

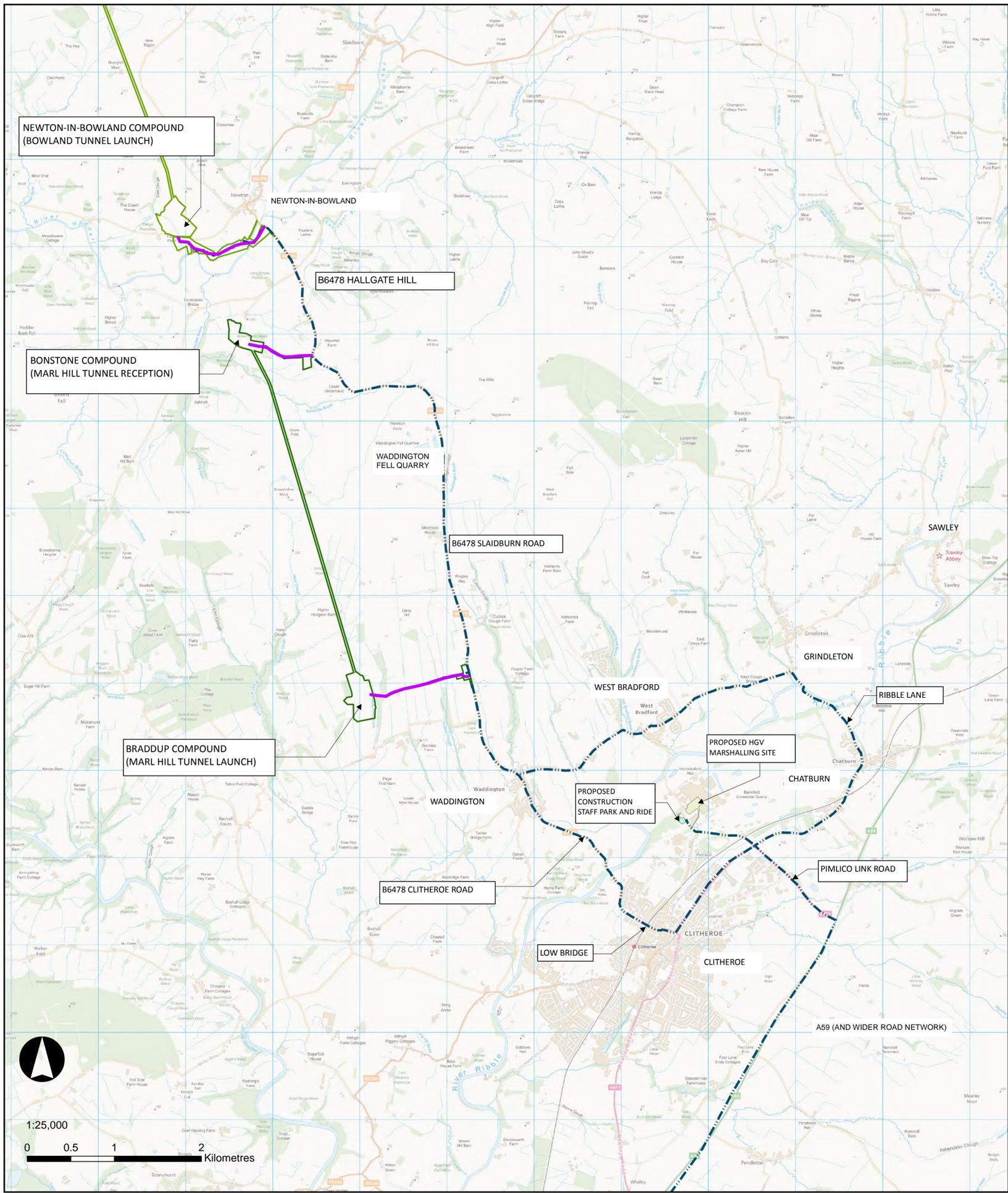
## Appendix A1 – Proposed Routes

Figure A-1-01: Proposed Access Routes (MNA\_A-1-01)

**APPENDIX A1**  
**FIGURE A-1-01: PROPOSED ACCESS ROUTES**



**PROPOSED ACCESS ROUTE LINKING THE M6 MOTORWAY NETWORK TO CLITHEROE**



**PROPOSED ACCESS ROUTES LINKING CLITHEROE TO PROPOSED CONSTRUCTION COMPOUNDS**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 10002432.

## Appendix A2 – Daily Two Way Vehicle Movements

Figure A-2-01: Option 1 – Construction Phase 1 (MNA\_A-2-01)

Figure A-2-02: Option 1 – Construction Phase 2 (MNA\_A-2-02)

Figure A-2-03: Option 1 – Construction Phase 3 (MNA\_A-2-03)

Figure A-2-04: Option 1 – Construction Phase 4 (MNA\_A-2-04)

Figure A-2-05: Option 1 – Construction Phase 5 (MNA\_A-2-05)

Figure A-2-06: Transport Planning Summary (MNA\_A-2-06)

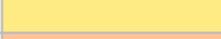
**APPENDIX A2 - FIGURE A-2-01**  
**OPTION 1 - CONSTRUCTION PHASE 1**  
 (Newton-in-Bowland Site Establishment)  
 Duration shall not exceed 1.25 years

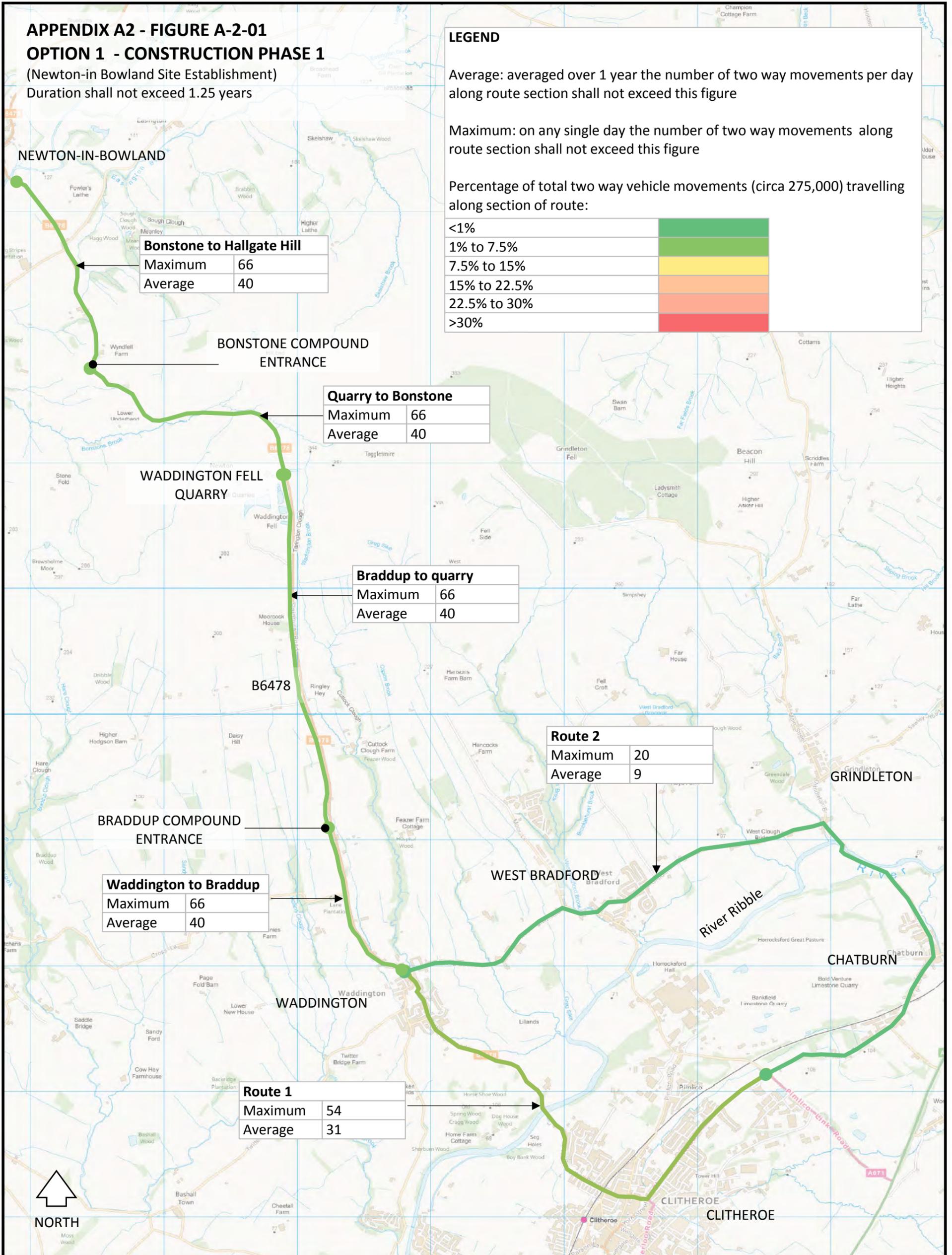
**LEGEND**

Average: averaged over 1 year the number of two way movements per day along route section shall not exceed this figure

Maximum: on any single day the number of two way movements along route section shall not exceed this figure

Percentage of total two way vehicle movements (circa 275,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

# APPENDIX A2 - FIGURE A-2-02

## OPTION 1 - CONSTRUCTION PHASE 2

(Bowland tunnel Drive and Marl Hill Tunnel Site Establishment)

Duration shall not exceed 1.25 years

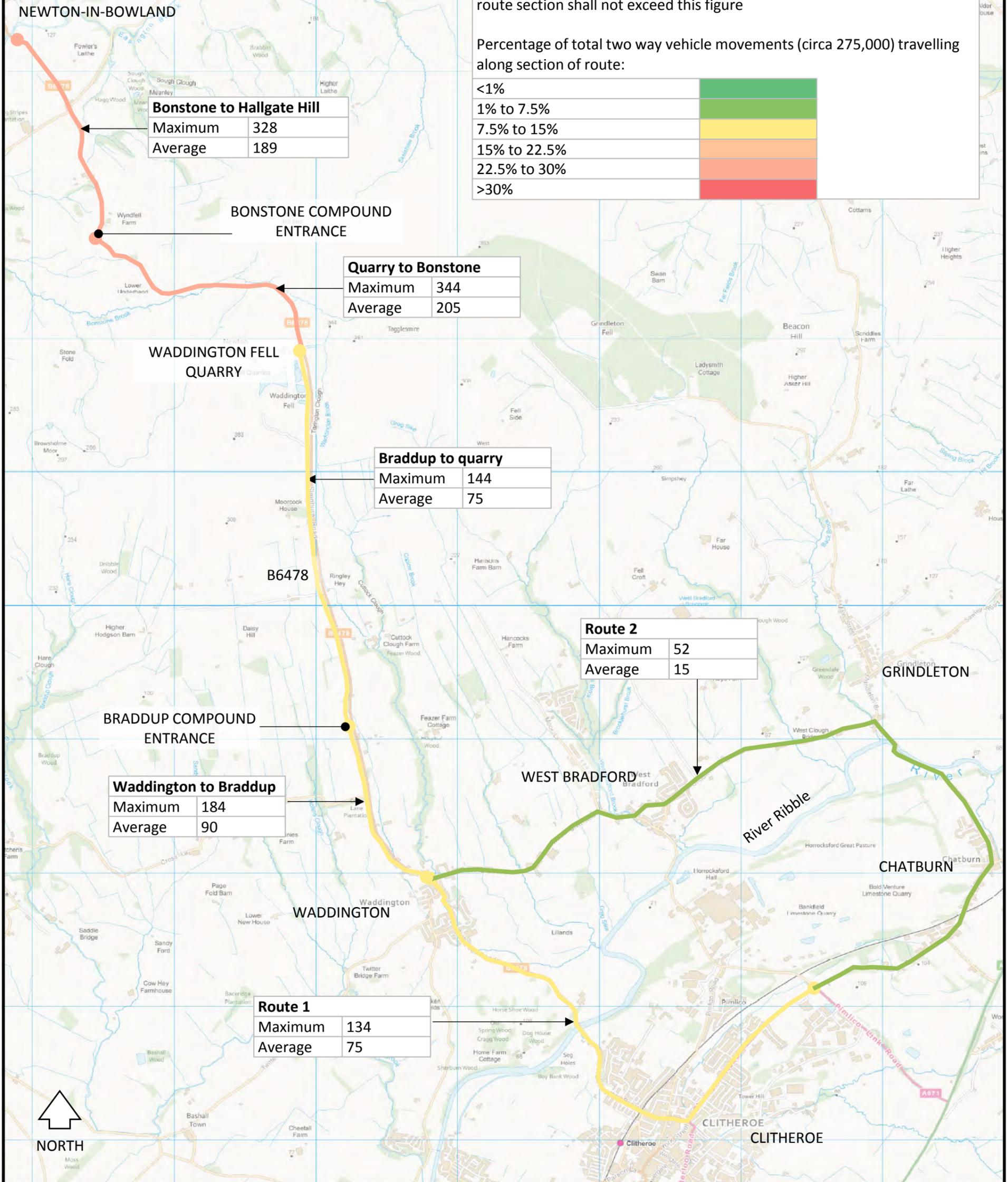
### LEGEND

Average: averaged over 1 year the number of two way movements per day along route section shall not exceed this figure

Maximum: on any single day the number of two way movements along route section shall not exceed this figure

Percentage of total two way vehicle movements (circa 275,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



Bonstone to Hallgate Hill	
Maximum	328
Average	189

Quarry to Bonstone	
Maximum	344
Average	205

Braddup to quarry	
Maximum	144
Average	75

Route 2	
Maximum	52
Average	15

Waddington to Braddup	
Maximum	184
Average	90

Route 1	
Maximum	134
Average	75

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**APPENDIX A2 - FIGURE A-2-03**

**OPTION 1 - CONSTRUCTION PHASE 3**

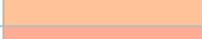
(Bowland Tunnel Drive and Marl Hill Tunnel Drive)  
Duration shall not exceed 1.25 years

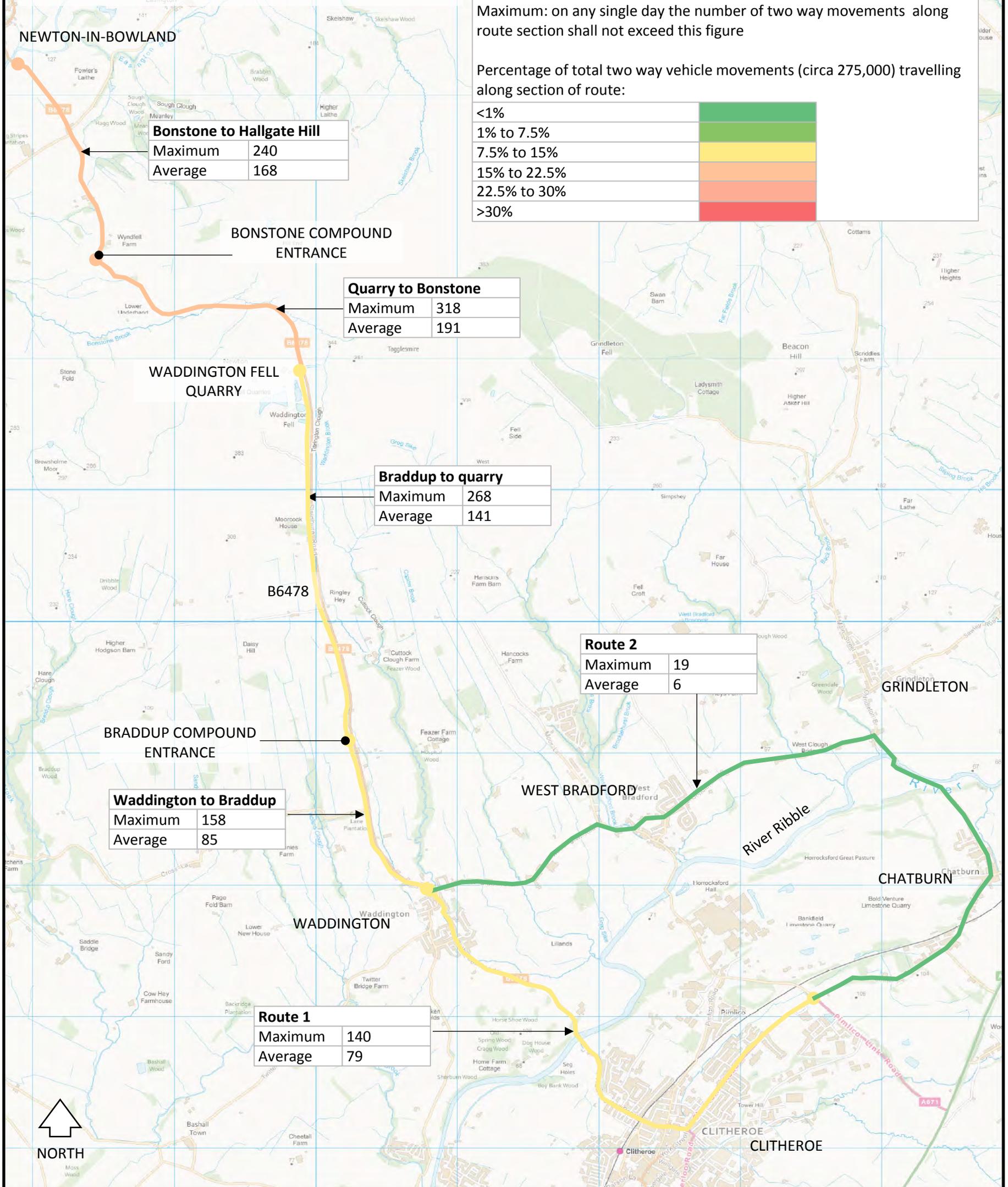
**LEGEND**

Average: averaged over 1 year the number of two way movements per day along route section shall not exceed this figure

