



**WINGS NURSERY, LIDSEY
ROAD, WOODGATE, WEST
SUSSEX**

Residential Development

Transport Statement

**Prepared on behalf of Michael
Bish**

ADMA/17/3711s

October 2017

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Plan 01	Site Location and Accessibility Plan
Plan 02	Cycling Route Map

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2017/3711/001	Swept Path Analysis and Visibility Splays
2017/3711/002	Swept Path Analysis
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APPENDICES

Appendix A	Site Layout
Appendix B	Stage 1 Road Safety Audit
Appendix C	WSCC Residential Parking Demand Calculator
Appendix D	TRICS Output

1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Michael Bish to support an outline planning application for a residential development and associated access on land to the west of the A29 Lidsey Road, Woodgate, West Sussex.
- 1.1.2 The application site is located on the western side of the A29 Lidsey Road approximately 260m to the south of Woodgate's village centre. The site was recently subject to a planning application for 11 static caravans (Ref: AL/90/13) which was approved conditionally in February 2014. The sites location within the context of the local road network is demonstrated in **Figure 1.1**.

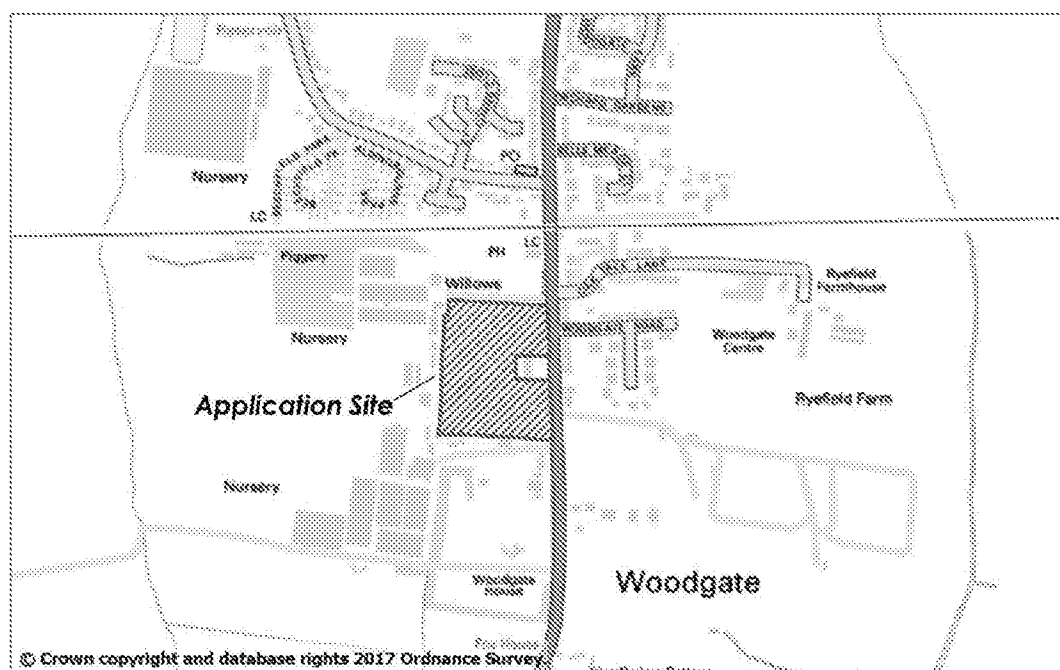


Figure 1.1: Site Location

- 1.1.3 The site encompasses an area of approximately 2.4ha, comprised of a large open field and small agricultural nursery. The proposed development would involve the demolition of the nursery to be replaced by 55 residential dwellings.
- 1.1.4 This Transport Statement (TS) outlines the key transport planning matters in accordance with the Department for Transport's (DfT) 'Guidance on Transport Assessments' (March 2007), reviewing site accessibility, planning history and relevant policy, proposed accommodation schedule, car and cycle parking requirements, access arrangements, servicing arrangements, proposed trip impact on the local road network.

1.1.5 The remainder of this report is comprised of the following:

- (i) **Section 2** sets out the baseline conditions including a description of the application sites context in relation to the local area and highway network, as well as the review of highway safety;
- (ii) **Section 3** provides an assessment of the proposed development including the proposed access and internal layout's principal design aspects against relevant design guidance, and the findings of an independent Stage 1 Road Safety Audit;
- (iii) **Section 4** considers the anticipated impact on the local highway network supported by trip generation assessment; and
- (iv) **Section 5** presents the summary of the reports main conclusions.

2 SITE CONTEXT

2.1 Existing Site

- 2.1.1 The application site (circa 2.4 ha) is located on the western side of the A29 Lidsey Road, approximately 1km to the south of Westergate and 5.3km to the north of Bognor Regis. Woodgate and the surrounding area is semi-rural in character with residential dwellings fronting the A29 Lidsey Road to the north and east of the site, and open/agricultural land to the south and west.
- 2.1.2 The site boundaries are formed by Lidsey Road Nursery to the north, the A29 Lidsey Road to the east, scattered residential dwellings including Stockhearn House to the south and agricultural/nursery buildings to the west. **Plan 01** attached, highlights the location of the application site in relation to the local area and highway network.
- 2.1.3 The existing site is served by two vehicular accesses adjoining the western side of the A29 Lidsey Road. Neither access is marked entrance or exit, suggesting both accesses were previously used for entry and egress. The access points measure approximately 3.8 metres in width, and therefore can only accommodate one-way vehicle movements. The existing site and access arrangements are demonstrated in **Figures 2.1 and 2.2**.



