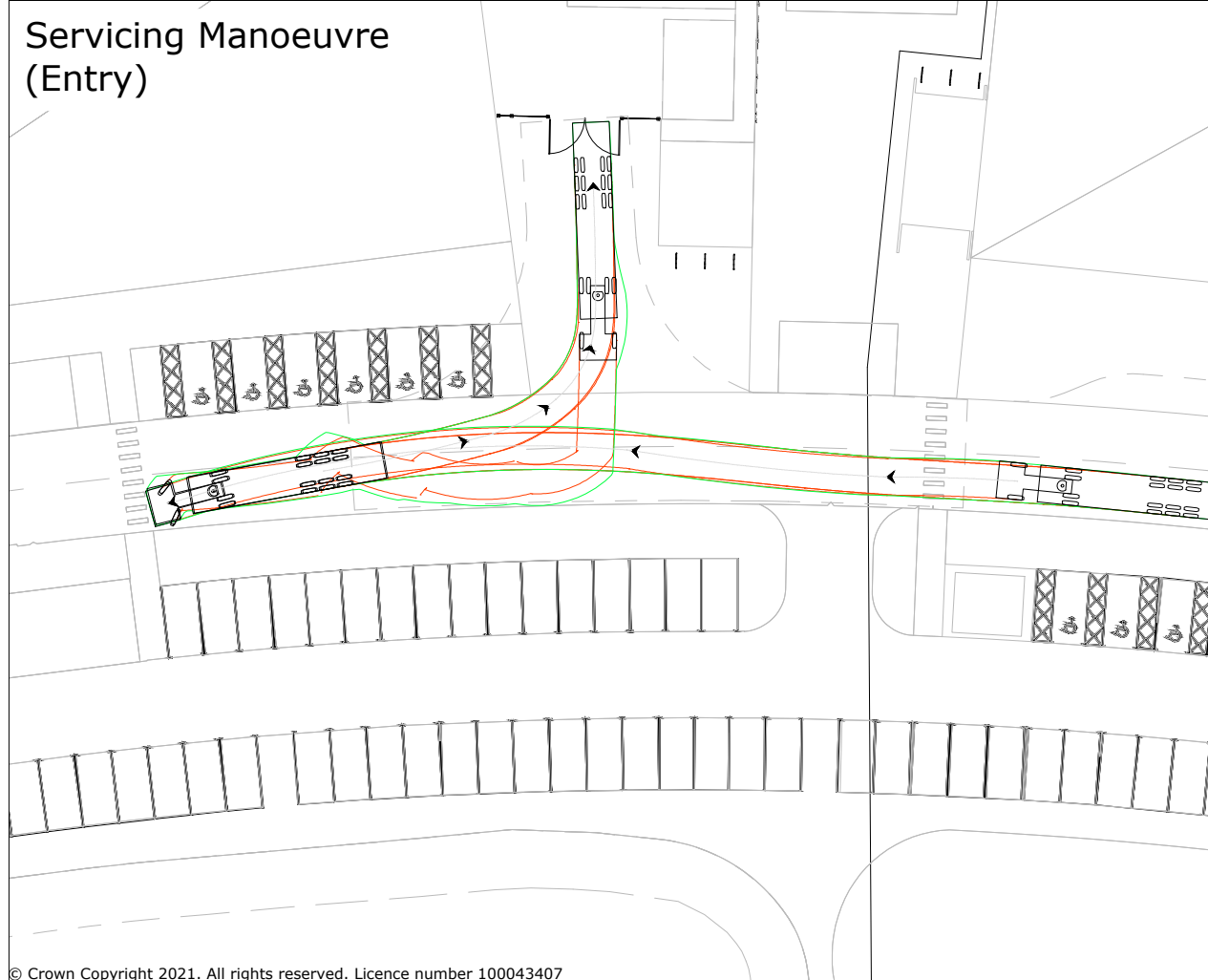
Entry Manoeuvre



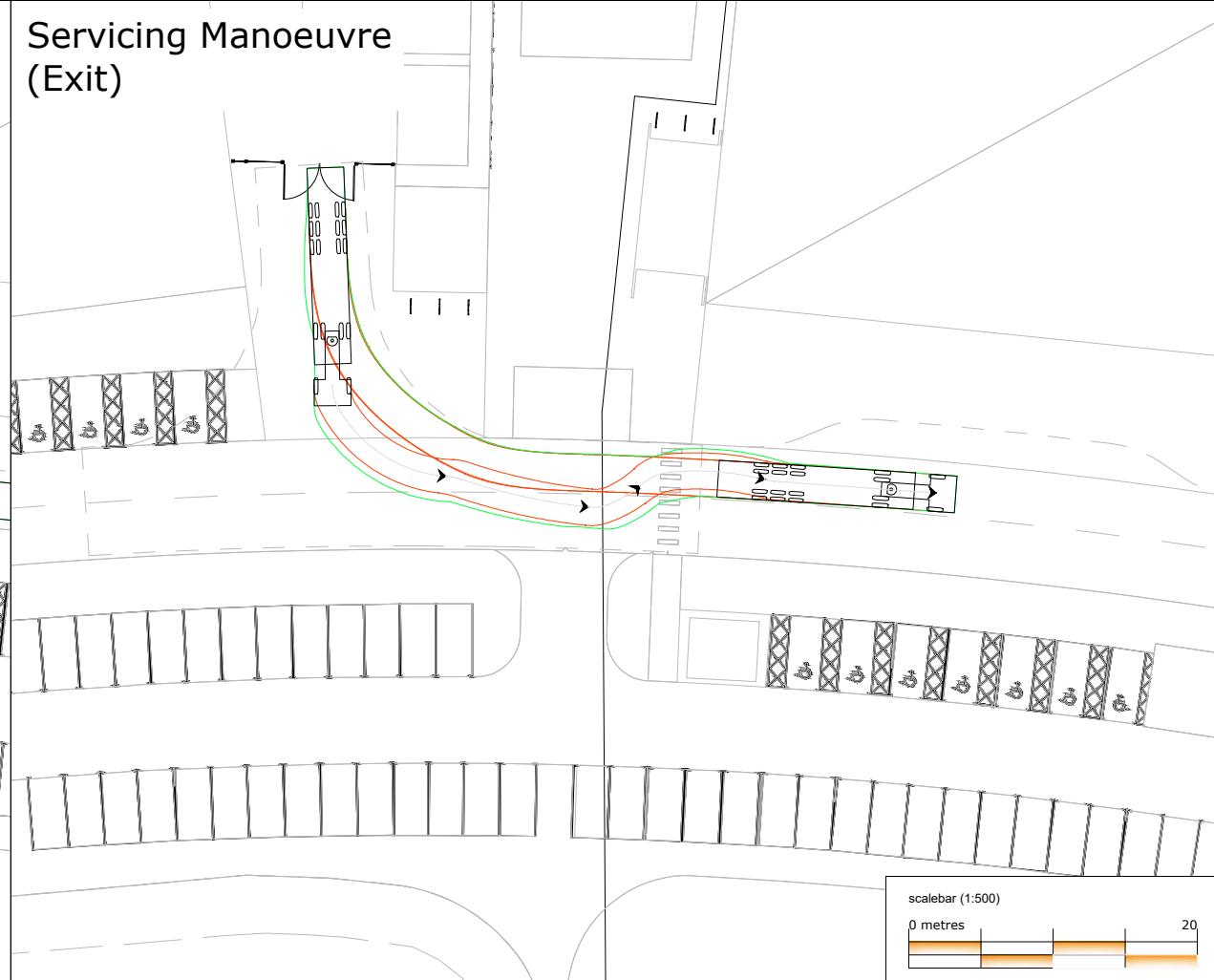
Exit Manoeuvre



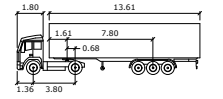
Servicing Manoeuvre (Entry)



Servicing Manoeuvre (Exit)



Rev: Description: Date: Rev By: Chk'd:
 A Updated Site Plan 07/02/24 DR CA



| Artic | | meters | |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.55 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 2.55 | Steering Angle | : 42.7 |
| Tractor Track | : 2.55 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.55 | | |



Guildford - London - Reading
 www.motion.co.uk

Project:
 IQ - SPY Proposal

Title:
 Swept Path Analysis
 16.5 m Articulated HGV

Client:
 Bicester Motion Limited

Drawing Status:

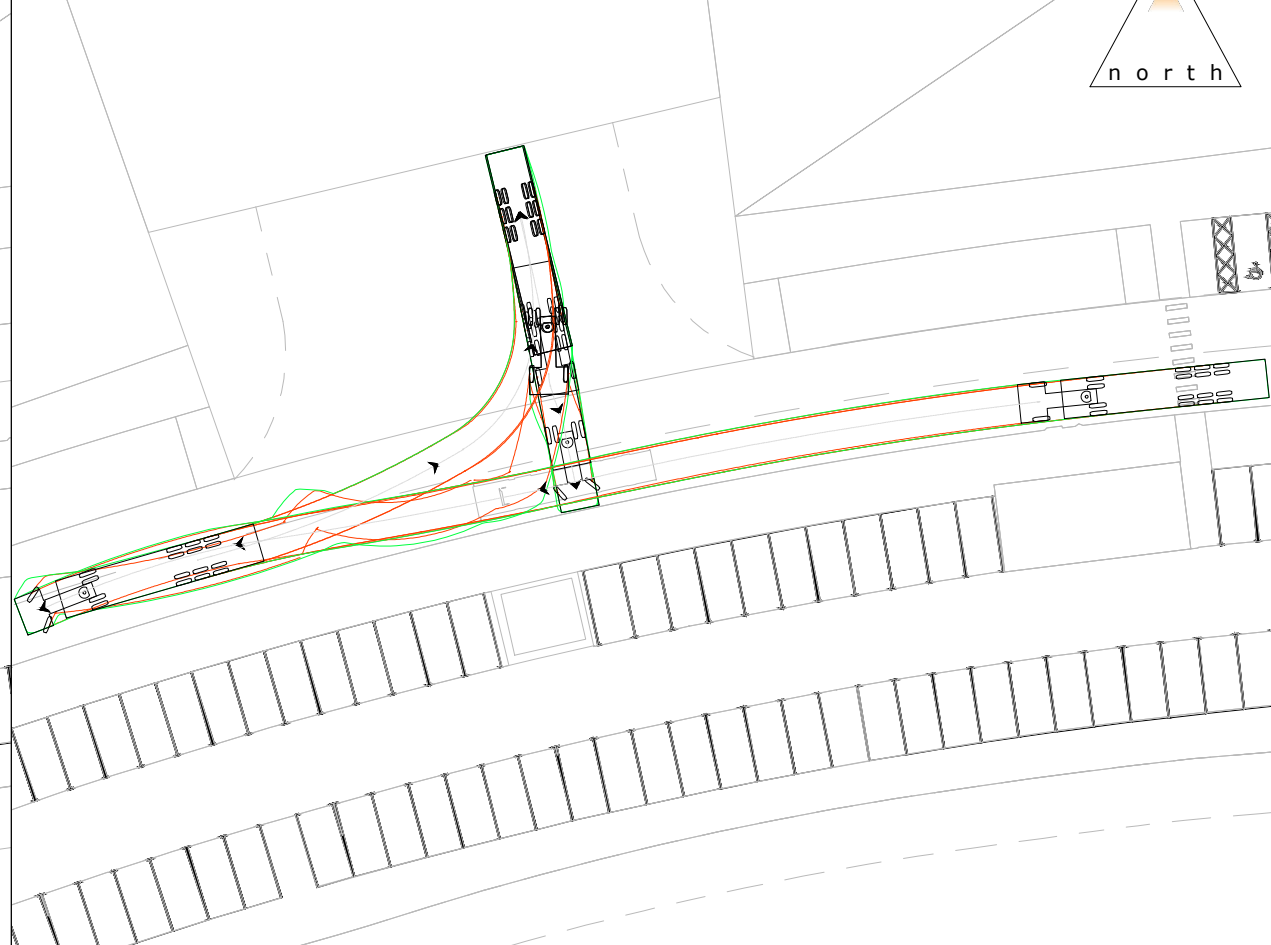
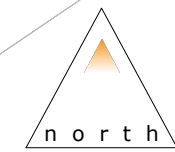
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Drawn: DR Checked: LF Approved: LF

