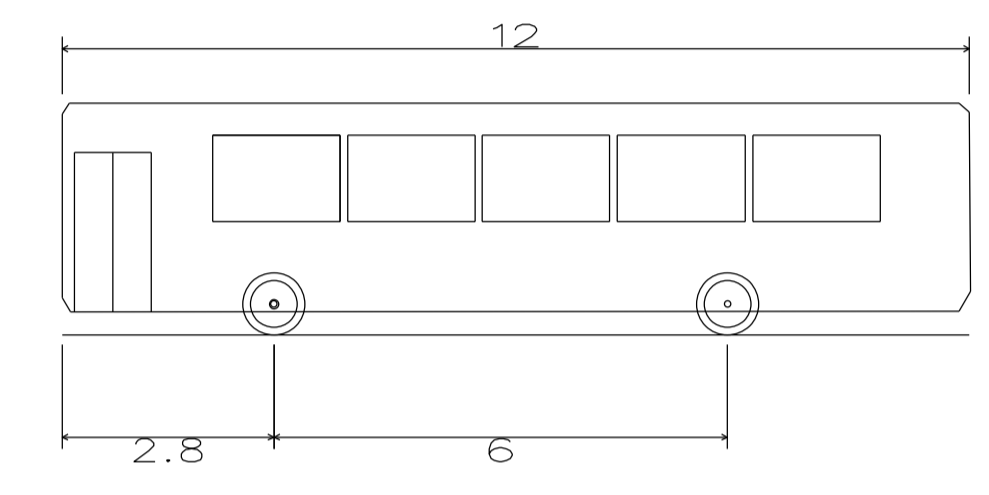
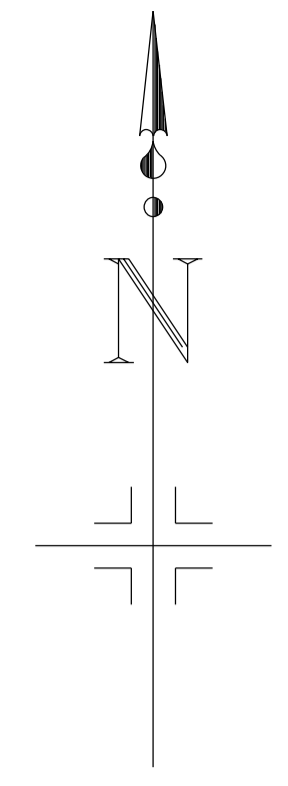
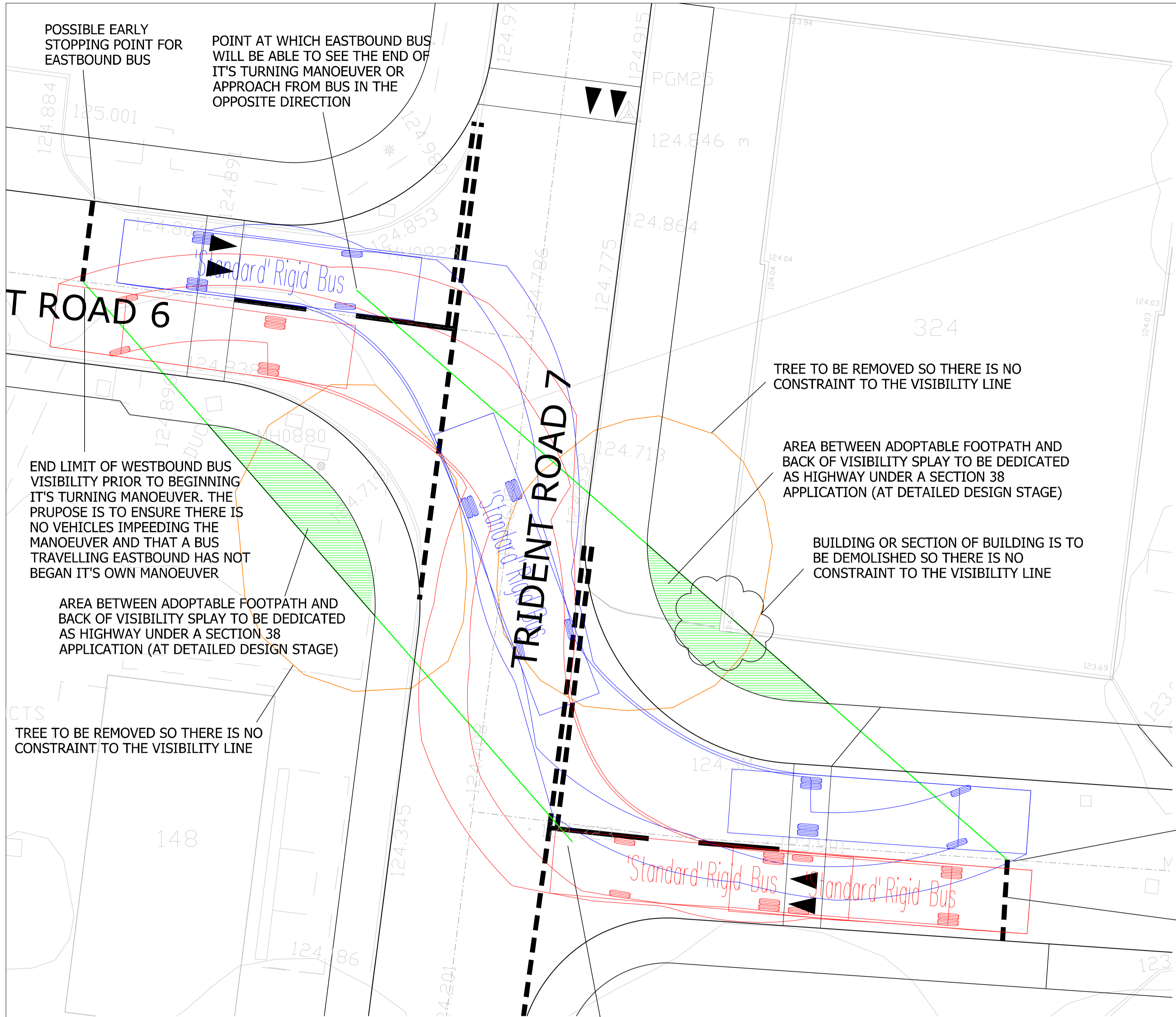