Figure 2.1: Site Frontage



Figure 2.2: Existing Access

- 2.1.4 In addition, there is an existing field access located at the north-east corner of the site as shown in **Figure 2.3**.



Figure 2.3: Existing Field Access

2.2 Local Road Network

- 2.2.1 The A29 Lidsey road is subject to a 30mph speed limit in the vicinity of the access, which increases to 50 mph c.100m to the south of the site. The 30mph limit is enforced by mobile speed cameras which are accordingly signed. Radar speed signs are also provided at the site frontage which alert drivers when they exceed the speed limit. Lidsey Road is not subject to parking restrictions in the vicinity of the site.
- 2.2.2 The A29 Lidsey Road is classified as a 'County Distributor', which connects the site to Bognor Regis and the A259 Chichester Road, approximately 5.4 kilometres to the south, and the A27 Arundel Road 3.3km to the north which forms part of the Strategic Road Network (SRN). The A27 facilitates access to Chichester and Portsmouth to the west and Arundel, Worthing and Brighton to the east.
- 2.2.3 Woodgate level crossing is situated approximately 230 metres to the north of the site which can generate vehicle queues in both northbound and southbound directions along the A29 Lidsey Road. During the AM peak hour (08:00-09:00) the level crossing barrier is lowered up to 7 times, while the PM peak hour (17:00-18:00) it is lowered 9 times.
- 2.2.4 There are 4 local junctions and accesses in relatively close proximity of the proposed development site; the Woodgate Road/Lidsey Road Junction, the Willows Caravan Park which is supported by a right turn lane facility, access to Woodgate Eco Holiday Park, and an unlit lane 10m south of the site which serves as access to 3-4 residential dwellings and agricultural glass houses. The local carriageway features are demonstrated in Figure 2.3.



Right Turn Lane into Willows Caravan Park



Speed camera sign



Woodgate Level crossing



Speed radar sign

Figure 2.3: Carriageway Characteristics

2.3 Accessibility Credentials

- 2.3.1 The application site is located approximately 260m to the south of Woodgate village centre (equating to a 2-minute walk), and c.1km to the south of Westergate and its associated facilities and amenities (12-minute walk). All walking times are based on the Chartered Institute for Highways and Transport (CIHT) guidance 'Providing for Journeys on Foot'.
- 2.3.2 The CIHT guidance states that facilities situated within 2km and 8km are accessible to pedestrians and cyclists respectively. The proximity of public transport, shopping services and other local amenities are demonstrated in **Plan 01**.

Pedestrian Accessibility

- 2.3.3 Lidsey Road is supported by good quality, lit footways along either side of the carriageway. These provide access to local bus stops, day-to-day amenities and the established residential areas of Woodgate, Westergate and Eastergate to the north and north-east. To the south of the sites access the footway extends to a distance of approximately 100 metres.
- 2.3.4 In addition, a public footpath which follows the alignment of the disused Chichester to Arun Canal can be accessed approximately 0.8km to the south of the sites access. The footpath provides an attractive walking route to the nearby hamlets of Colworth, Merston and the Runcfen to the west, and Barnham, Yapton and Ford to the east.
- 2.3.5 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown on the attached **Plan 01**, the local bus stops and convenience shopping facilities are within 1km of the site.

Cycle Accessibility

- 2.3.6 Owing to its semi-rural location, there is limited provision of dedicated on/off-street cycleway infrastructure within the vicinity of the site. A short section of the National Cycle Network Route 2 (St Austell to Dover) which connects Bognor Regis to Middleton-on-sea, Yapton, Climping and Littlehampton can be accessed via the A29 Lidsey Road, approximately 5.5km to the south of the site. The local cycle routes are demonstrated in **Plan 02**.
- 2.3.7 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The surrounding villages of Fontwell, Walberton and Barnham, including Barnham railway station are therefore accessible by bicycle.

Accessibility by Bus

- 2.3.8 The site benefits from a bus stop located in the immediate vicinity of the site which serves both northbound and southbound buses. These stops are served by No.66A and 66C (Compass Travel), which operate on a reasonably frequent basis Monday to Saturday, providing access to local destinations including Bognor Regis, Westergate and Yapton.
- 2.3.9 In addition, the bus services provide opportunities for interchange with local and national rail services at both Bognor Regis and Barnham railway stations. A summary of available bus services is provided in **Figure 2.4**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
66A	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 3-4 hours	Mon-Fri: 07:23-17:52 Sat: 07:27-18:13
66C	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 4 hours	Mon-Sat: 08:27-16:47

Figure 2.4: Bus Services Available from Willows Caravan Park Bus Stops

Accessibility by Train

- 2.3.10 Barnham rail station is located approximately 4km (via Westergate and Eastergate) to the east of the site. The station provides access to regular rail services, operated by Southern to a host of local and regional destinations as shown in **Figure 2.5**. Given the sites semi-rural location it is considered to benefit from having a good level of accessibility to rail services.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

Figure 2.5: Rail Services Available from Barnham Railway Station

2.4 Accident Data

- 2.4.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period from 1st of October 2009 to the 31st September 2014 using the Sussex Safer Roads Partnership online data portal. The area considered extends along the A29 approximately 400m to the north and south of the site and includes Woodgate level crossing.
- 2.4.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish any underlying highways design issues. The distribution of the incidents relative to the site is displayed on **Figure 2.6**.