Drawing: 2312060-TK01 Revision: A

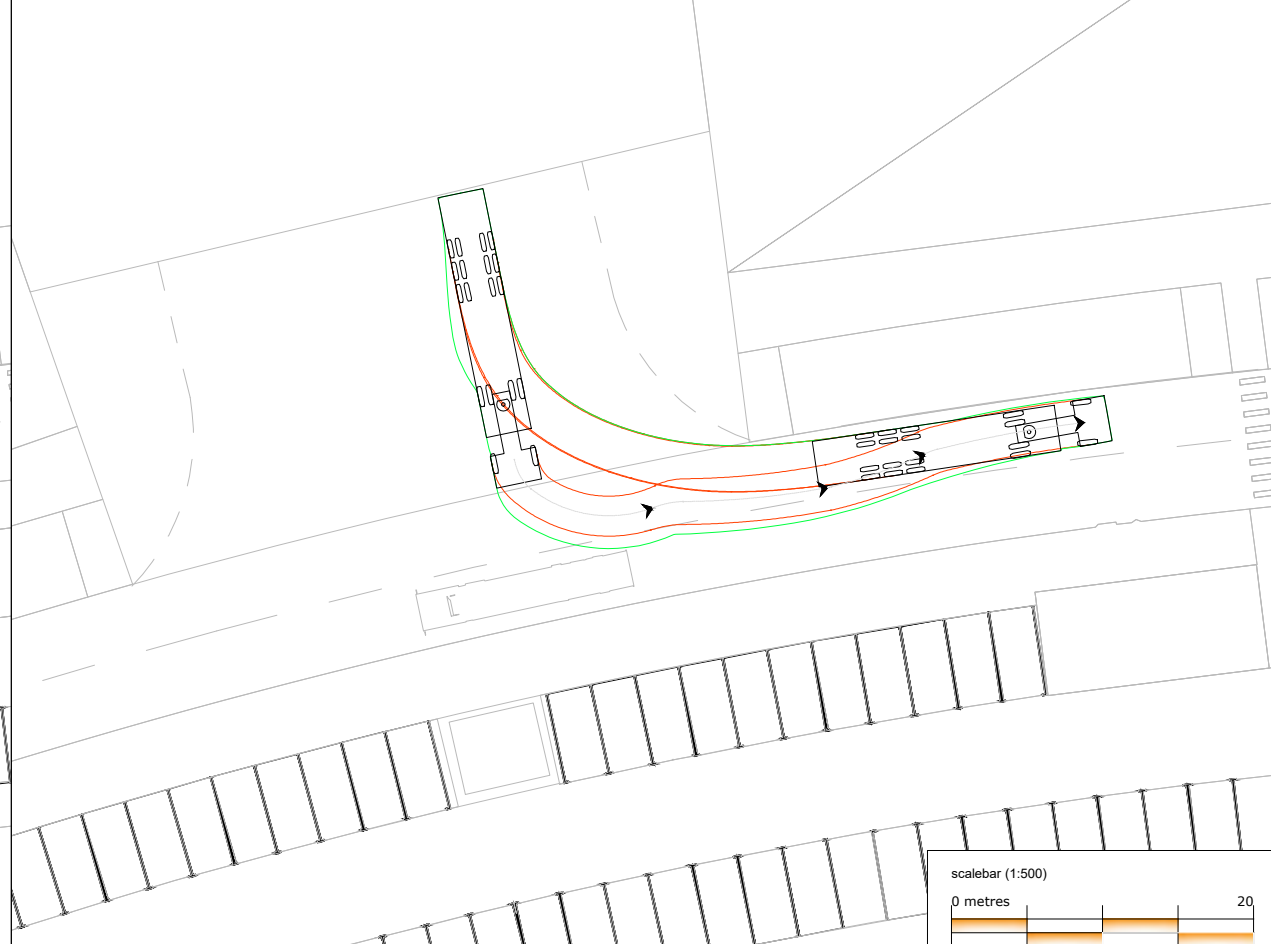
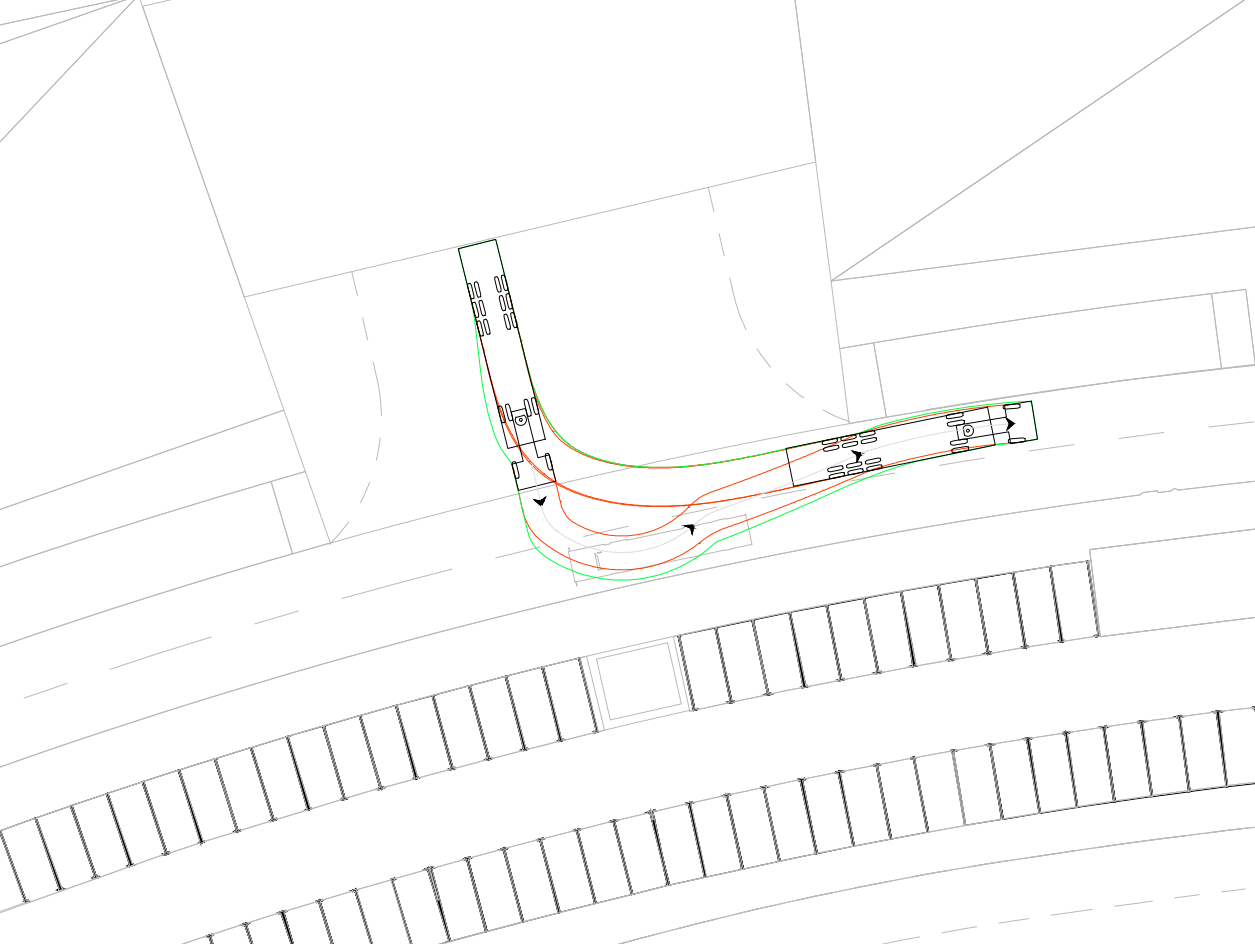
Entry Manoeuvre

Entry Manoeuvre

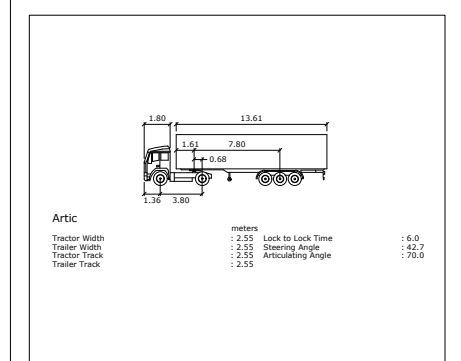


Exit Manoeuvre

Exit Manoeuvre



Rev: Description: Date: Rev By: Chk'd:



Guildford - London - Reading
www.motion.co.uk

Project:
IQ - SPY Proposal

Title:
Swept Path Analysis 16.5 m
Articulated HGV - Link Building

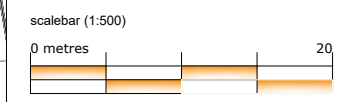
Client:
Bicester Motion Limited

Drawing Status:

Scale: 1:500 (@ A3) Date: 07/02/24

Drawn: DR Checked: CA Approved: LF

Drawing: 2312060-TK03 Revision:



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