Maximum: on any single day the number of two way movements along route section shall not exceed this figure

Percentage of total two way vehicle movements (circa 275,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



**Bonstone to Hallgate Hill**

Maximum	240
Average	168

**Quarry to Bonstone**

Maximum	318
Average	191

**Braddup to quarry**

Maximum	268
Average	141

**Route 2**

Maximum	19
Average	6

**Waddington to Braddup**

Maximum	158
Average	85

**Route 1**

Maximum	140
Average	79



**NORTH**

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**APPENDIX A2 - FIGURE A-2-04**  
**OPTION 1 - CONSTRUCTION PHASE 4**

(Bowland Tunnel Drive and Marl Hill Tunnel Reinstatement)  
 Duration shall not exceed 2 years

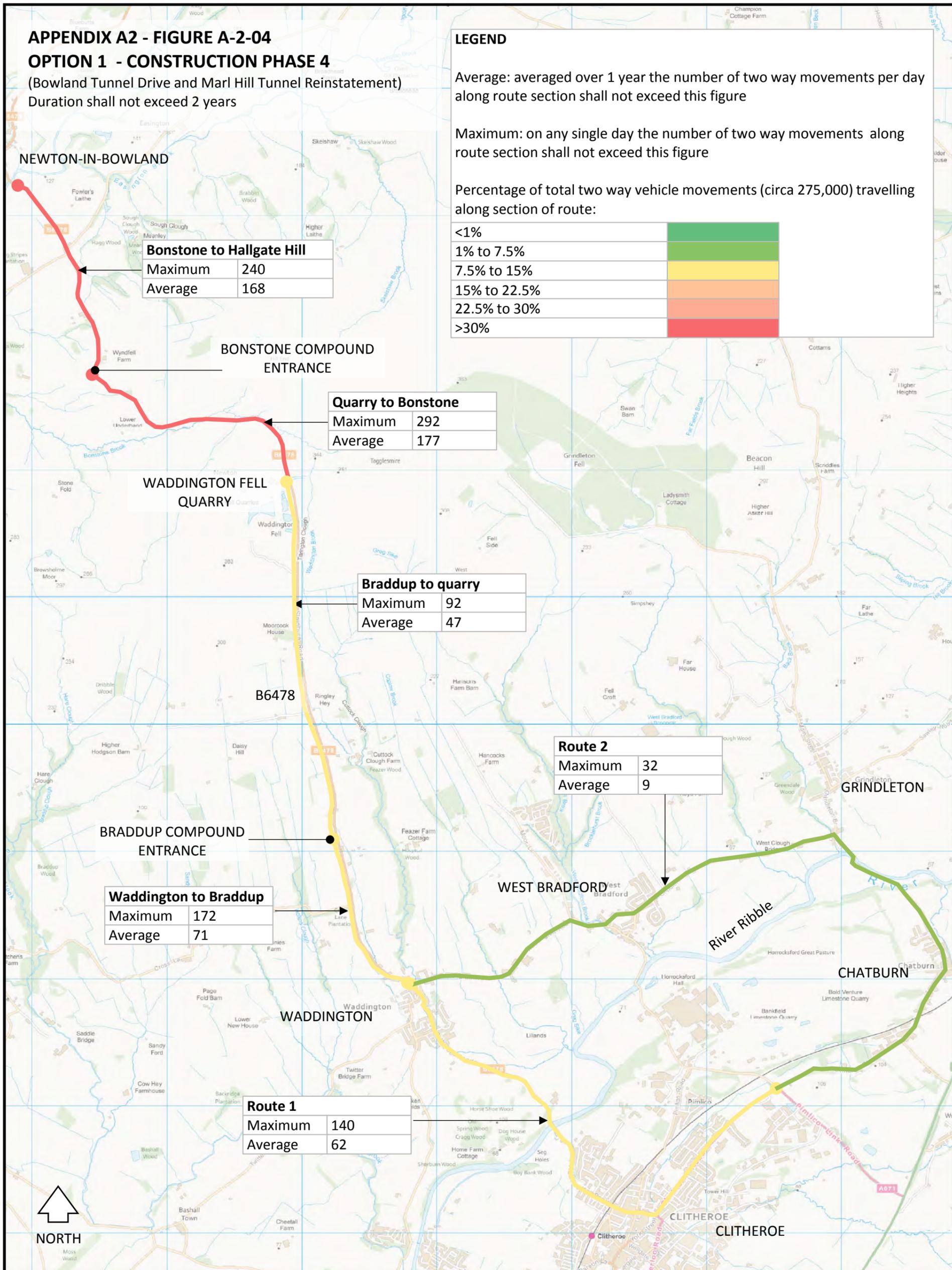
**LEGEND**

Average: averaged over 1 year the number of two way movements per day along route section shall not exceed this figure

Maximum: on any single day the number of two way movements along route section shall not exceed this figure

Percentage of total two way vehicle movements (circa 275,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

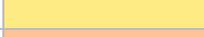
**APPENDIX A2 - FIGURE A-2-05**  
**OPTION 1 - CONSTRUCTION PHASE 5**  
 (Bowland Tunnel Drive Reinstatement)  
 Duration shall not exceed 2 years

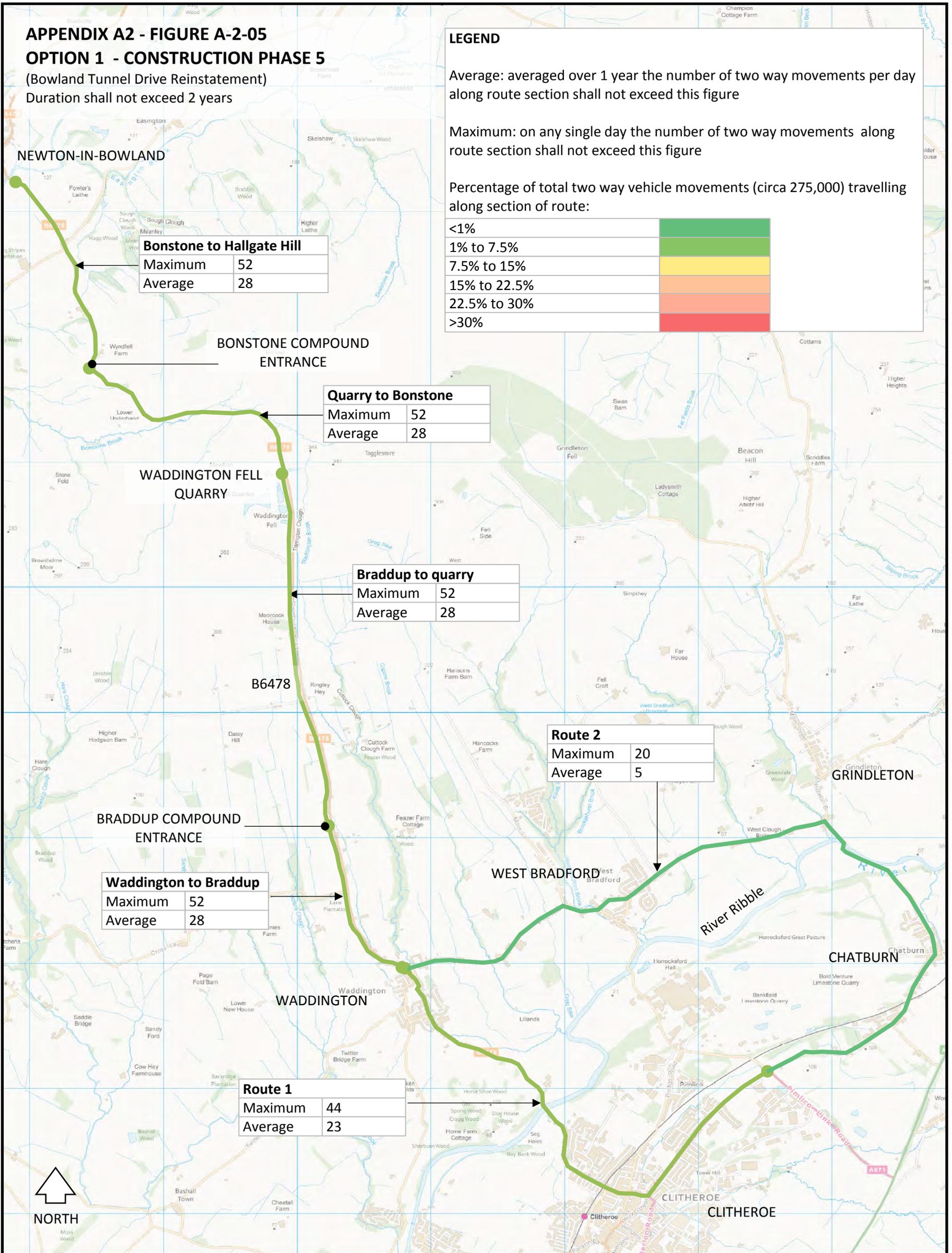
**LEGEND**

Average: averaged over 1 year the number of two way movements per day along route section shall not exceed this figure

Maximum: on any single day the number of two way movements along route section shall not exceed this figure

Percentage of total two way vehicle movements (circa 275,000) travelling along section of route:

<1%	
1% to 7.5%	
7.5% to 15%	
15% to 22.5%	
22.5% to 30%	
>30%	



NORTH

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

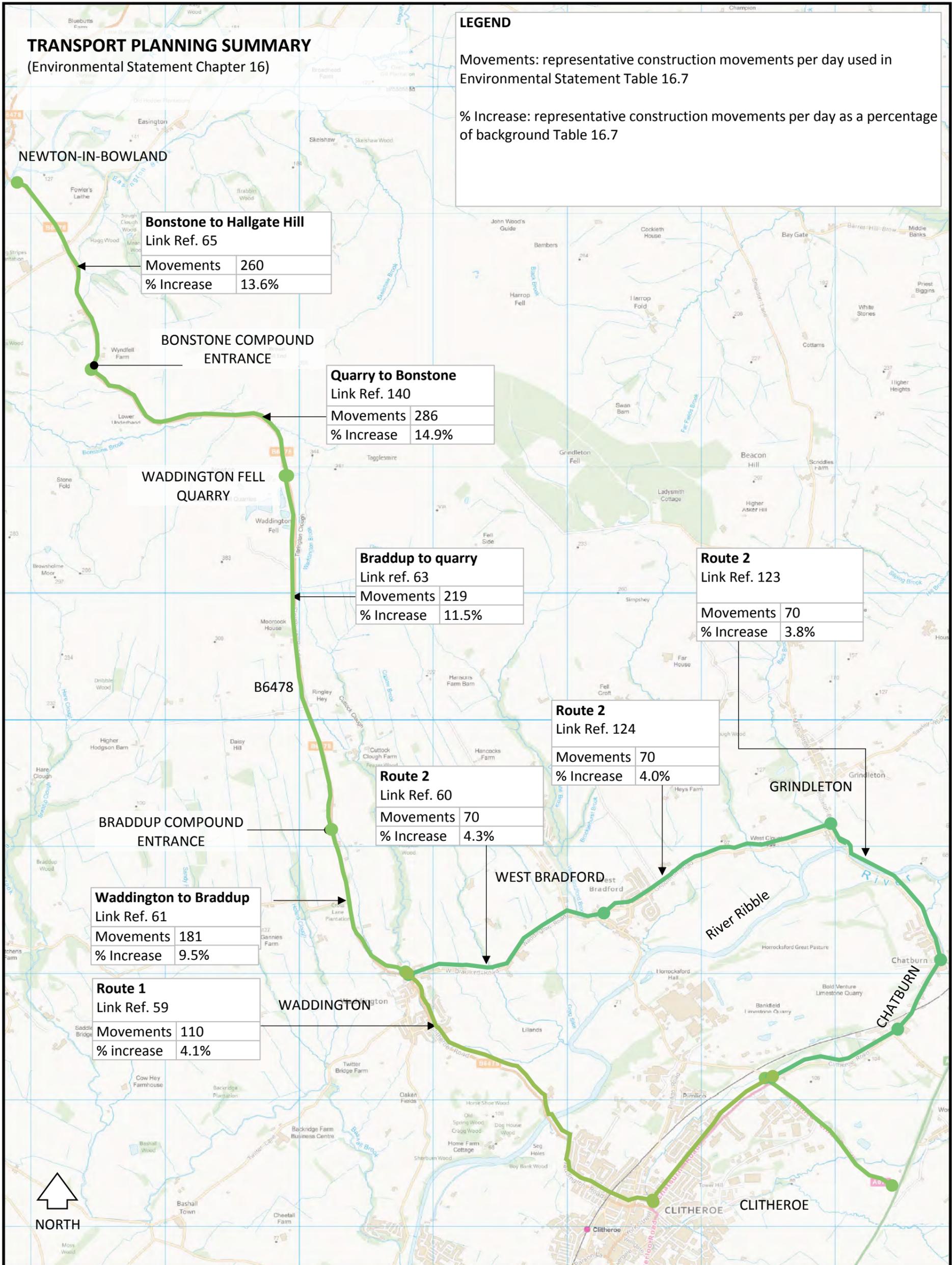
# TRANSPORT PLANNING SUMMARY

(Environmental Statement Chapter 16)

## LEGEND

Movements: representative construction movements per day used in Environmental Statement Table 16.7

% Increase: representative construction movements per day as a percentage of background Table 16.7



The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

## Appendix A3 – Anticipated Vehicle Types

Figure A-3-01: HGV – 4 axle rigid max GVW 32 Tonne\* (rigid/tipper) (MNA\_A-3-01\_to\_06)

Figure A-3-02: HGV – 5/6 axle articulated tanker up to GVW 44 Tonne (MNA\_A-3-01\_to\_06)

Figure A-3-03: HGV – tractor unit, low loader step trailer up to GVW 44 Tonne (MNA\_A-3-01\_to\_06)

Figure A-3-04: 5/6 axle articulated flatbed up to GVW 44 Tonne (MNA\_A-3-01\_to\_06)

Figure A-3-05: Abnormal Indivisible Load Mobile Crane (MNA\_A-3-01\_to\_06)

Figure A-3-06: Abnormal Indivisible Load Tunnel Boring Machine Components (MNA\_A-3-01\_to\_06)

**Figure A-3-01**

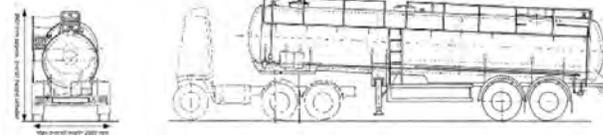
**HGV - 4 axle rigid max GVW 32 Tonne\* (rigid/tipper)**



Overall Width: 2.49  
Overall Length: 8.79  
Approx. Turning Diameter: 21.5  
Approximate Height: 3.1