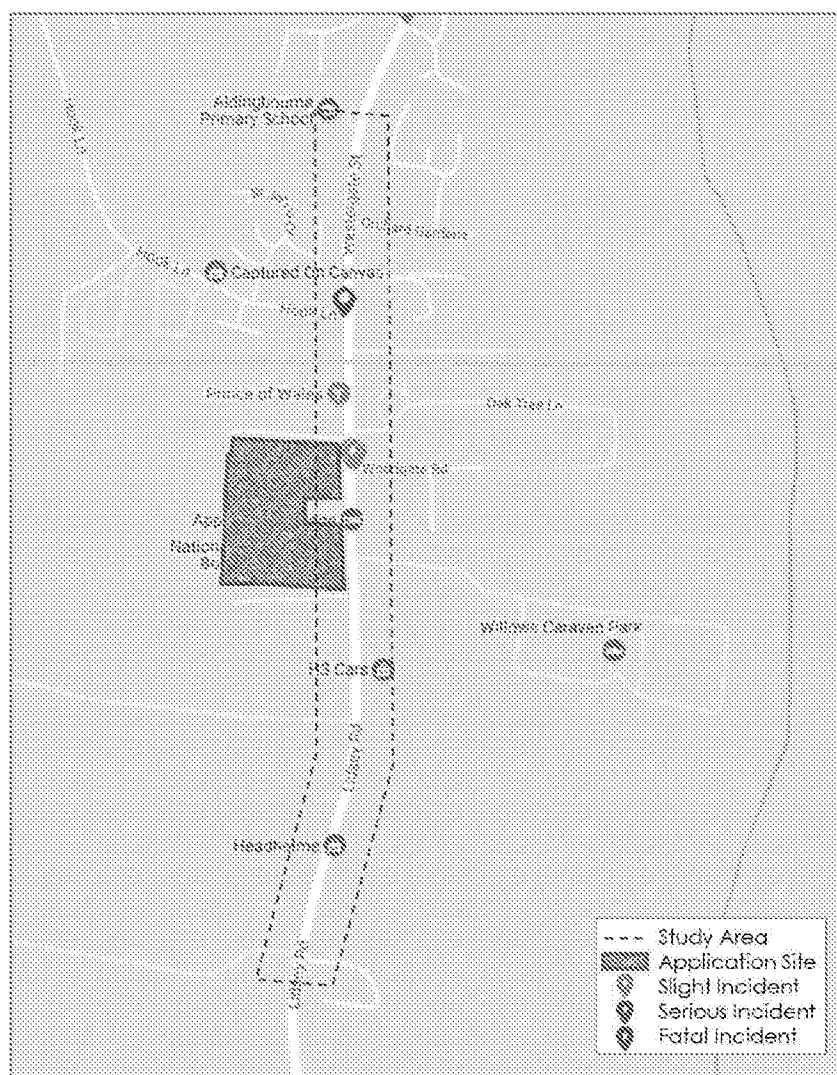


Figure 2.6: PIA Distribution

- 2.4.3 The study revealed 3 incidents in the study area comprised of 2 slight and 1 serious incidents. The 2 slight incidents occurred at the Woodgate Road/Lidsey Road junction; one involving a vehicle failing to give way, and the other a minor rear shunt. The serious incident occurred on Hook Lane and is related to driver losing control of a vehicle. None of the incidents involved pedestrians or cyclists.
- 2.4.4 The recorded PIA incidents do not reveal any pattern that in terms of distribution, severity or cause that can be attributed to outstanding highway safety issues on the local road network. In addition, there were no incidents occurring within the vicinity of the vicinity of the site access on to the A29 Lidsey Road.

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 55 residential dwellings served from 2 accesses. The proposed accommodation schedule is provided in **Figure 3.1** and the proposed layout is attached at **Appendix A**.

	Unit Type	Number of Units
Private	2 Bed Bungalow	6
	2 Bed House	12
	3 Bed House	13
	2 Bed Flat	4
	1 Bed Flat	2
Affordable	2 Bed House	15
	2 Bed Flat	2
	1 Bed Flat	1
	Total	55

Figure 3.1: Accommodation Schedule

3.2 Proposed Access

- 3.2.1 The site would be served from 2 accesses adjoining the western side of the A29 Lidsey Road. The existing access to the centre of the site would be formalised and would serve the main body of the site. In addition, the existing field access to the north of the site would be formalised and would serve 4 dwellings.
- 3.2.2 The sites southern access would be stopped up, providing a wider benefit to the local road network by removing the potential conflict point between vehicles turning right into Willows Caravan Park (on the opposite side of Lidsey Road) and those turning right into the sites southern access. The closure of the southern access would also remove the potential for vehicle conflict between the closely spaced private lane just south of the development site and the southern access.

Main Access

- 3.2.3 The main body of the site will be served via the existing northern access which would be formalised into a T-junction with a simple priority arrangement. The access would have a combined lane width of 6.0m supported by 6.0m corner radii. The access would be flanked by pedestrian footways on both side of the carriageway and would provide pedestrian crossing facilities. The proposed access design is demonstrated in **Drawing 2017/3711/001**.

- 3.2.4 The access would be supported by an informal right turn pocket on Lidsey Road which would allow vehicles turning right into the site to wait in the carriageway without obstructing the free flow of traffic on A29 Lidsey Road. The turning pocket would be provided through a simple break in the chevrons at the centre of the Lidsey Road carriageway opposite the proposed access. The turning pocket is c.2.5m wide providing sufficient width for an LGV to wait in the turning pocket as demonstrated in **Drawing 2017/3711/002**. The sites trip rate (see **Section 4**) would not exceed thresholds set out in the 'Design Manual for Roads and Bridges' that require a formal right turn lane facility.
- 3.2.5 The access geometries would be sufficient concurrent car movements at the access and would allow refuse vehicles to comfortably negotiate the access. A vehicle swept path analysis demonstrating these manoeuvres has been undertaken in **Drawing 2017/3711/002**.
- 3.2.6 The reformed access would require the bus flag pole to be relocated c.10m south of its present location. This would ensure that buses would stop a suitable distance from the bellmouth without over hanging the junction.
- 3.2.7 The proposed vehicle access's close proximity to 'Wings' (a detached house which is imbedded in the site) is unlikely to result in vehicle conflict, due to the low frequency of vehicle movements generated from 'Wings' and the suitable inter-visibility between the two accesses.

