

A29 Realignment Scheme

Background

The scheme is an important part of the aims for Arun District, as outlined in the West Sussex Transport Plan. The Coast to Capital Local Enterprise Partnership also shares this vision in its Strategic Economic Plan.

The existing A29 currently experiences traffic congestion during peak periods, especially at the Woodgate level crossing. This has led to unreliable journey times and queuing vehicles, affecting air quality.

The Arun Local Plan has identified that the Barnham, Eastergate and Westergate areas would require additional infrastructure to support planned local development.

Previous work

In March 2018, West Sussex County Council appointed consultants WSP to review the three indicative route options presented in the A29 Realignment Feasibility Study (2014) and earlier studies. The review has included:

- Meeting with statutory stakeholders including Network Rail, Highways England, Historic England, Sussex Police, Natural England, Arun District Council, Chichester District Council and the Environment Agency to discuss the scheme risks and opportunities.

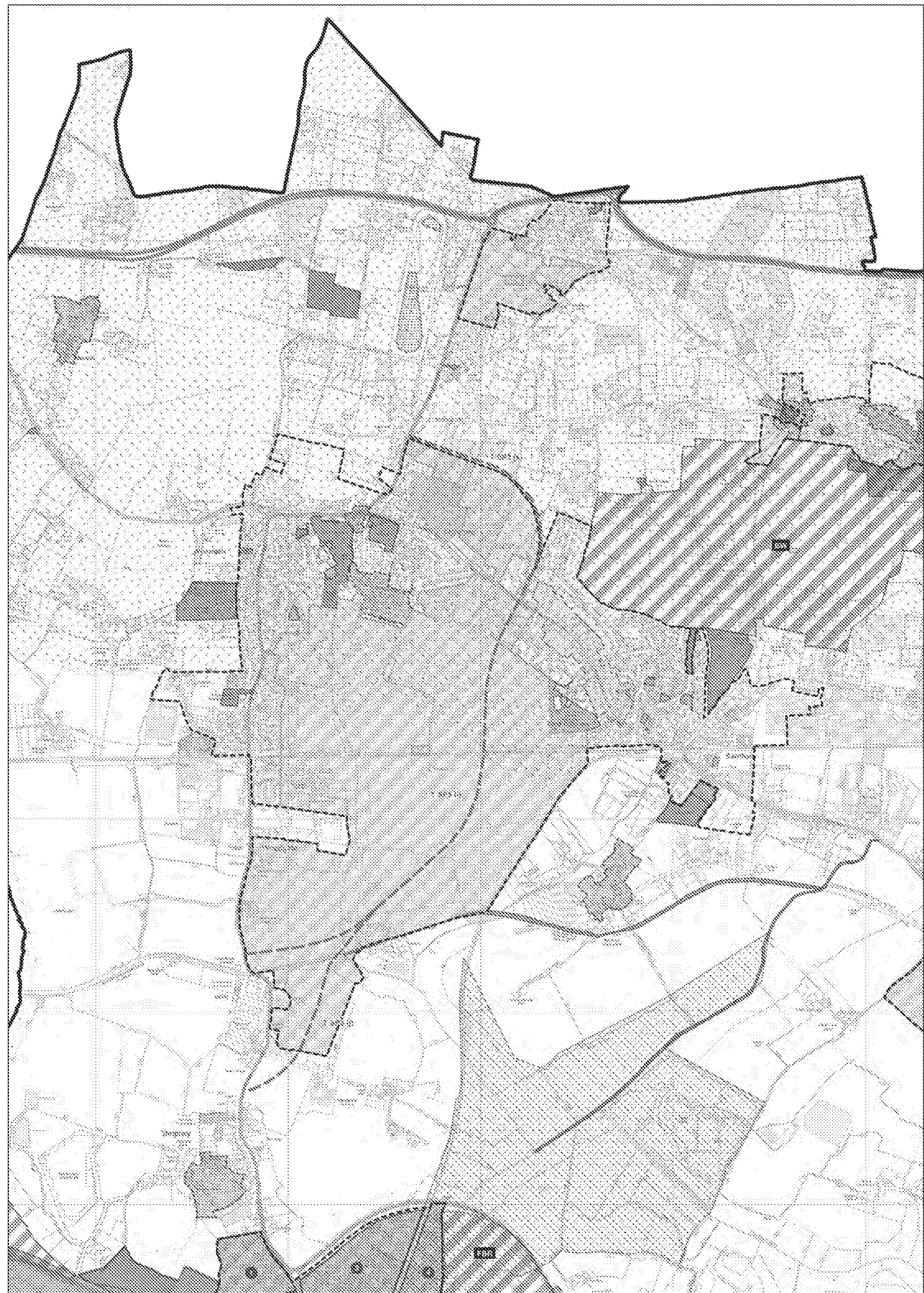
- Identifying the advantages and disadvantages of the three indicative route options.
- Preparing a high level qualitative assessment (called an Appraisal Summary Table) for each of the three indicative route options to summarise the findings from the previous studies and stakeholder feedback.

The review concluded that the route now published for consultation would meet the objectives of statutory stakeholders and provide the best balance between the advantages and disadvantages.