**Figure A-3-02**

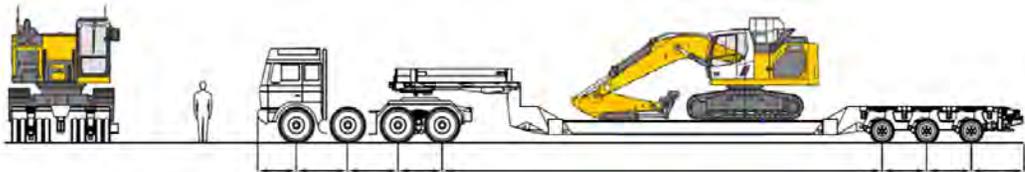
**HGV – 5/6 axle articulated tanker up to GVW 44 Tonne**



Overall Width: 2.55  
Overall Length: 13  
Approx. Turning Diameter: 16.5  
Approximate Height: 3.7

**Figure A-3-03**

**HGV - tractor unit, low loader step trailer up to GVW 44 Tonne**



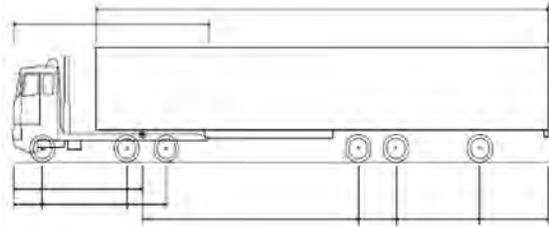
Overall Width: 3.05\*\*  
Overall Length: 21.045  
Approx. Turning Diameter: 19.6  
Approximate Height: 4

Note: Unloaded trailer width likely to be approx. 2.75m

\*\* Will vary depending upon load typically 2.9m width anticipated

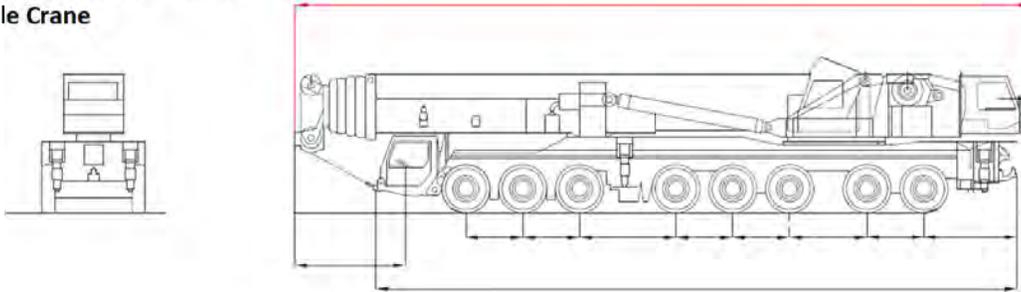
**Figure A-3-04**

**HGV – 5/6 axle articulated flatbed up to GVW 44 Tonne**



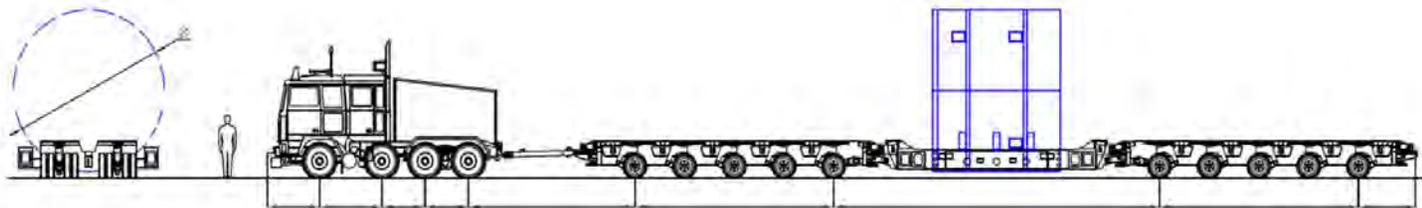
Overall Width: 2.55  
Overall Length: 18.5  
Approx. Turning Diameter: 17.5  
Approximate Height: 3.6

**Figure A-3-05**  
**Abnormal Indivisible Load**  
**Mobile Crane**



*Overall Width:* 3  
*Overall Length:* 21.4  
*Approx. Turning Diameter:* 32.9  
*Approximate Height:* 4

**Figure A-3-06**  
**Abnormal Indivisible Load**  
**Tunnel Boring Machine Components**



*Load diameter (  $\Phi$  ):* 4.3  
*Tractor & Trailer Width:* 3  
*Overall Length:* 34.3  
*Approx. Turning Diameter:* 64  
*Approximate Height:* 4.6

## Appendix B1 – Swept path results and highway modifications

Figure B-1-01: Swept paths for proposed routes - B6478 Hallgate Hill Junction to Chapel Croft (MNA\_B-1-01)

Figure B-1-02: Swept paths for proposed routes - B6478 Hallgate Hill (Chapel Croft - Bonstone Access Junction) - Slaidburn Road (MNA\_B-1-02)

Figure B-1-03: Swept paths for proposed routes - B6478 Slaidburn Road (Smelt Mills Clough/Bonstone Brook) (MNA\_B-1-03)

Figure B-1-04: Swept paths for proposed routes - B6478 Slaidburn Road (Waddington Fell Quarry/Titrinton Brow) (MNA\_B-1-04)

Figure B-1-05: Swept paths for proposed routes - B6478 Slaidburn Road / Fell Road (MNA\_B-1-05)

Figure B-1-06: Swept paths for proposed routes - B6478 Slaidburn Road (Braddup Access Junction) (MNA\_B-1-06)

Figure B-1-07: Swept paths for proposed routes - B6478 Slaidburn Road (North Waddington) (MNA\_B-1-07)

Figure B-1-08: Swept paths for proposed routes - East of Waddington West Bradford Road (MNA\_B-1-08)

Figure B-1-09: Swept paths for proposed routes - West Bradford - West Bradford Road (MNA\_B-1-09)

Figure B-1-10: Swept paths for proposed routes - Grindleton Bridge – Chatburn (MNA\_B-1-10)

Figure B-1-11: Swept paths for proposed routes - Pimlico Link Road - Crow Trees Brow (MNA\_B-1-11)

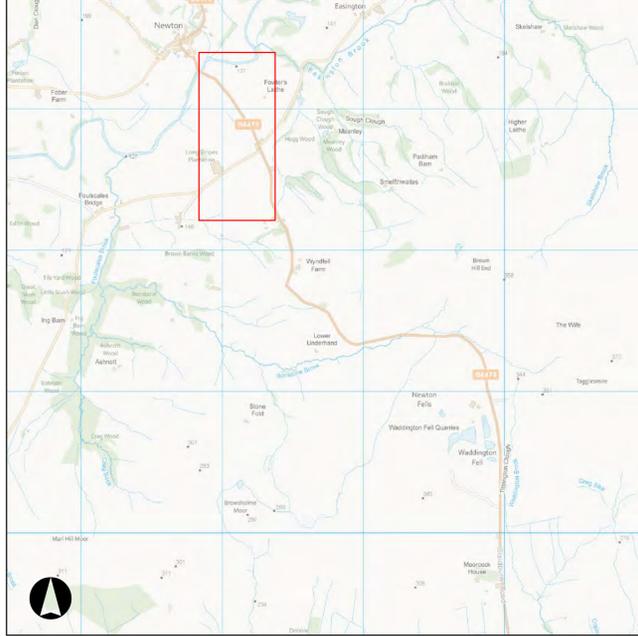
Figure B-1-12: Swept paths for proposed routes - B6478 Waddington (MNA\_B-1-12)

Figure B-1-13: Swept paths for proposed routes - A671 Chatburn Road - B6478 Waddington Road (MNA\_B-1-13)

Figure B-1-14: Swept paths for proposed routes - Pimlico Link Road - A671 (MNA\_B-1-14)

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 01**

B6478 Hallgate Hill (TA Link Ref. 65)



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER HALLGATE HILL (SOUTHBOUND)**  
**AT SIGNPOSTED ROAD NARROWING**



**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER HALLGATE HILL (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**

- Legend**
- Road Modification Reference
  - Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**

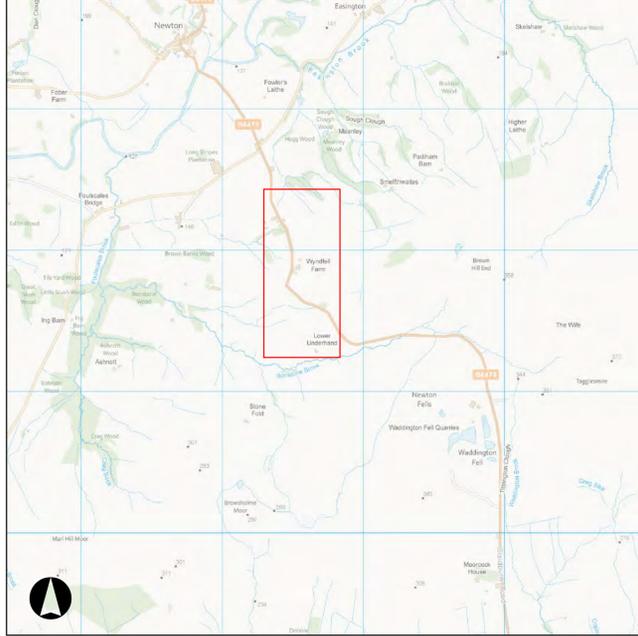


**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 02**

*B6478 Hallgate Hill/Slaidburn Road (TA Link Refs. 65 + 140)*

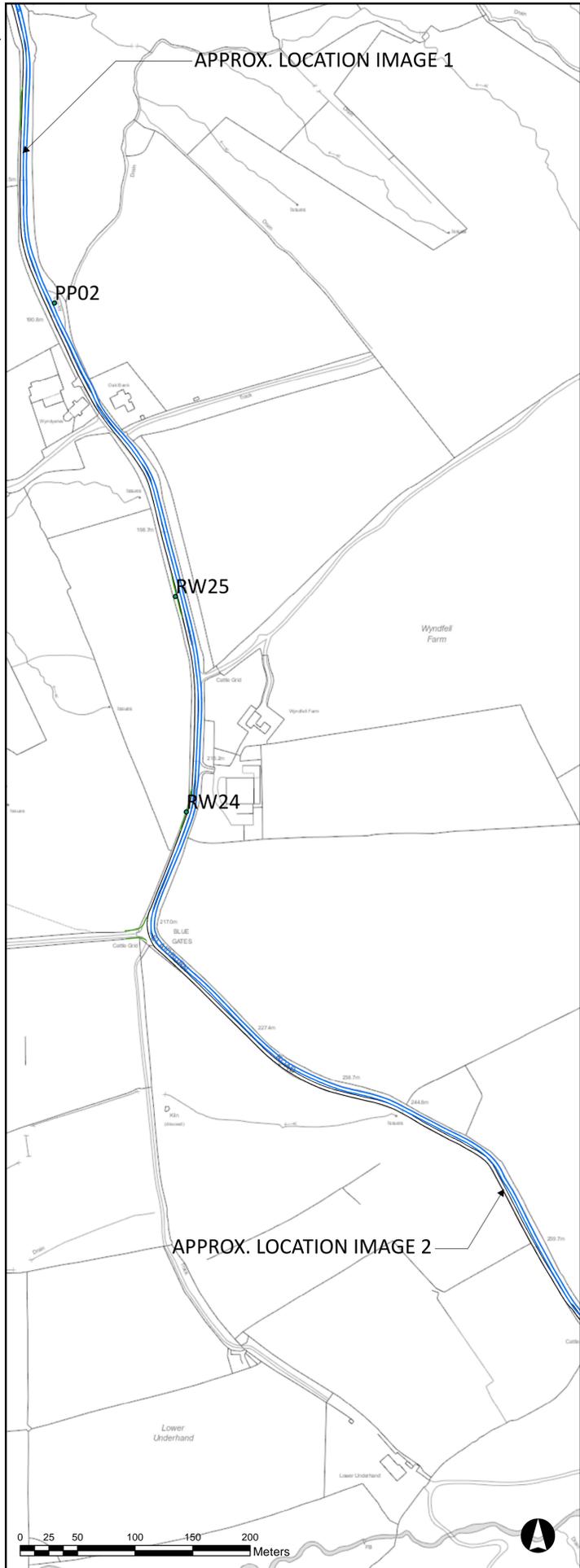


**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER HALLGATE HILL (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**

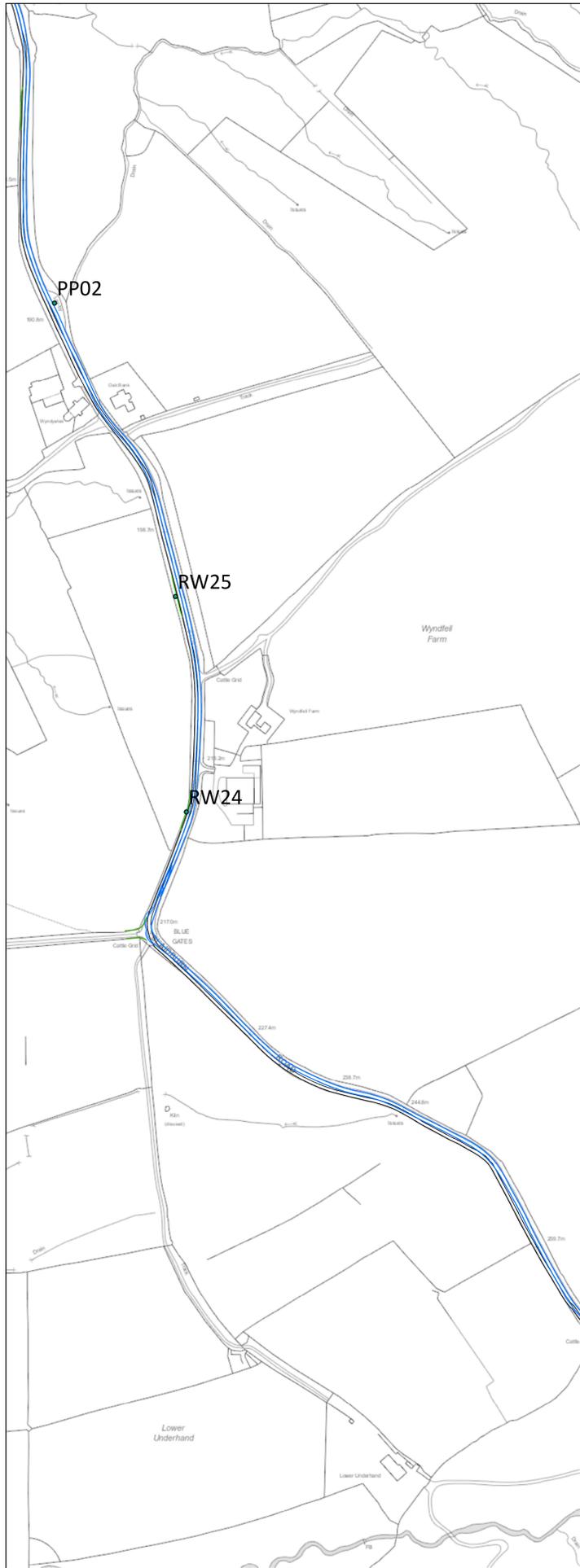


**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER SLAIDBURN ROAD (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**