North Access

- 3.2.8 The north access would serve 4 dwellings which would generate infrequent vehicles movements (less than 2 during the AM peak). The access would take the form of a 5.0m bellmouth supported by 4.8m bellmouth radii. The 5.0m access width would enable vehicles to pass at the access if necessary, although instances of this would be infrequent. A vehicle swept path analysis demonstrating these manoeuvres has been undertaken on **Drawing 2017/3711/002**.

Visibility Requirements

- 3.2.9 The proposed accesses achieve visibility splays of 2.4m x 100m + in both the primary and secondary directions which is in excess of Manual for Streets (MIS) and Design Manual for Roads and Bridges (DMRB) requirements for 30mph roads. It is considered unlikely that vehicles would speed on Lidsey Road in the vicinity of the site due to the presence of mobile speed camera signs and the radar speed sign which signifies drivers who are exceeding the speed limit. The proposed visibility splays are demonstrated in **Drawing 2017/3711/001**.

Pedestrian Access

- 3.2.10 Pedestrian access to the site would be served from 1.8m wide footways flanking either side of the sites main access road, connecting with the existing footways on Lidsey Road. Crossing facilities in the form of dropped kerbs and tactile paving would be provided to facilitate pedestrian movements across the access. The proposed pedestrian facilities are demonstrated in **Drawing 2017/3711/001**.

Emergency Access

- 3.2.11 The geometric design of the primary and secondary accesses would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise demonstrating fire tenders negotiating the site access is provided in **Drawing 2017/3711/001**.
- 3.2.12 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 4.8m is maintained throughout the site, excluding traffic calming features, in accordance with Building Regulation requirements.

3.3 Internal Layout

- 3.3.1 The sites main access road would be 6.0m wide and would continue approximately 55m into the site where it would meet the sites main spine road. The access road would be flanked on both sides by 1.8m footways which would continue throughout the site.
- 3.3.2 The spine road would be 6.0m wide and would run from the southwest of the site to the north, branching into 3 cul-de-sacs. The carriageway geometries would allow refuse and standard car sized vehicles to pass unhindered. A vehicle swept path analysis showing passing and turning manoeuvres is demonstrated in **Drawing 2017/3711/001**.
- 3.3.3 The sites cul-de-sacs would have minimum carriageway widths of 4.8m and would use a shared surface arrangement. The use of the shared surface arrangement accords with MfS guidance which suggests that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas and the vehicle flow is below 100 movements per hour.
- 3.3.4 A number of traffic calming features would be provided throughout the site in the form of 3.0m wide raised table tops. These would be situated upon entry to the 2 cul-de-sacs located to the north of the site.
- 3.3.5 The visibility from internal junctions has been considered in accordance with MfS calculation parameters for a design speed of 20mph. The visibility from internal junctions accordingly achieves the necessary 2.4m x 25.0m as demonstrated in **Drawing 2017/3711/003**.

3.4 Servicing Arrangements

- 3.4.1 The sites carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways, and performing turning manoeuvres in **Drawing 2017/3711/001**.
- 3.4.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).

3.5 Stage 1 Road Safety Audit

- 3.5.1 The proposed access arrangements have been subject to an independent Stage 1 Road Safety Audit (RSA) undertaken by The Safety Forum (TSF) in September 2017. The Stage 1 RSA identified 3 issues and recommendations based on **Drawing 2017/3711/003** which are summarised below in **Figure 3.2**. A copy of the Stage 1 RSA including the 'Designer's Response' is attached at **Appendix B** of this report.

Location	Summary	Description	Recommendations
In the vicinity of the proposed access.	Poor drainage may lead to accidents.	In the vicinity of the proposed upgraded access drainage is poor and ponding occurs at the location of the new access junction and at other locations close to the site currently undergoing investigation. During periods of very cold weather such ponding may freeze which may result in ice patches which could lead to cars skidding or to pedestrian fall accidents.	The levels of the carriageway and footway should be modified to allow the drainage to operate correctly.
Junction Access	Risk to blind and partially sighted pedestrians.	The Audit Team noted the tactile paving shown on the drawings do not conform to the tactile paving standards for an inline crossing point. There is a risk that this would confuse blind and partially sighted pedestrians.	Ensure that the correct tactile paving layout is installed.
Junction Access	Trees may obscure visibility.	The Audit Team noted that the trees to the north of the access were obscuring the visibility of vehicles exiting the development. There is a risk that sight lines would be hindered which may result in collisions.	Ensure that all vegetation is cut back and regularly maintained.

Figure 3.2: Summary of Stage 1 RSA

3.6 Parking Provision

Car Parking

- 3.6.1 The site's car parking provision has been provided in line with the anticipated parking demand based on the WSCC Residential Parking Demand Calculator. A summary of the calculated provision is provided in **Figure 4.2** and the calculator output is attached in **Appendix C**.

	WSCC Residential Parking Demand Calculator	Parking Provision
Allocated Spaces	92	92
Unallocated / Visitor Spaces	22	18
Total	114	110

Figure 4.2: Parking Provision

- 3.6.2 The site provides 92 allocated bays plus 18 unallocated visitor / resident overspill bays in line with the number of spaces demonstrated in **Figure 4.2**.