NOTES

1. CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT OR ENGINEER BEFORE PROCEEDING. © THIS DRAWING IS COPYRIGHT.
2. REPRODUCED FROM OS SITEMAP © BY PERMISSION OF ORDNANCE SURVEY® ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT 2008. ALL RIGHTS RESERVED. LICENCE NUMBER 100007126.
3. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT HIS OWN RISK.
4. PRINCIPLES TO BE DISCUSSED AND AGREED WITH OXFORDSHIRE COUNTY COUNCIL AS PART OF A SECTION 38 APPLICATION.



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.771m



POSSIBLE EARLY STOPPING POINT FOR EASTBOUND BUS

POINT AT WHICH EASTBOUND BUS WILL BE ABLE TO SEE THE END OF IT'S TURNING MANOEUVER OR APPROACH FROM BUS IN THE OPPOSITE DIRECTION

TRIDENT ROAD 6

TRIDENT ROAD 7

TREE TO BE REMOVED SO THERE IS NO CONSTRAINT TO THE VISIBILITY LINE

AREA BETWEEN ADOPTABLE FOOTPATH AND BACK OF VISIBILITY SPLAY TO BE DEDICATED AS HIGHWAY UNDER A SECTION 38 APPLICATION (AT DETAILED DESIGN STAGE)

BUILDING OR SECTION OF BUILDING IS TO BE DEMOLISHED SO THERE IS NO CONSTRAINT TO THE VISIBILITY LINE

END LIMIT OF WESTBOUND BUS VISIBILITY PRIOR TO BEGINNING IT'S TURNING MANOEUVER. THE PRUPOSE IS TO ENSURE THERE IS NO VEHICLES IMPEEDING THE MANOEUVER AND THAT A BUS TRAVELLING EASTBOUND HAS NOT BEGAN IT'S OWN MANOEUVER

AREA BETWEEN ADOPTABLE FOOTPATH AND BACK OF VISIBILITY SPLAY TO BE DEDICATED AS HIGHWAY UNDER A SECTION 38 APPLICATION (AT DETAILED DESIGN STAGE)

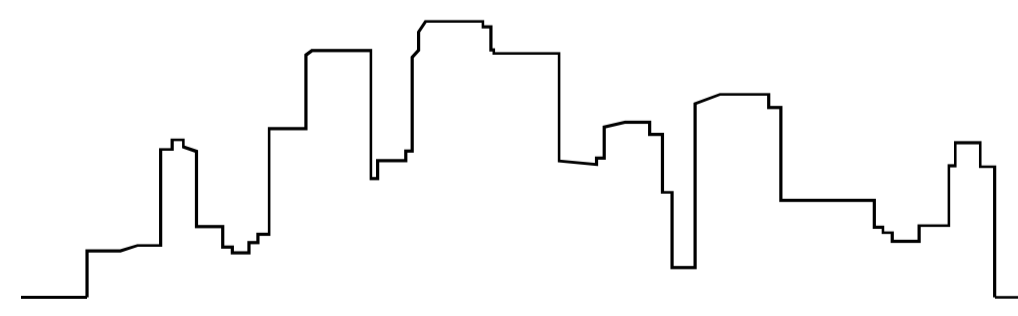
TREE TO BE REMOVED SO THERE IS NO CONSTRAINT TO THE VISIBILITY LINE

END LIMIT OF EASTBOUND BUS VISIBILITY PRIOR TO BEGINNING IT'S TURNING MANOEUVER. THE PRUPOSE IS TO ENSURE THERE IS NO VEHICLES IMPEEDING THE MANOEUVER AND THAT A BUS TRAVELLING WESTBOUND HAS NOT BEGAN IT'S OWN MANOEUVER

POSSIBLE EARLY STOPPING POINT FOR WESTBOUND BUS

POINT AT WHICH WESTBOUND BUS WILL BE ABLE TO SEE THE END OF IT'S TURNING MANOEUVER OR APPROACH FROM BUS IN THE OPPOSITE DIRECTION

B	TRACKING ADJUSTED AND NOTES AMENDED TO SUIT PLANNER COMMENTS	AT	JF	11.09.18	
A	ANNOTATION ADDED	AT	JF	24.04.18	
REVISION	DESCRIPTION	DRAWN	CHECKED	DATE	
	PRELIMINARY <input checked="" type="checkbox"/>	INFORMATION <input type="checkbox"/>	TENDER <input type="checkbox"/>	CONSTRUCTION <input type="checkbox"/>	AS BUILT <input type="checkbox"/>



WOODS HARDWICK
ARCHITECTS, ENGINEERS AND DEVELOPMENT CONSULTANTS

TITLE **CAMP ROAD
UPPER HEYFORD**

DETAILS **TRIDENT ROADS
JUNCTION TRACKING**

15-17 GOLDINGTON ROAD
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WWW.WOODSHARDWICK.COM

SCALE: 1:200 @ A3 DATE: OCTOBER 2017 DRAWN: AT CHK: AT

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