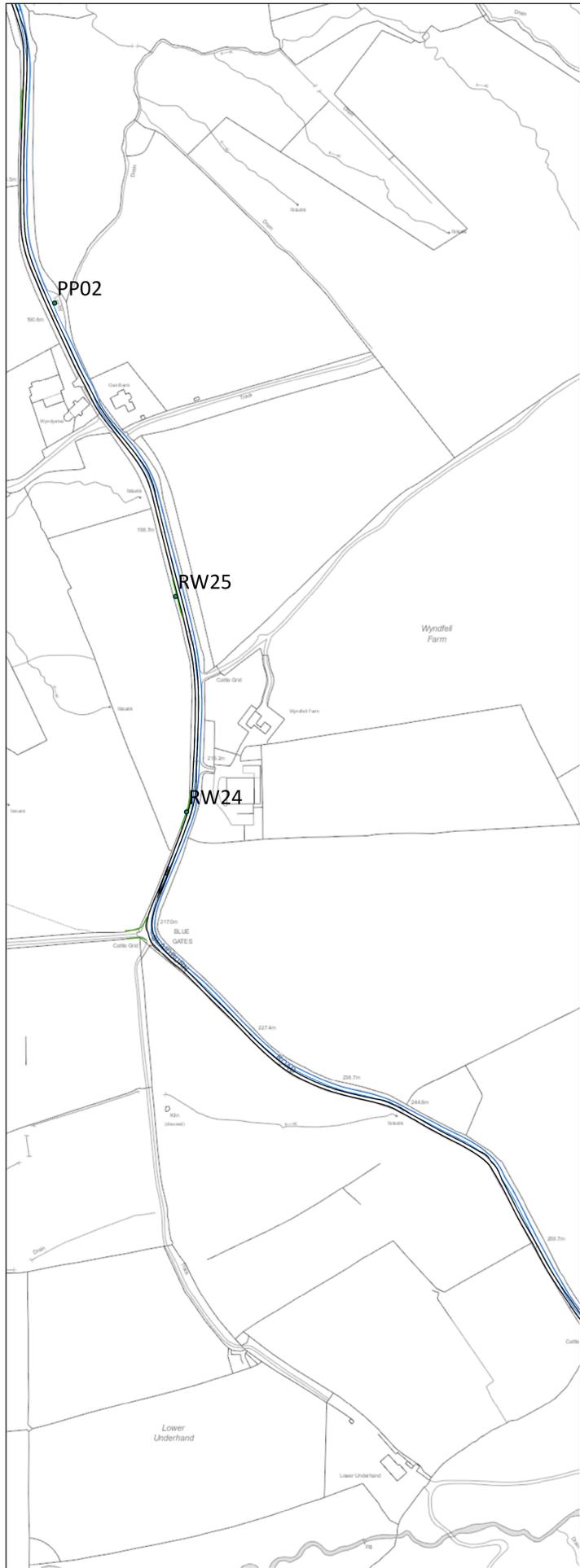
- Legend**
- Road Modification Reference
  - Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**



**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

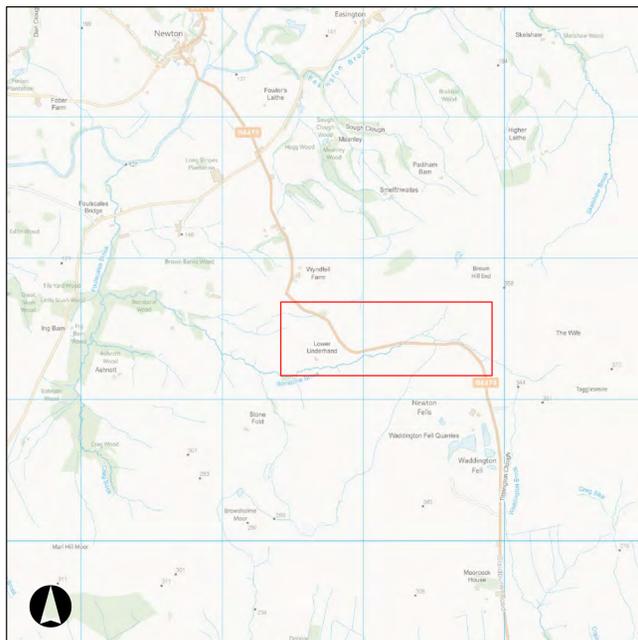
The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 03**

**B6478 SLAIDBURN ROAD (SMELT MILL CLOUGH/ BONSTONE BROOK)**

**TA LINK REF. 140**



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



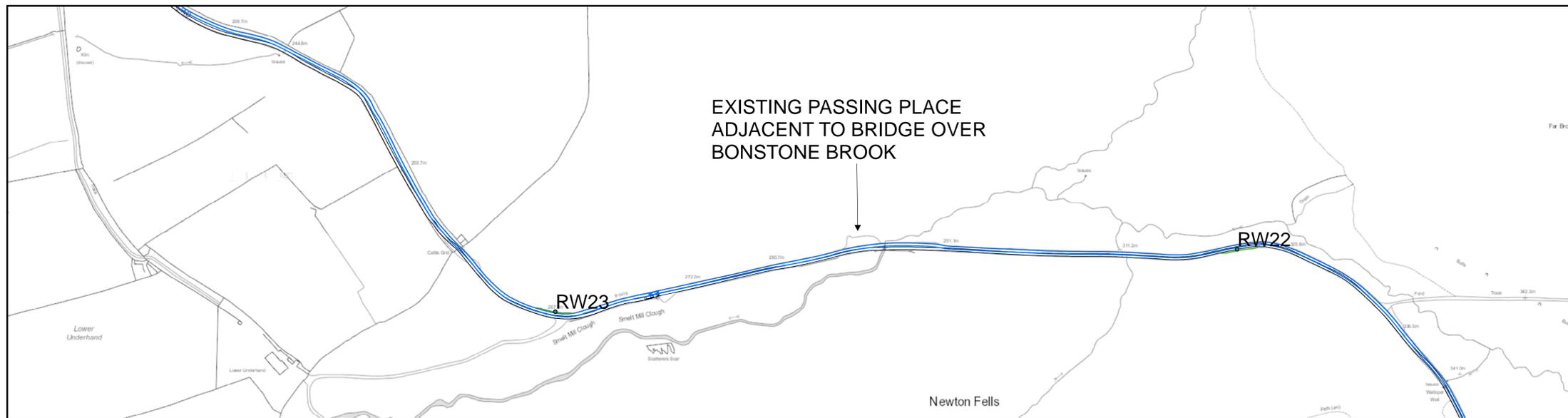
**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)  
OBSERVED TYPICAL LANE DISCIPLINE**



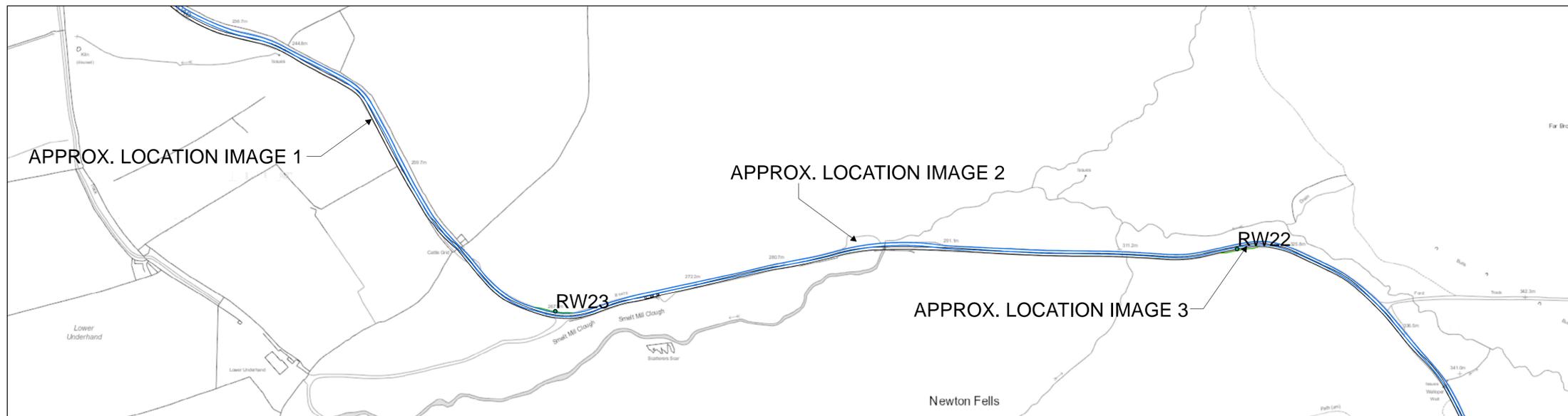
**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)  
BONSTONE BROOK PASSING PLACE**



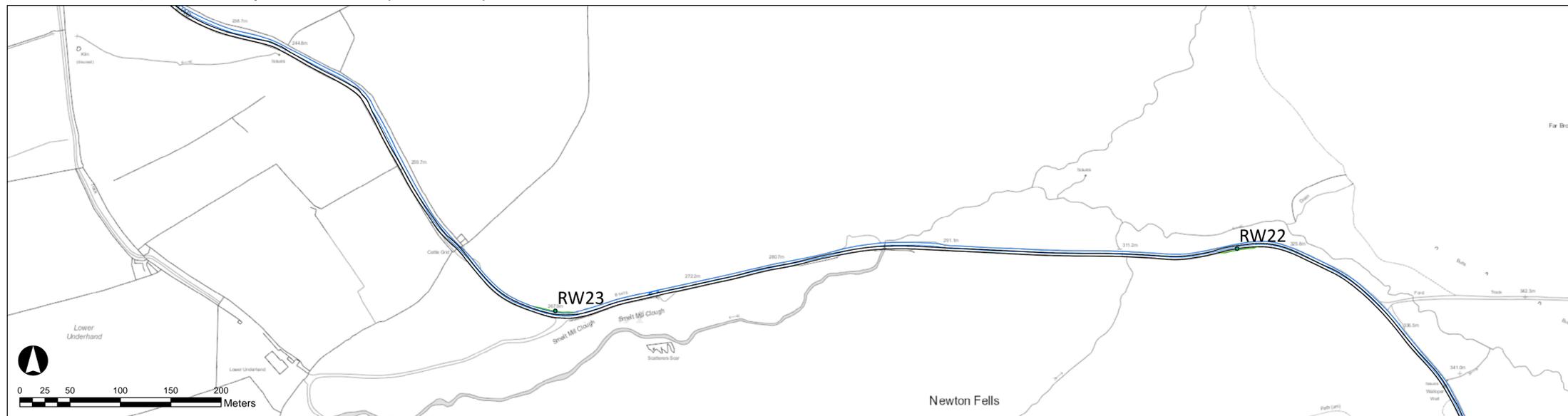
**IMAGE 3: HGV TRIAL 11th NOVEMBER 2020  
4AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)  
TYPICAL OBSERVED LANE DISCIPLINE**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - tractor unit, low loader step trailer from site (Southbound)**



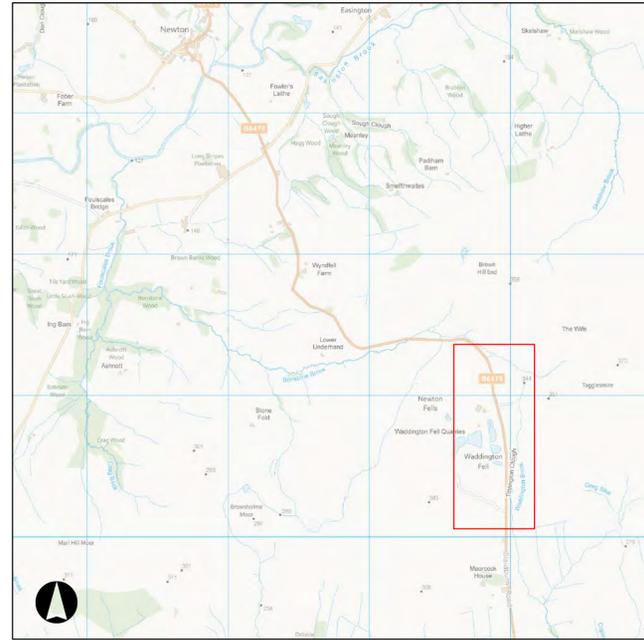
**HGV - tractor unit, low loader step trailer to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 04**

B6478 Slaidburn Road (TA Link Refs. 140 + 63)



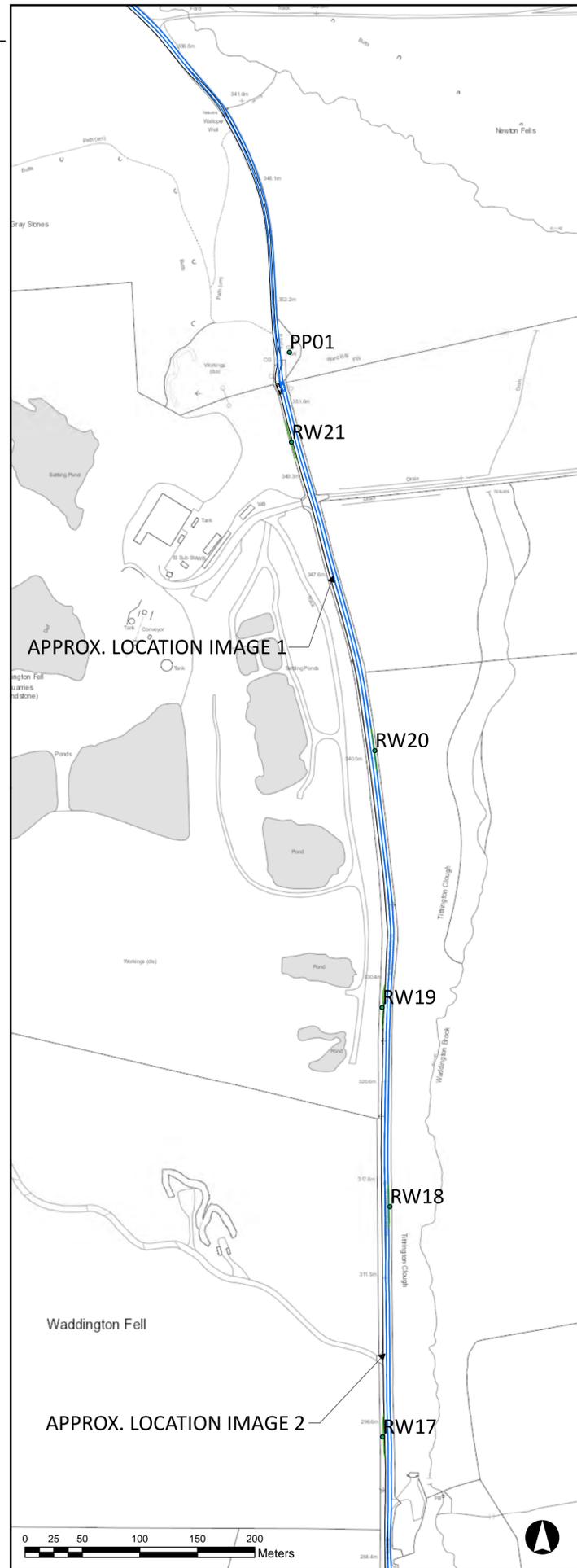
**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER HALLGATE HILL (SOUTHBOUND)  
TYPICAL OBSERVED LANE DISCIPLINE**



**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER SLAIDBURN ROAD (SOUTHBOUND)  
TYPICAL OBSERVED LANE DISCIPLINE**

**Legend**

- Road Modification Reference
- Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - tractor unit, low loader step trailer from site (Southbound)**



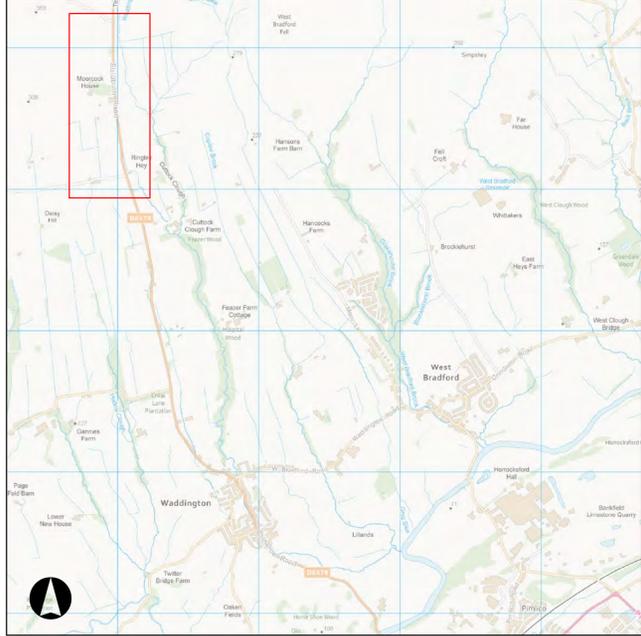
**HGV - tractor unit, low loader step trailer to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 05**

B6478 Slaidburn Road (TA Link Ref. 63)