Cycle Parking

- 3.6.3 Cycle parking has been provided in accordance with WSCC's residential cycle parking standards at a rate of 1 space per 1/2 bed house, and 2 spaces per 3+ bed house. Cycle parking would be provided within the curtilage of the proposed properties within garages and in the storage within the rear gardens of properties.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 The TRICS database (version 7.4.1) has been interrogated in order to anticipate the likely traffic flows that would be associated with the proposed development. The existing site use is considered to have a limited trip generation and as such, all trips generated by the proposed development are considered to be new to the local road network. For the purposes of this assessment the following search parameters have been used:

- (i) Land Use – Residential (Houses Privately Owned).
- (ii) Regions – England (excluding Greater London).
- (iii) Number of Dwellings – 6 - 150 (10 - 82 Actual)
- (iv) Date Range – 01/01/09 - 29/11/16
- (v) Count Type – Manual.
- (vi) Selected Days – Weekdays
- (vii) Selected Locations – Edge of Town

4.1.2 The results of the TRICS interrogation are provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed development, is provided in **Figure 4.1**.

TRICS Trip Rates Per Dwelling (55 Dwellings)			
	Arrivals	Departures	Total
AM Peak Hour	0.159	0.345	0.504
PM Peak Hour	0.327	0.139	0.466
Daily Traffic	2.331	2.313	4.644
TRICS Vehicle Trip Generation			
AM Peak Hour	9	19	28
PM Peak Hour	18	8	26
Daily Traffic	128	127	255

Figure 4.1: Anticipated Trip Generation

4.1.3 The TRICS assessment suggests the proposed development would generate 255 additional vehicle trips per day, with an additional 28 trips during the AM peak period (08:00 – 09:00) and 26 additional trips during the PM peak period (17:00 – 18:00). The peak traffic hour would equate to 1 additional vehicle accessing/egressing the site every 2-3 minutes.

- 4.1.4 The number of daily vehicle trips generated by the proposed development and the number of movements during the local road network AM and PM peak traffic hours would not have a significant impact upon local road network in terms of highway capacity and safety.
- 4.1.5 Subject to WSCC's consideration of this report, WSCC Transport Assessment Guidance (2007) identifies that the sites trip generation is such that a capacity modelling assessment would not be necessary. The guidance stipulates that capacity assessments are only required at junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As demonstrated in **Figure 4.1** the site would generate less than 30 movements during peak hours.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement (TS) has been prepared by RGP on behalf of Michael Bish to support an outline planning application for the development of 55 residential dwellings and associated access on land to the west of the A29 Lidsey Road, Woodgate, West Sussex. The findings from this report are as follows:

- (i) The site is within walking distance of Woodgate and Westergate village local services and amenities including local bus stops which can be accessed via the footway flanking the A29 Lidsey Road. The full extents of Westergate, Eastergate, Fontwell, Walberton, and Barnham are within a cyclable distance of the site, including Barnham railway station.
- (ii) An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.
- (iii) The site would be served from 2 vehicle accesses formalising both the existing access and the field access to the north of the site. The main access would take the form of a priority T-junction arrangement supported by an informal right-turn pocket on the A29 Lidsey Road. The proposed access geometries would be sufficient for two vehicles to concurrently turn in and out of the site and would allow refuse and emergency service vehicles to comfortably negotiate the access.
- (iv) The second access would take the form of a cross over would serve the 4 dwellings to the north-east of the site. The proposed access geometries would be sufficient to allow concurrent car movements and access by delivery vehicles.
- (v) The proposed vehicle access achieves visibility splays of 2.4m x 100m + in both the primary and secondary directions, which is in excess of Manual for Streets (MFS) and the Design Manual for Roads and Bridges (DMPB) requirements for 30mph roads.
- (vi) The proposed development's parking provision has been provided in line with WSCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with WSCC residential cycle parking standards.
- (vii) Pedestrian access to the site would be served from 2.0m footways flanking the both sides of the sites vehicle access tying in with the existing footway running along the site frontage.
- (viii) The proposed access has been subject to an independent Stage 1 RSA which identified 3 problems with the access. All problems were agreed and the recommendations have been incorporated into the access design.

- (ix) A TRICS assessment suggests the proposed development would generate 255 additional vehicle trips per day, with an additional 28/26 trips during the AM/PM peak periods respectively. The number of daily vehicle trips generated by the proposed development and the number of movements during the local road network AM and PM peak hours would not create a significant impact upon local road network in terms of highway capacity and safety.

PLANS

RAILTIMETABLE (Barnham Station)			
DESTINATION	MAJOR CALLING POINTS	DURATION	FREQUENCY
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

BUS TIMETABLE			
ROUTE	ROUTE SUMMARY	TYPICAL FREQUENCY	HOURS OF OPERATION
66A	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 3-4 hours	Mon-Fri: 07:23-17:52 Sat: 07:27-18:13
66C	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 4 hours	Mon-Sat: 08:27-16:47