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



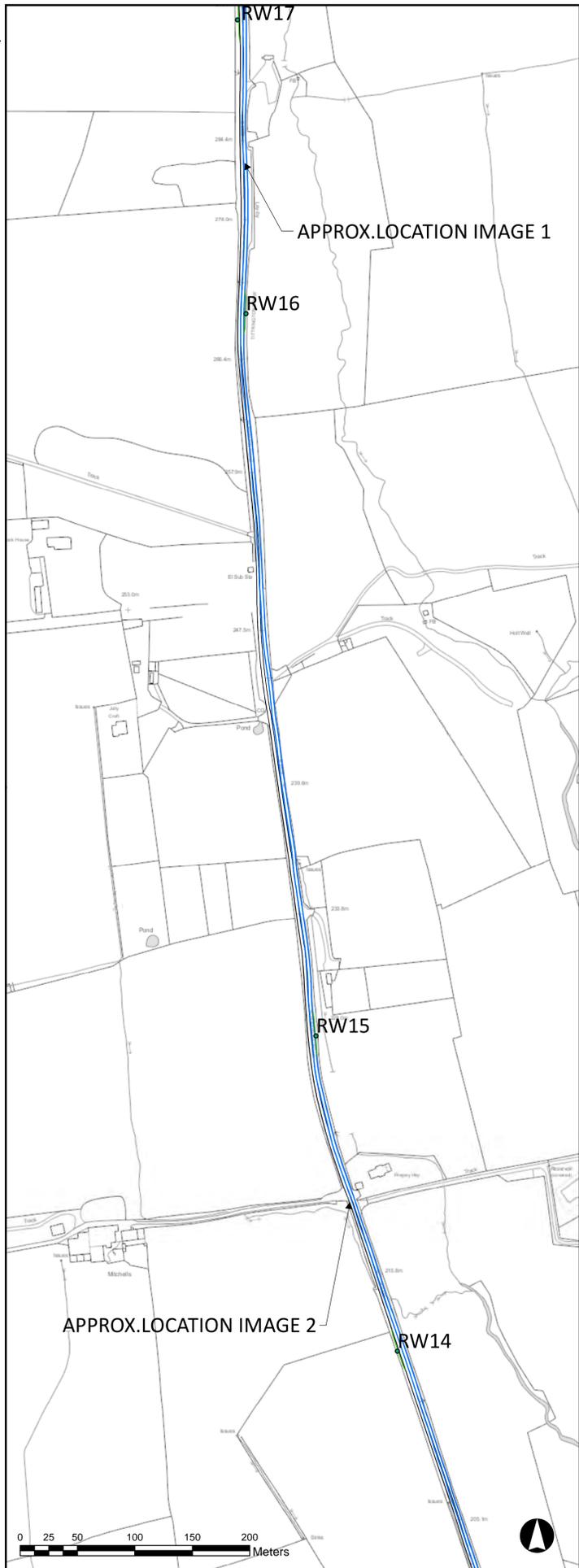
**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)  
TYPICAL OBSERVED LANE DISCIPLINE**



**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER SLAIDBURN ROAD (SOUTHBOUND)  
TYPICAL OBSERVED LANE DISCIPLINE**

**Legend**

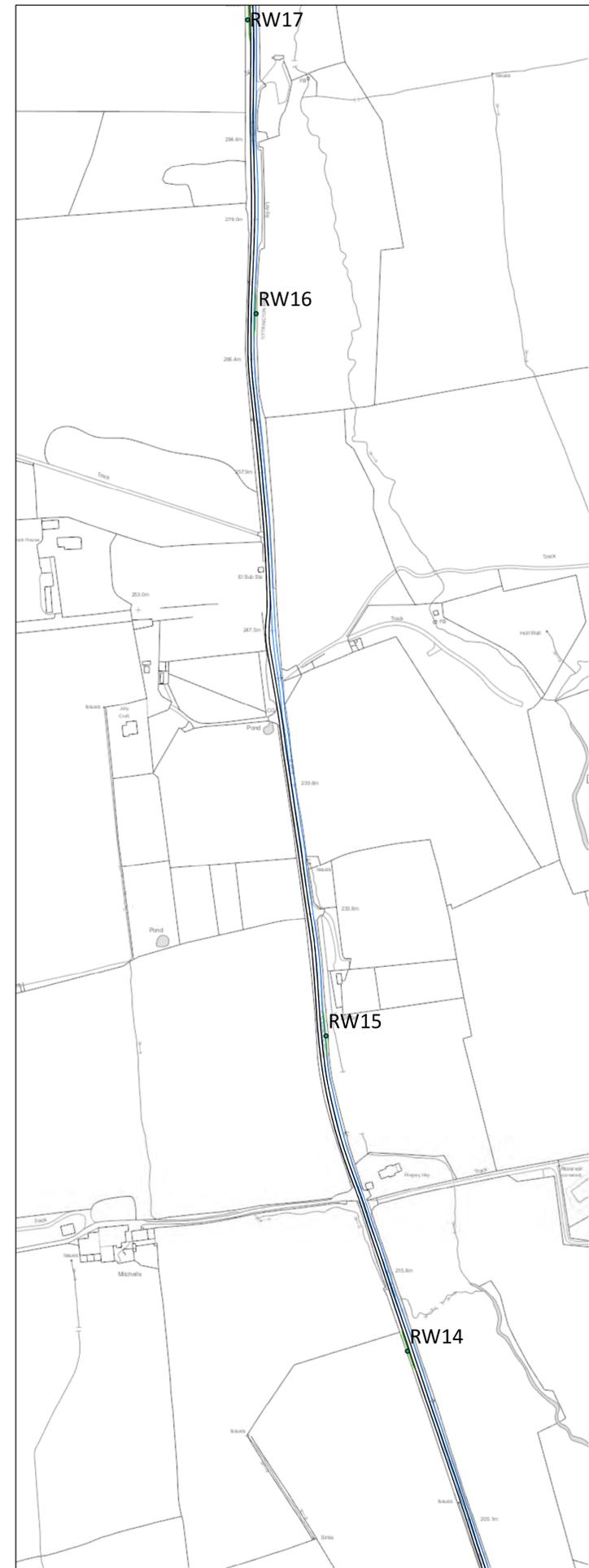
- Road Modification Reference
- Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)  
HGV - tractor unit, low loader step trailer from site (Southbound)**

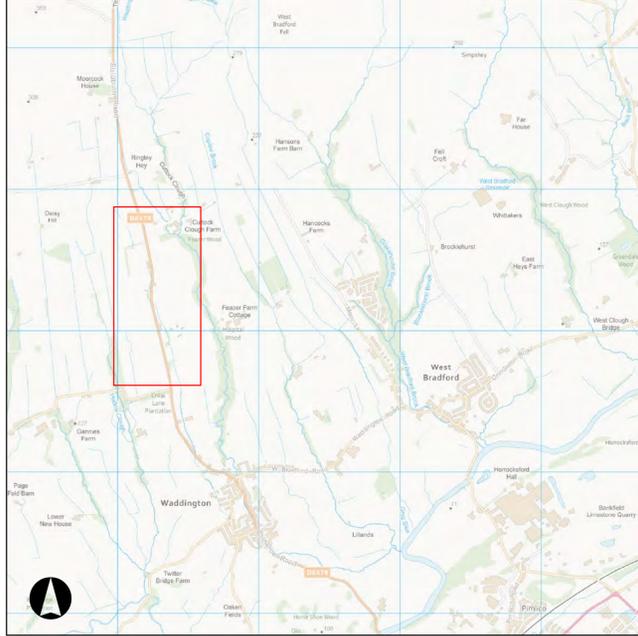


**HGV - tractor unit, low loader step trailer to site (Northbound)  
HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 06**

B6478 Hallgate Hill/Slaidburn Road (TA Link Refs. 65 + 140)



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers

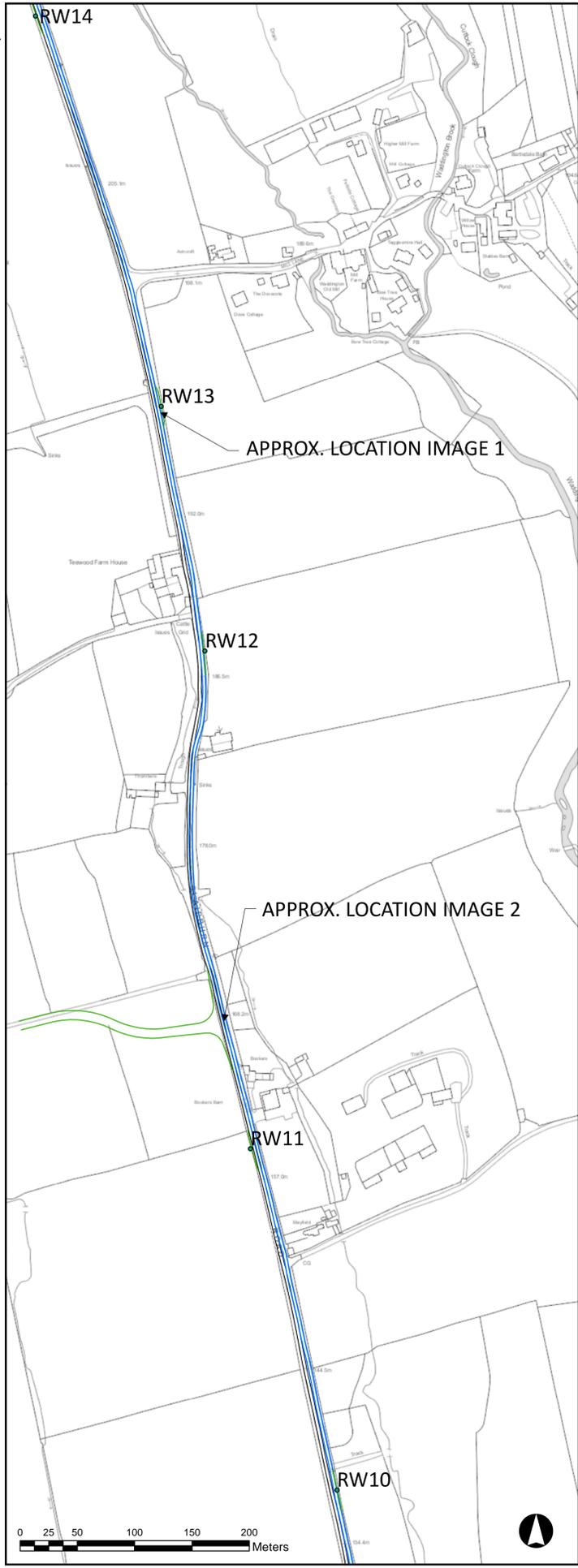


**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**

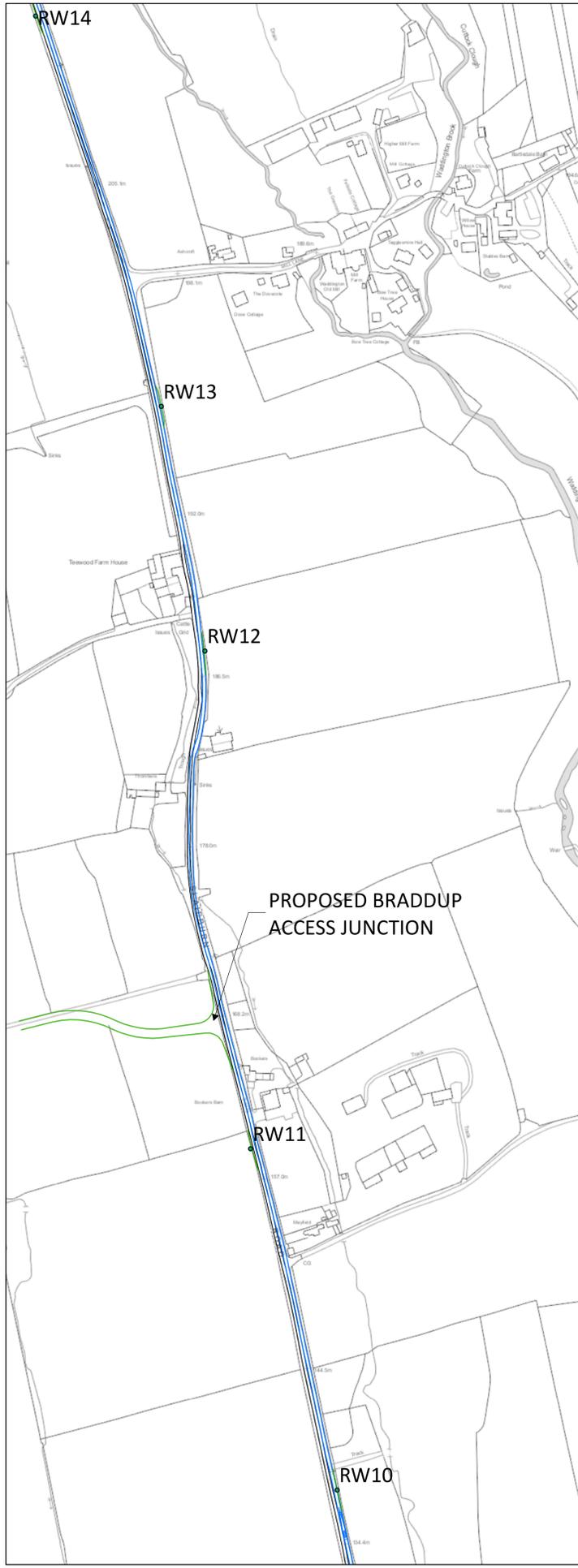


**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER SLAIDBURN ROAD (SOUTHBOUND)**  
**LEAVES LANE TO AVOID HEDGEROW**

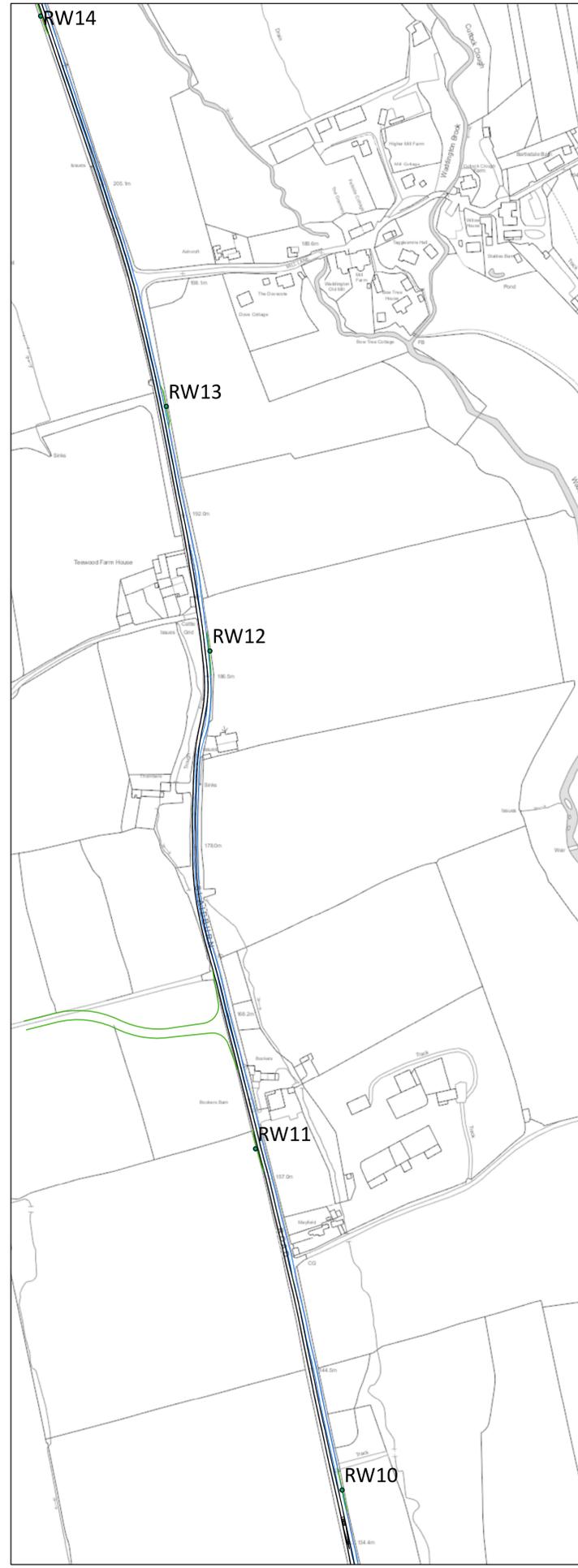
- Legend**
- Road Modification Reference
  - Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**

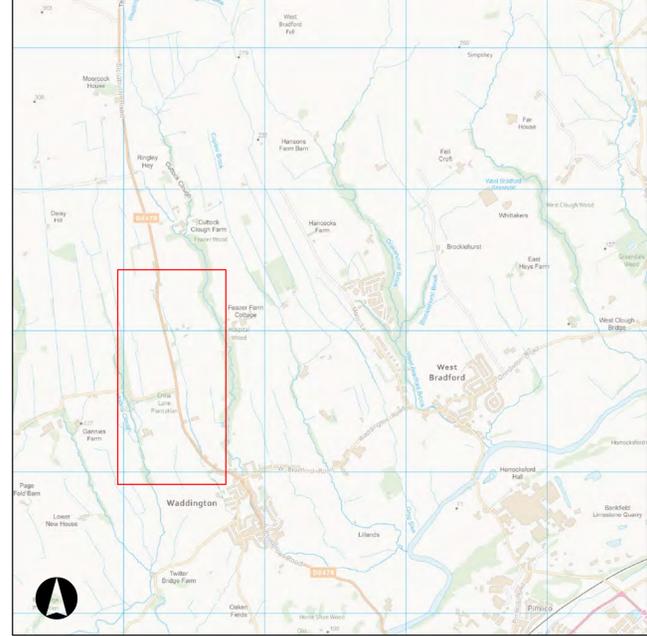


**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown. Crown copyright and database rights 2017 Ordnance Survey 100022432.

**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 07**

*B6478 Slaidburn Road - The Square Waddington (TA Link Res. 61)*



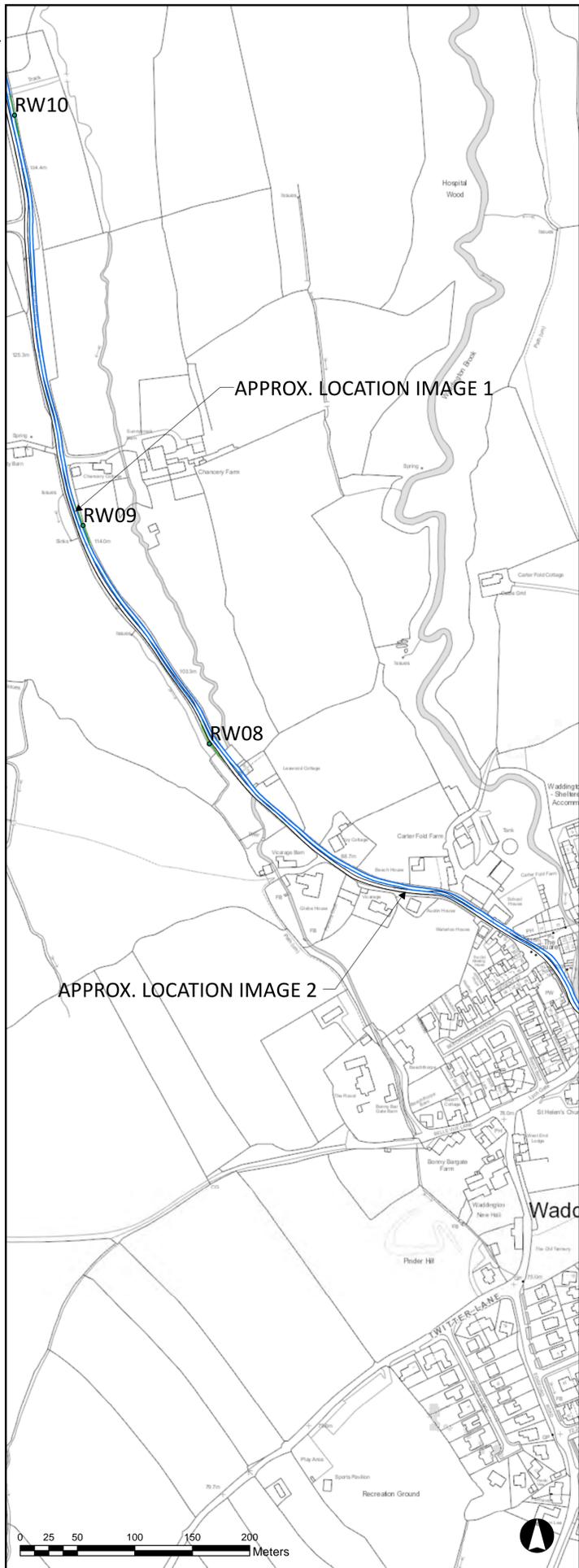
**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER SLAIDBURN RD (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**



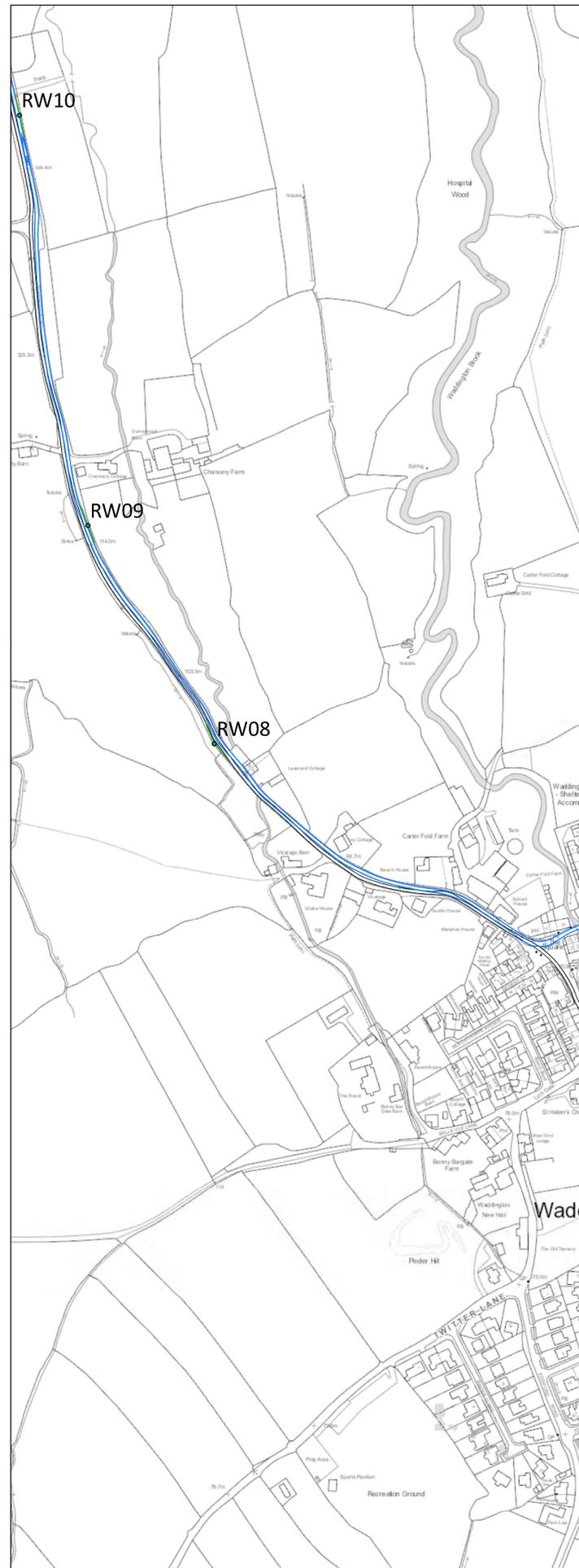
**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID TIPPER THE SQUARE WADDINGTON**  
**(SOUTHBOUND) TURNING ONTO WEST BRADFORD RD**

**Legend**

- Road Modification Reference
- Proposed Road Modification



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**



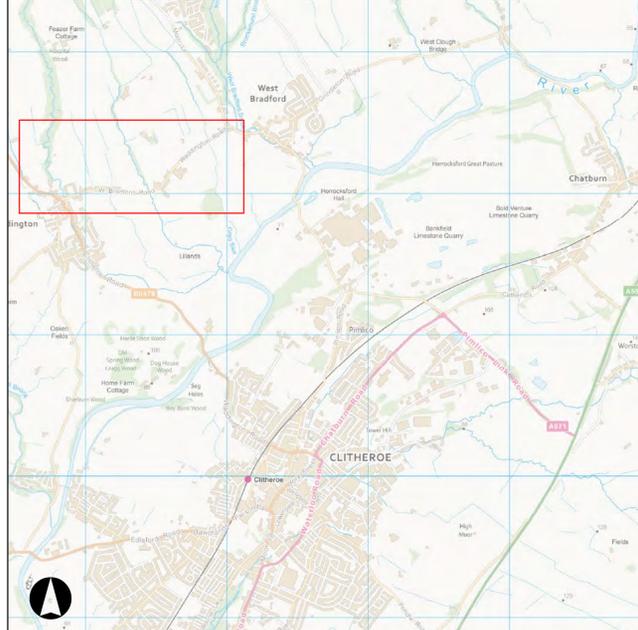
**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

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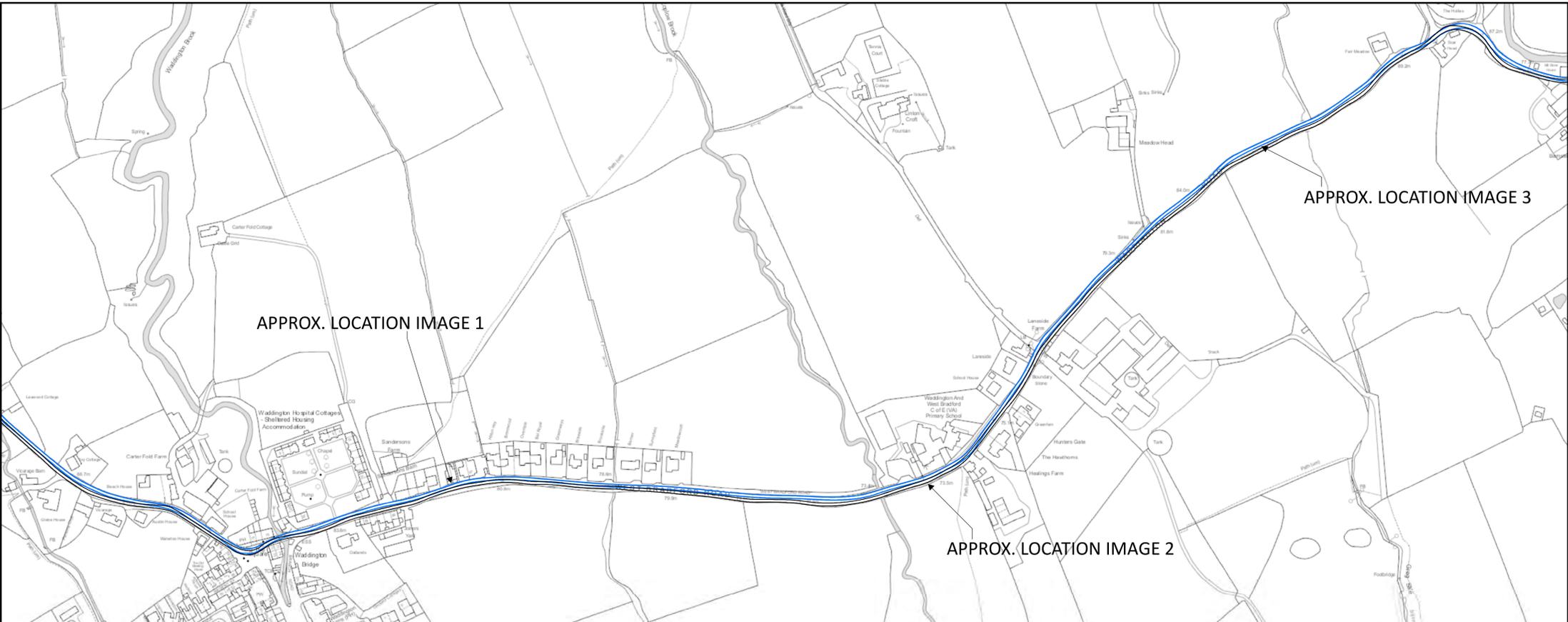
**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 08**

**Waddington - West Bradford Road (TA Link Ref. 60)**



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



**HGV - tractor unit, 40' artic to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**



**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD RD (SOUTHBOUND)**  
**LEAVES LANE TO PASS PARKED CARS**



**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD RD (SOUTHBOUND)**  
**WADDINGTON & W. BRADFORD PRIMARY SCHOOL**



**IMAGE 3: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD RD (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**



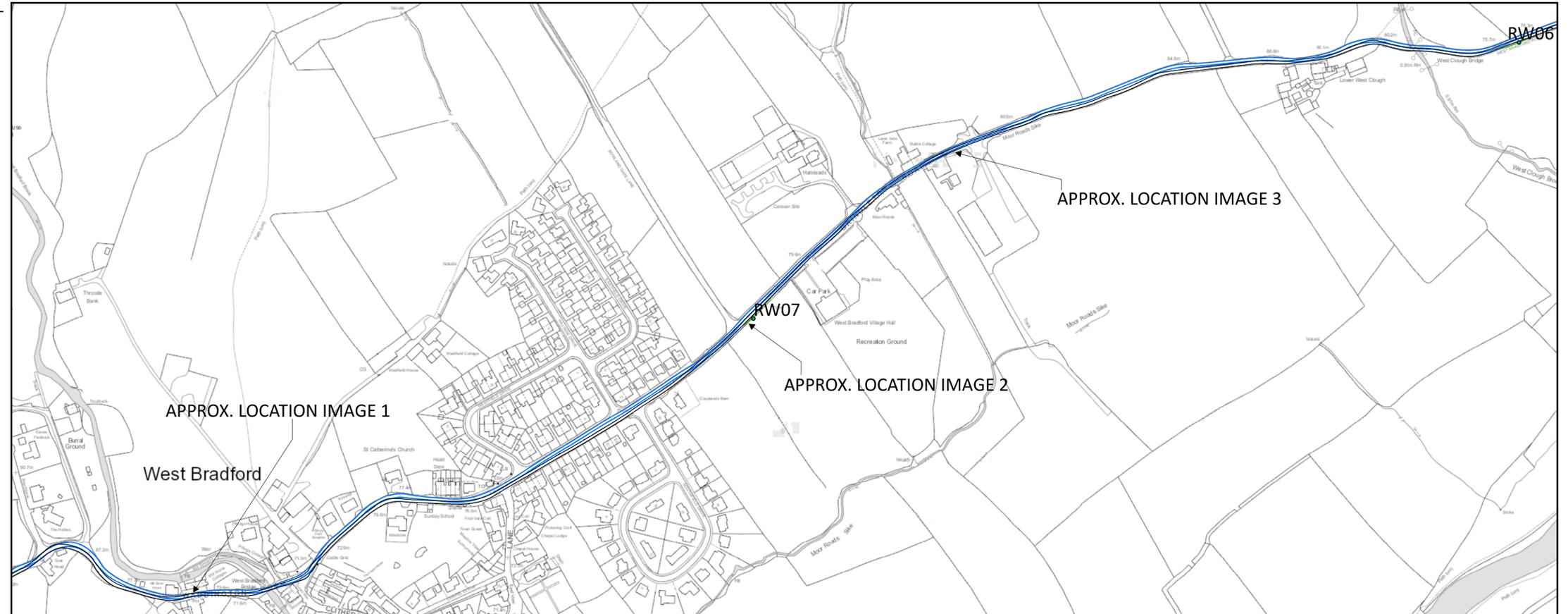
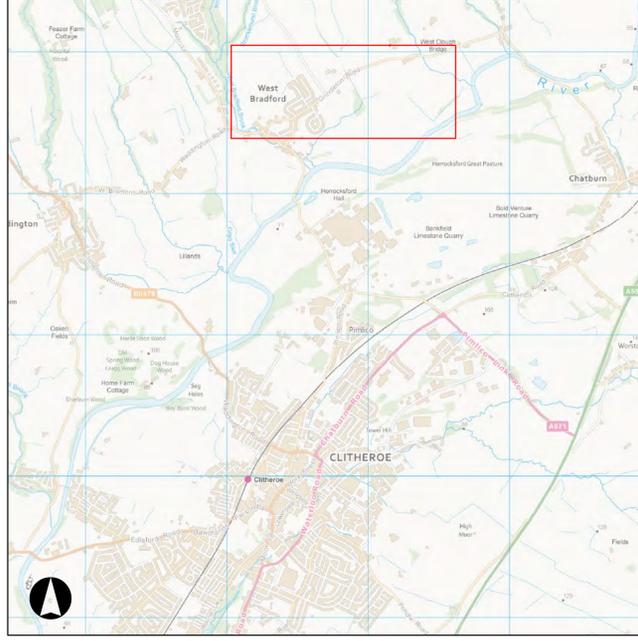
**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - tractor unit, 40' artic from site (Southbound)**