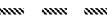
LEGEND



SITE LOCATION



RAIL STATION



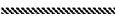
RAILWAY



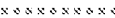
LOCAL BUS STOPS



2KM WALKING ISOCHRONE



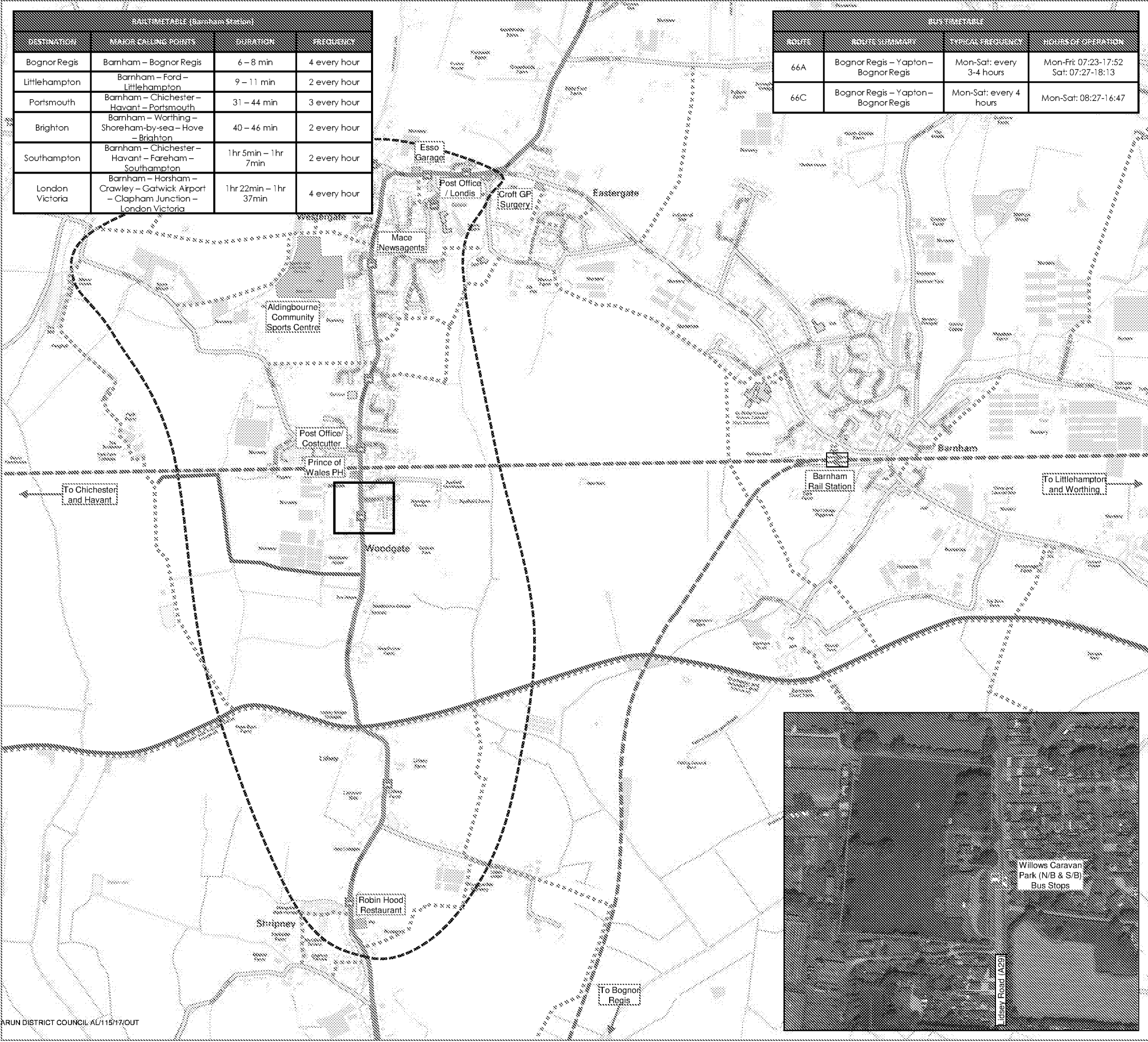
LOCAL CYCLEWAY



LOCAL FOOTPATHS



LOCAL AMENITIES



Transport Planning and Infrastructure Design Consultants
Metc House, Northgate, Chichester,
West Sussex, PO19 1BE
Tel: 01243 210418 Fax: 01453 861682
www.rgp.co.uk

Client: Michael Bish

Project: Wings Nursery, Lidsey Road

Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	3711	June 17	NTS
Drawn By:	Checked By:	Approved By:	Rev:
EJD	ALB	PMR	-



LEGEND



SITE LOCATION



UNSURFACED CYCLEWAY



SURFACED CYCLEWAY



UNSURFACED ROAD



SURFACED ROAD



LOCAL CYCLE ROUTE

Note: as per WSCC cycle journey planner



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Client:

Michael Bish

Project:

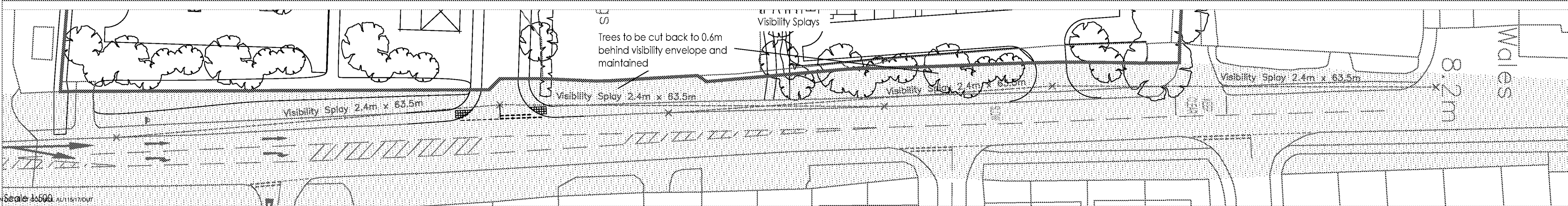
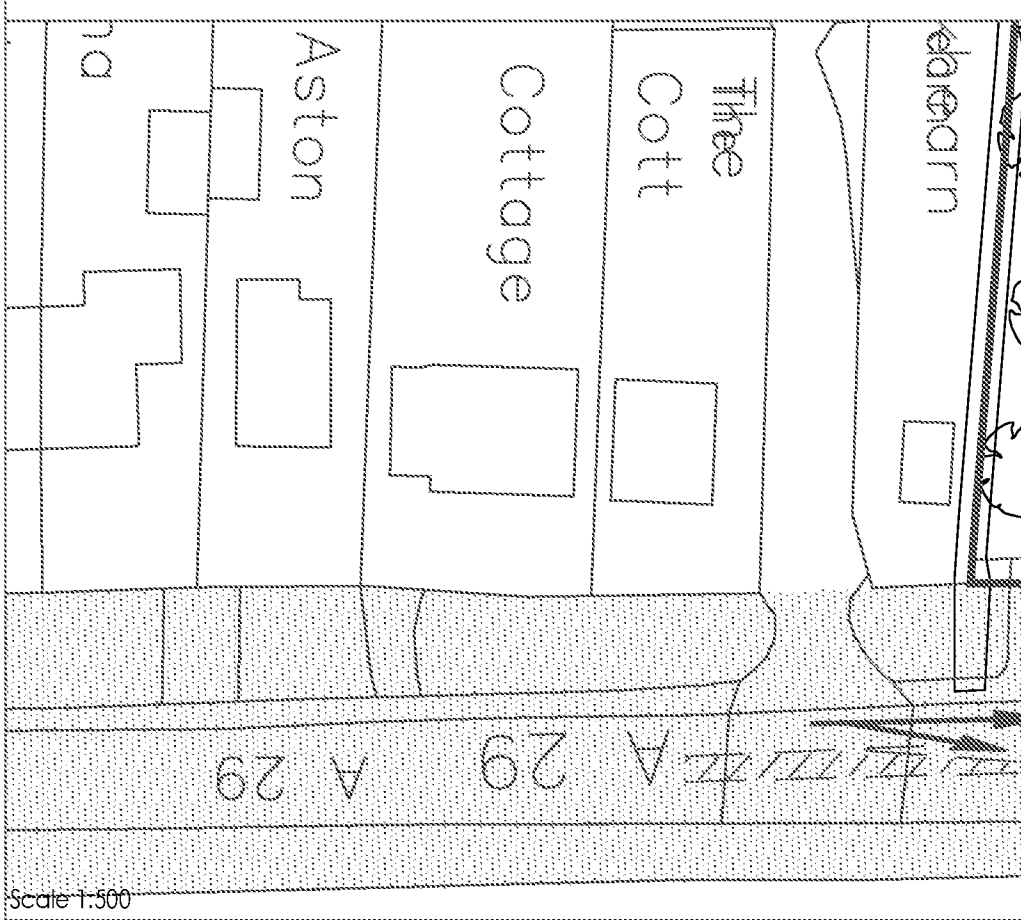
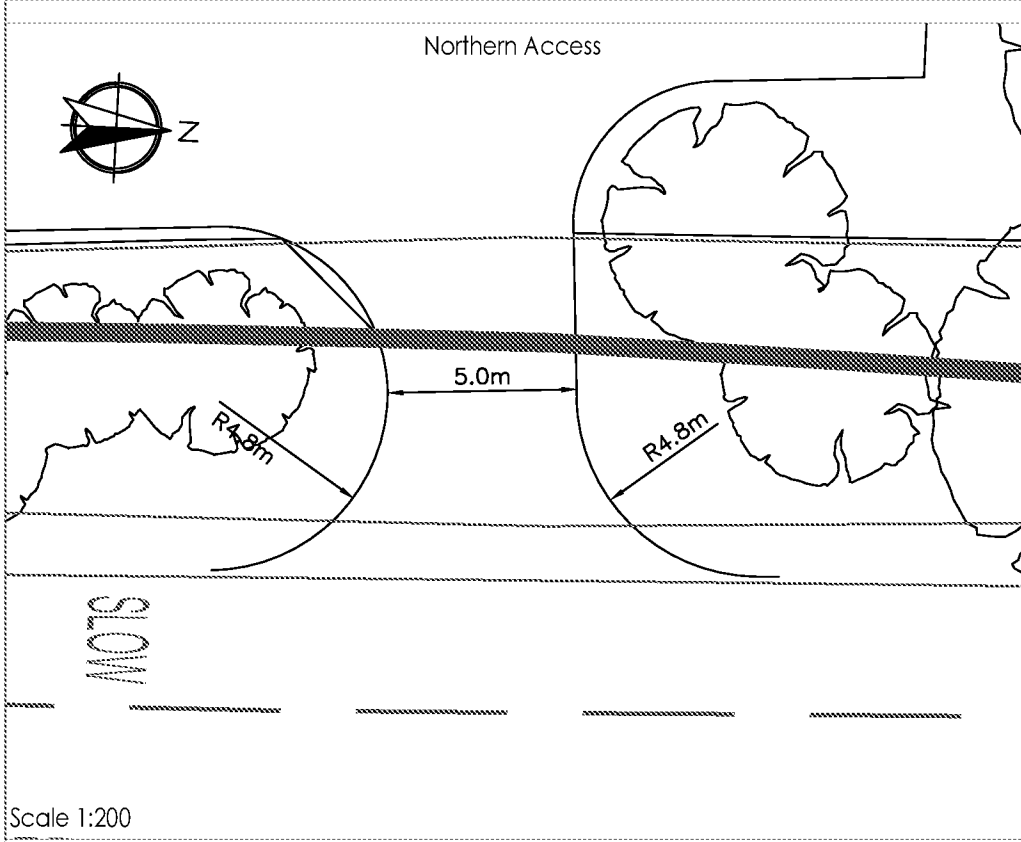
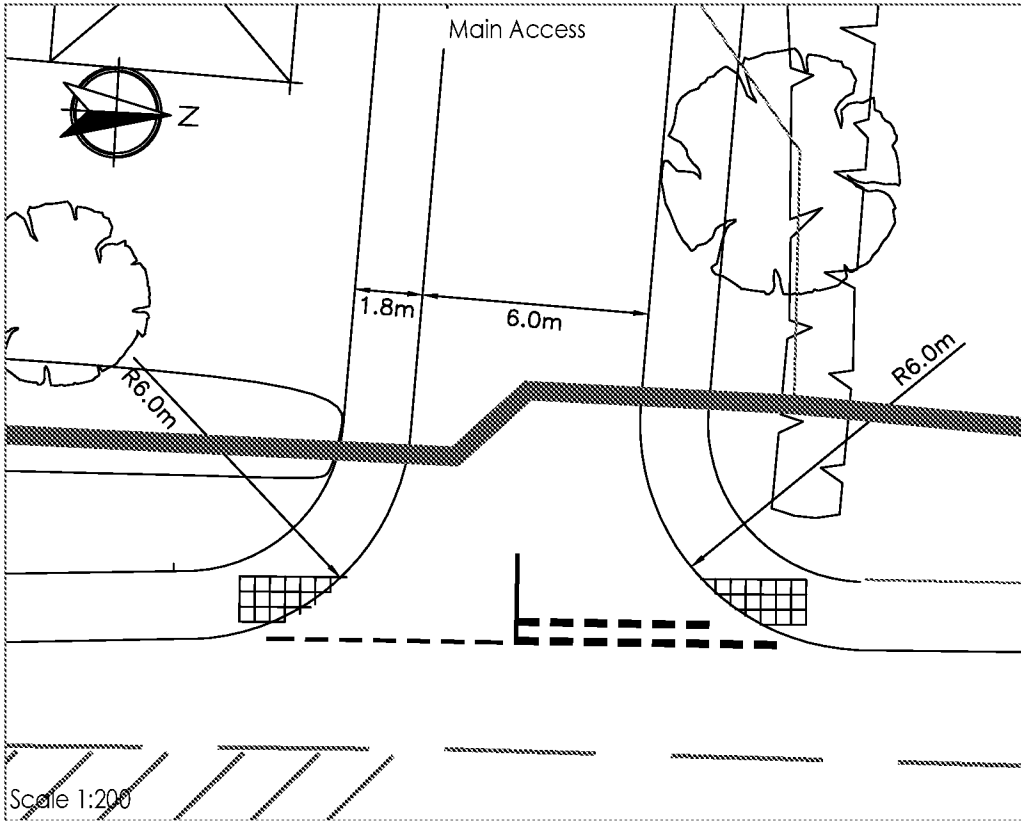
Wings Nursery, Lidsey Road