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 09**

West Bradford - West Bradford Road (TA Link Refs. 60 + 124)



HGV - tractor unit, 40' artic to site (Northbound)  
 HGV - tractor unit, low loader step trailer from site (Southbound)



**IMAGE 1: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD (SOUTHBOUND)**  
**NARROW ROAD 3 MILLSTONES**



**IMAGE 2: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD (SOUTHBOUND)**  
**TYPICAL OBSERVED LANE DISCIPLINE**



**IMAGE 3: HGV TRIAL 11th NOVEMBER 2020**  
**4 AXLE RIGID WEST BRADFORD (SOUTHBOUND)**  
**LEAVES LANE AT NARROWING OF ROAD**



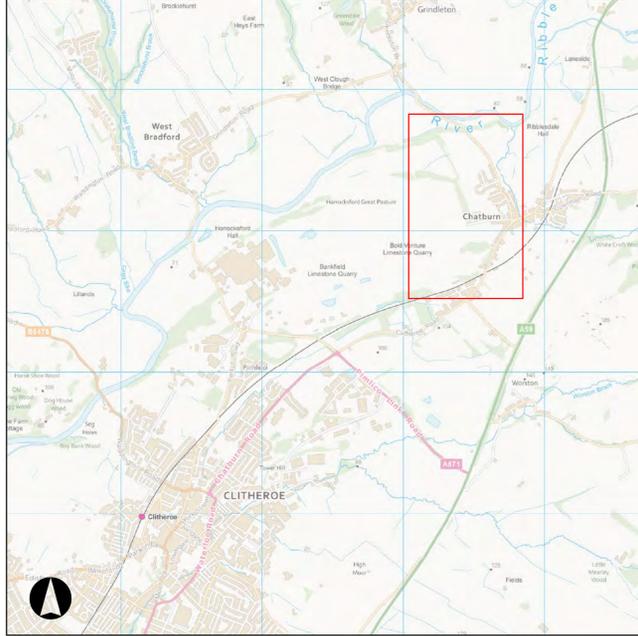
HGV - tractor unit, low loader step trailer to site (Northbound)  
 HGV - tractor unit, 40' artic from site (Southbound)

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 10**

Grindleton Bridge - Chatburn (TA Link Refs. 71, 123 + 122)



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



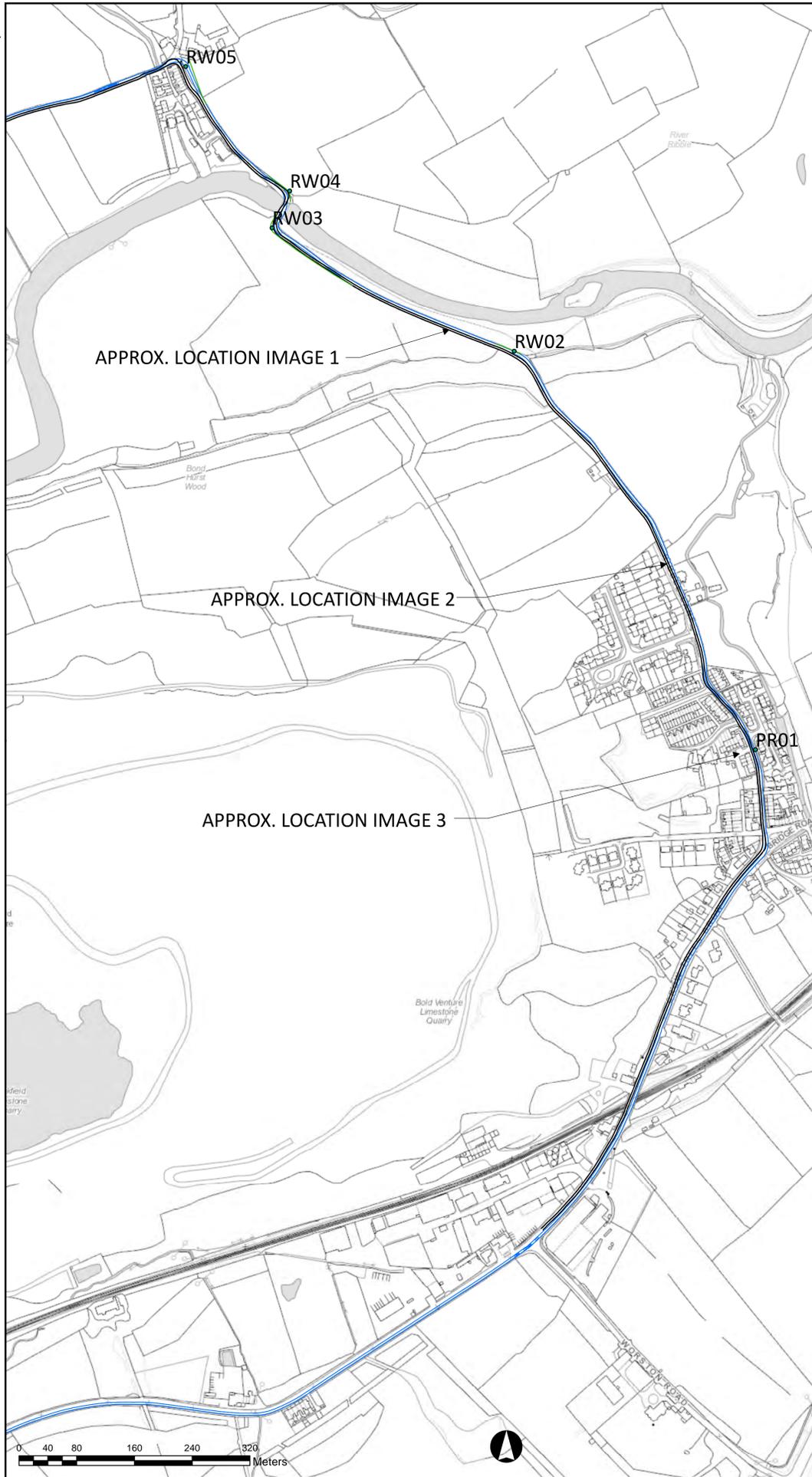
**HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID EAST VIEW (SOUTHBOUND)  
NARROW ROAD**



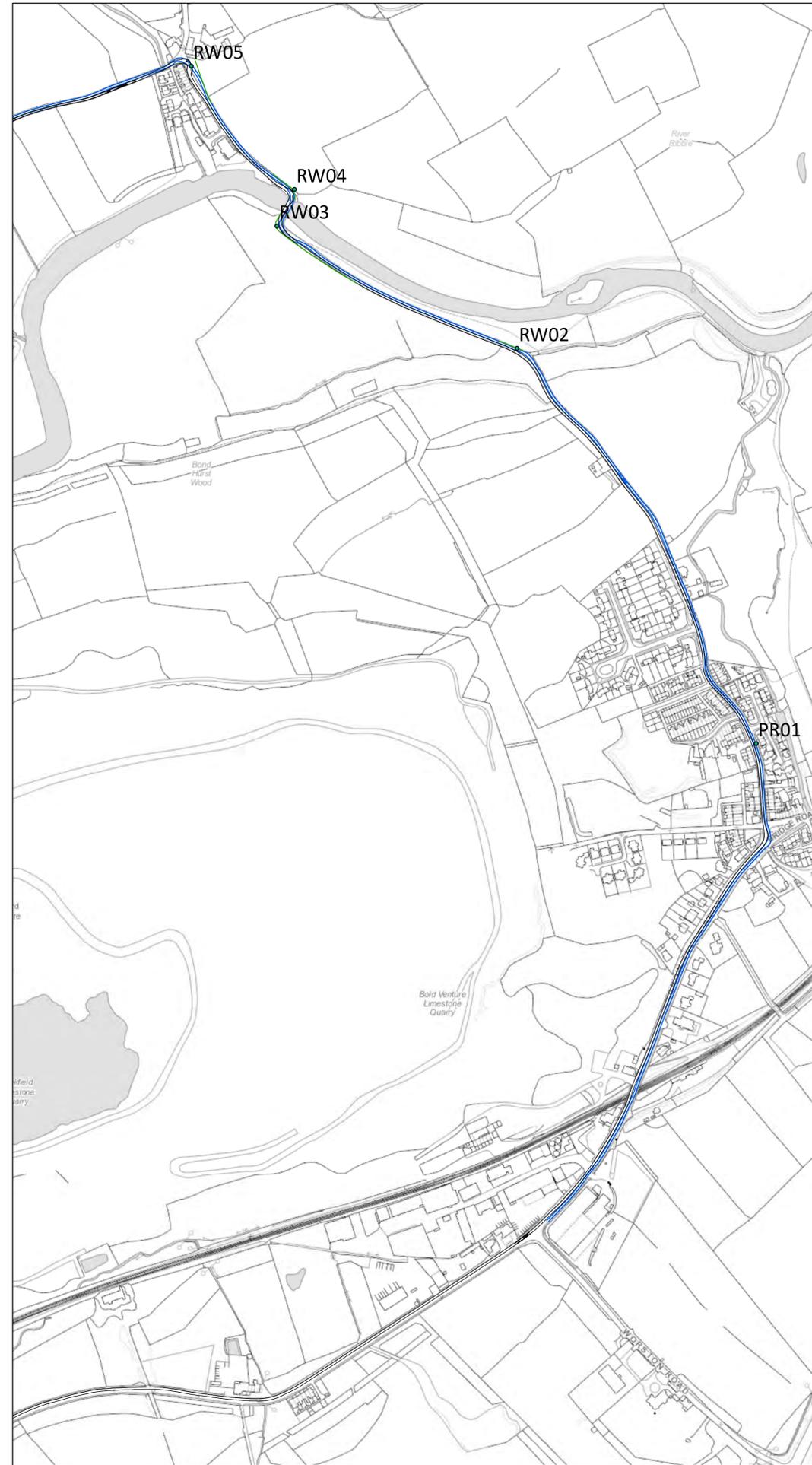
**HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID RIBBLE LANE (SOUTHBOUND)  
LEAVES LANE DUE TO VEGETATION**



**HGV TRIAL 11th NOVEMBER 2020  
4 AXLE RIGID TIPPER RIBBLE LANE (SOUTHBOUND)  
ON STREET PARKING**



**HGV - 6 Axle Articulated flatbed to site (Northbound)  
HGV - tractor unit, low loader step trailer from site (Southbound)**



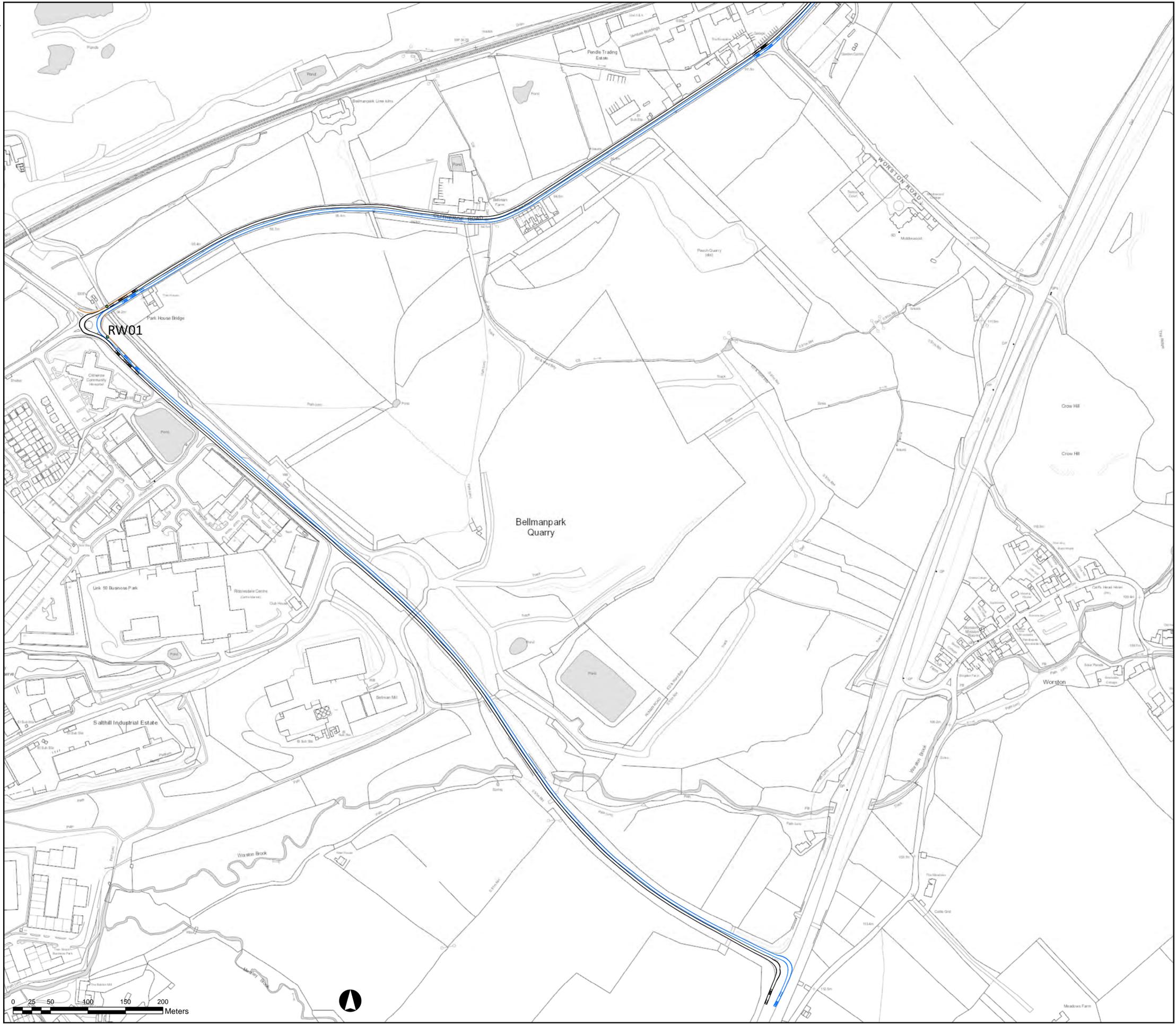
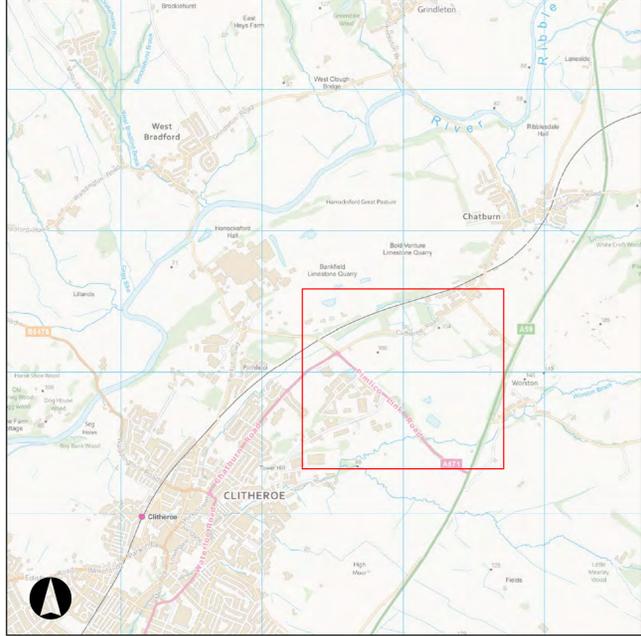
**HGV - tractor unit, low loader step trailer to site (Northbound)  
HGV - 6 Axle Articulated flatbed from site (Southbound)**

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 11**

*Pimlico Link Rd - Crow Trees Brow (TA Link Refs. 22 + 57)*



**Legend**

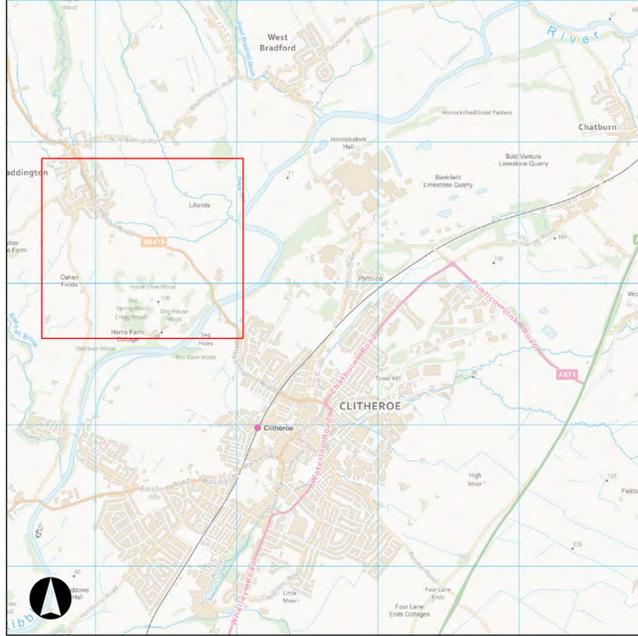
- Road Modification Reference
- Proposed Road Modification

**HGV - tractor unit, low loader step trailer to site (Northbound)**  
**HGV - tractor unit, low loader step trailer from site (Southbound)**

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 12**

B6478 Waddington (TA Link Ref. 59)



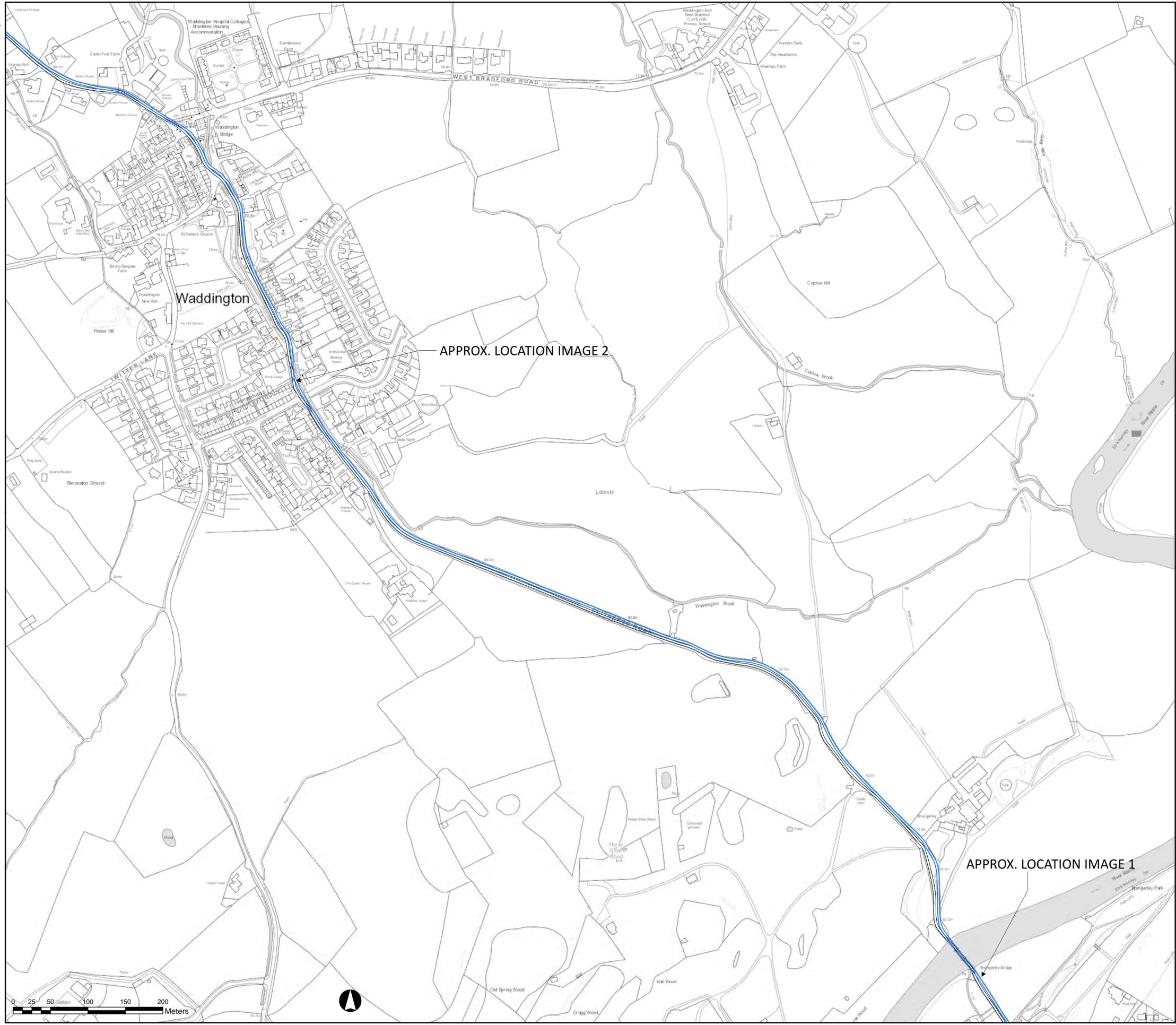
**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



**IMAGE 1: BRUNGERLEY BRIDGE NARROW ROAD SECTION**



**IMAGE 2: WADDINGTON PRIORITY PASSING/TRAFFIC CALMING**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

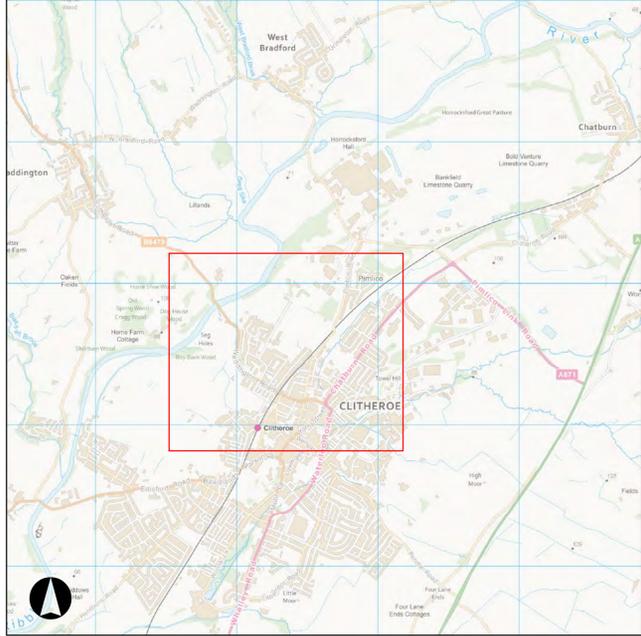
- Legend**
- Road Modification Reference
  - Proposed Road Modification

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**

**FIGURE B - 1 - 13**

B6478 Hallgate Hill/Slaidburn Road (TA Link Refs. 65 + 140)

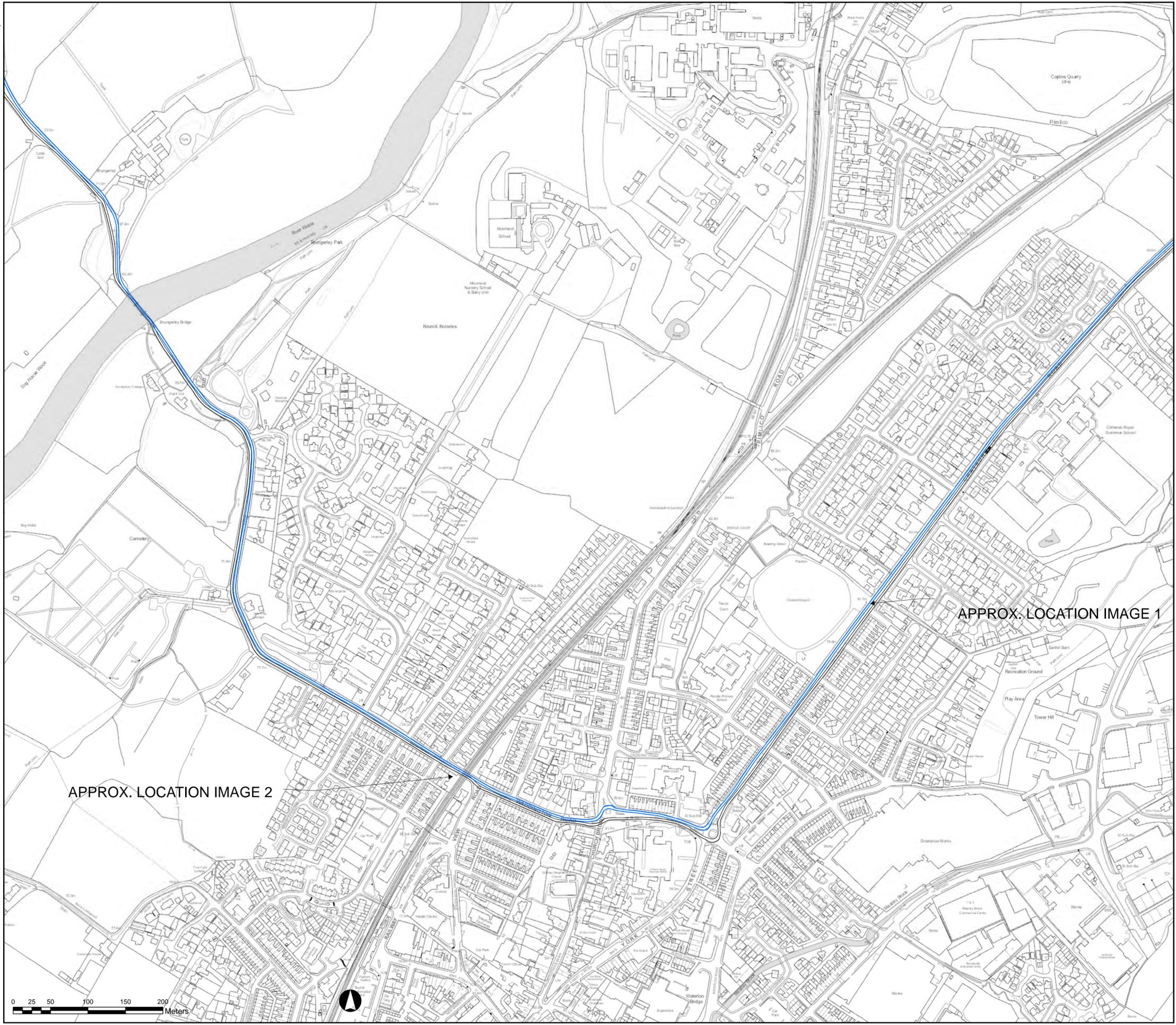


**IMAGE 1: ON STREET PARKING ON A671 CHATBURN ROAD**



**IMAGE 2: LOW BRIDGE B6478**

- Legend**
- Road Modification Reference
  - Proposed Road Modification

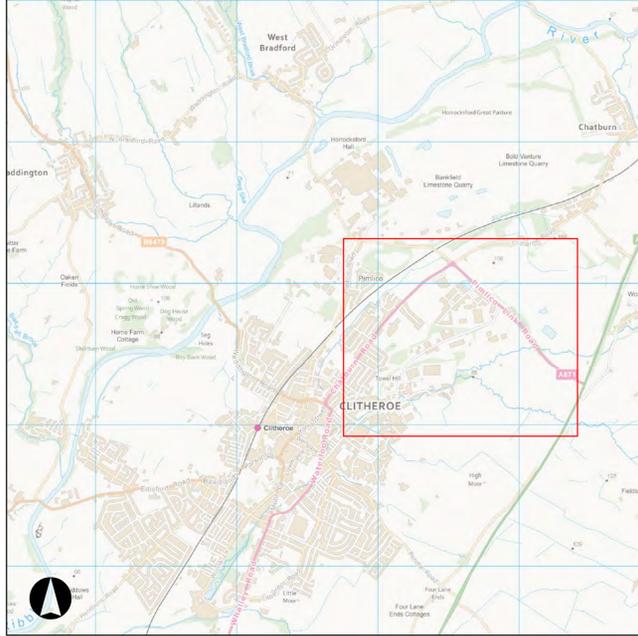


**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

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**APPENDIX B1 - SWEEP PATHS FOR PROPOSED ROUTES**  
**FIGURE B - 1 - 14**

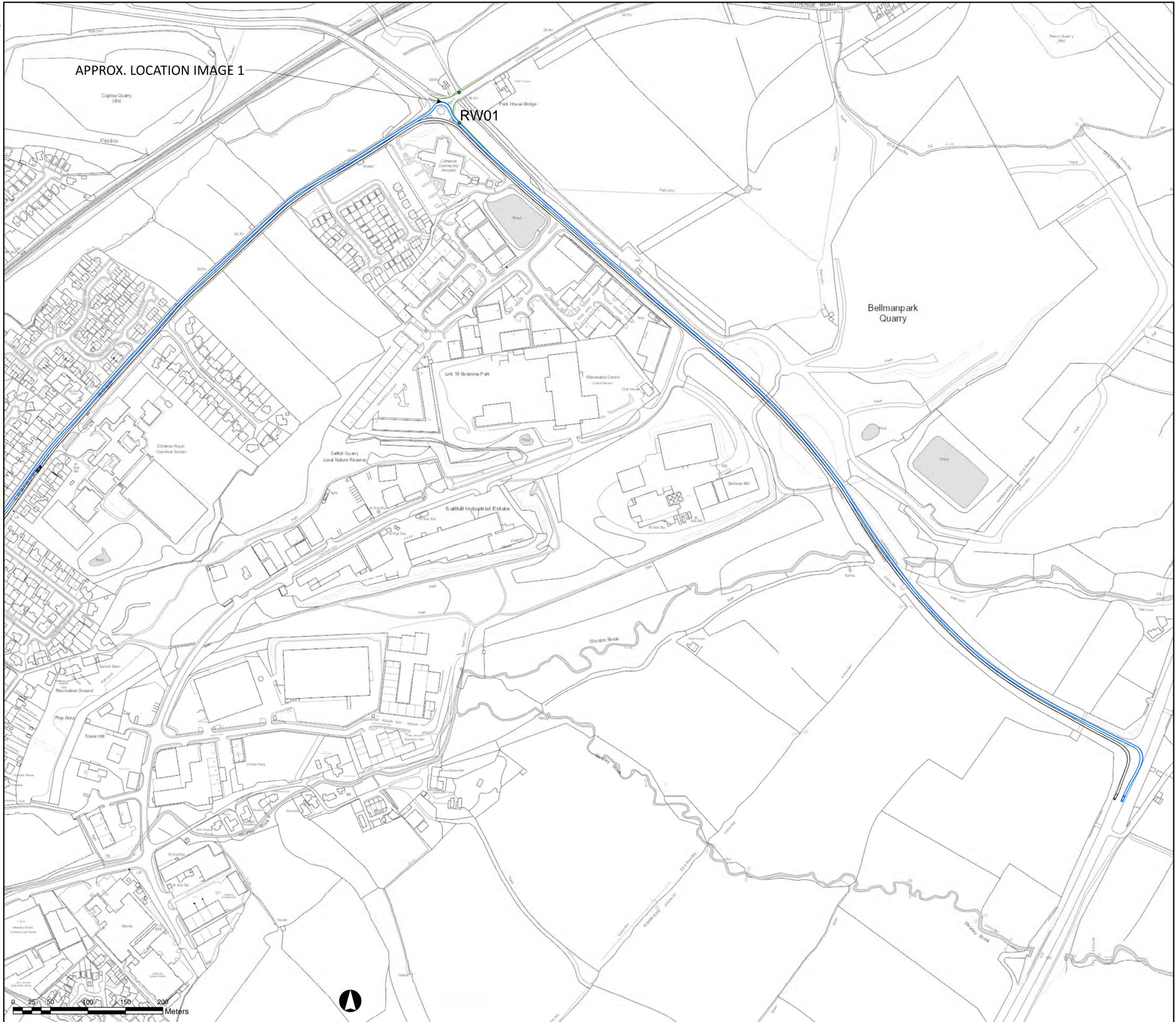
B6478 Hallgate Hill/Slaidburn Road (TA Link Refs. 65 + 140)



**WIDER AREA** 0 0.3 0.6 1.2 Kilometers



**IMAGE 1: CHATBURN ROAD TOWARDS CHATBURN**  
**EXISTING TRAFFIC ISLAND AND TRAFFIC RESTRICTION**  
**IMPACTED BY PROPOSALS**



**HGV - 4 axle rigid (rigid/tipper) to site (Northbound)**  
**HGV - 4 axle rigid (rigid/tipper) from site (Southbound)**

- Legend**
- Road Modification Reference
  - Proposed Road Modification

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