Title:

Cycling Route Map

Plan No:	Job No:	Date:	Scale:
Plan 01	3711	June 2017	NTS
Drawn By:	Checked By:	Approved By:	Rev:
SMO	ALB	PMR	-

DRAWINGS



-LEGEND-

- Site Boundary
- Proposed Road Makings
- Highway Boundary

Vehicle Dimensions

0032 Private Car	4.27m
Overall Length	4.27m
Overall Width	1.93m
Overall Body Height	1.50m
Min Body Ground Clearance	0.30m
Max Track Width	1.50m
Back to Lock Time	0.06m
Kerb to Kerb Turning Radius	9.00m

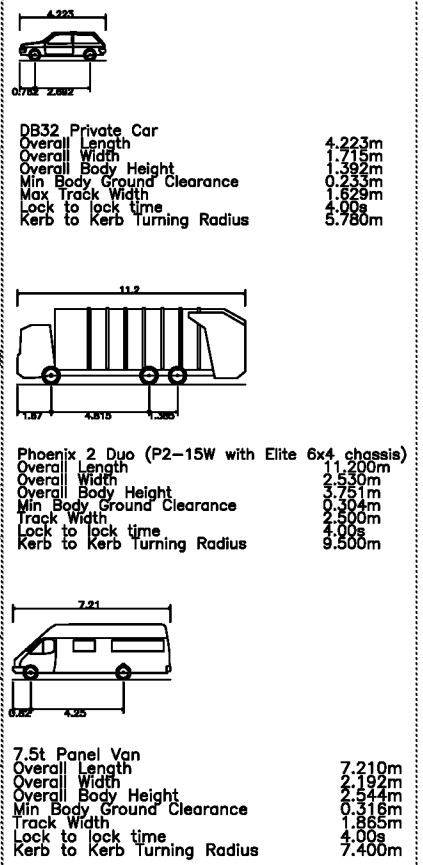
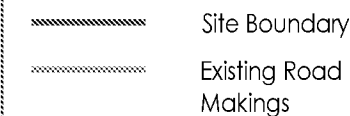
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.2m
Overall Width	2.55m
Overall Body Height	3.00m
Min Body Ground Clearance	0.30m
Max Track Width	2.55m
Back to Lock Time	0.06m
Kerb to Kerb Turning Radius	9.00m

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ADM Architects

Wings Nursery

Swept Path Analysis

Case	1:250	Division By	SMO	Checked By	ALB	Approved by	PMR
Date	October 2017	Tracking No.	2017/3711/002			Rev.	B