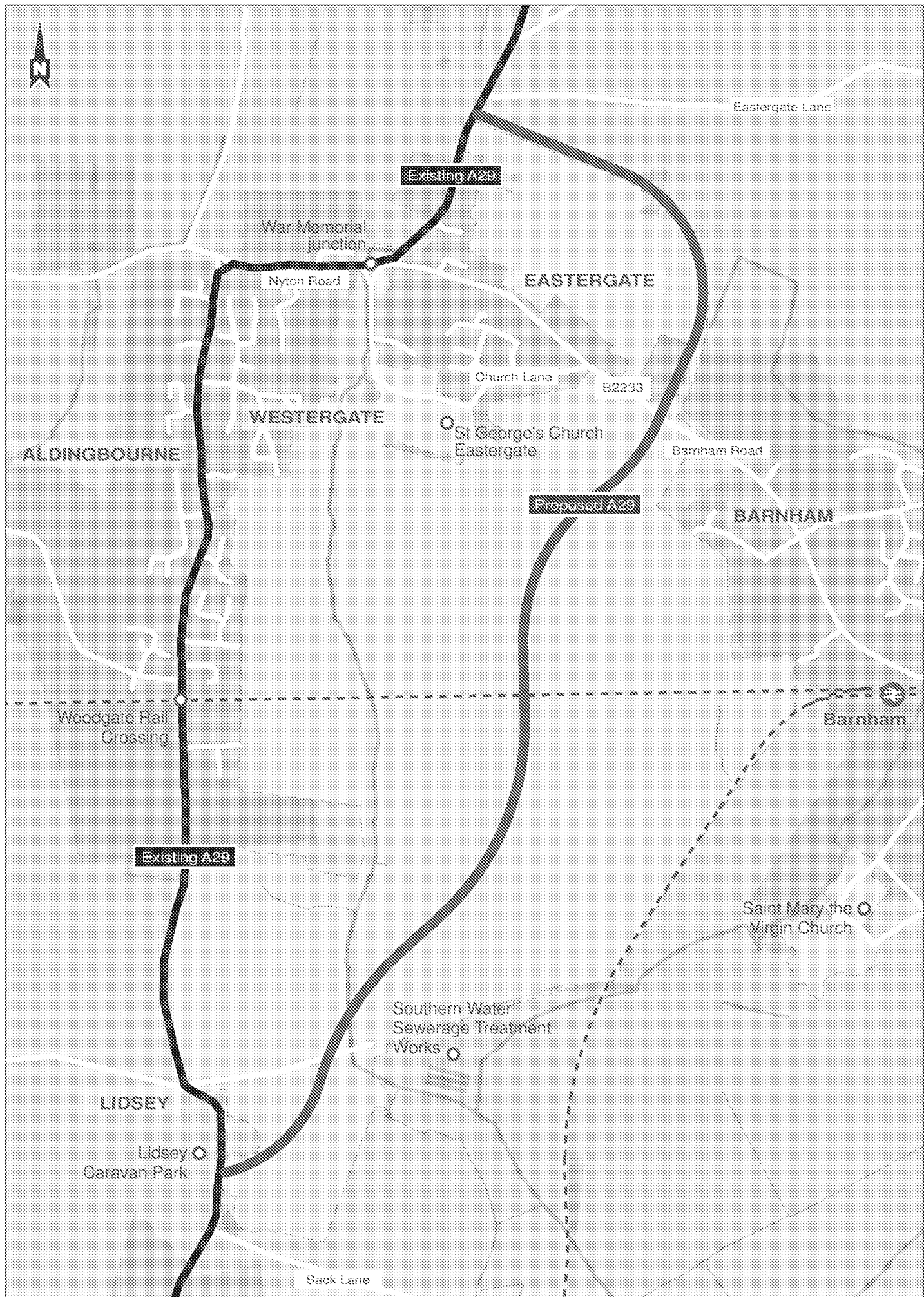
This is principally because it avoids introducing traffic north of Lidsey bends, where there are road safety concerns and avoids the need for an additional crossing over the watercourse. It also provides access to land in the southern section of the strategic site allocation that has potential for development.

The appraisal found that this route is:

- Likely to be beneficial to the economy.
- Likely to have a neutral impact on the environment but a beneficial impact on air quality.
- Likely to have a beneficial social impact.



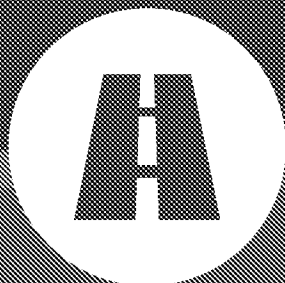
Arun Local Plan 2011-2031 (July 2018)



Proposed A29 realignment scheme

This map is a diagrammatic representation and subject to change. Not to scale.





A29 Realignment Scheme

Proposed Scheme

The A29 Realignment will deliver a new 4.34km road to the east of Eastergate, Westergate and Woodgate villages.

The new road is planned to start from the existing A29 Fontwell Avenue north of Eastergate to the existing A29 Lidsey Road, north of Shripney. The proposed road will help to provide a more reliable connection to Bognor Regis and reduce traffic along the section of the existing A29 that is proposed to be bypassed, especially at the Woodgate level crossing and the War Memorial junction.

This will improve people’s journeys by reducing journey times and help provide safer journeys for all road users, including pedestrians and cyclists.

The new road will enable access to land that is allocated for development in the adopted Arun Local Plan thereby providing access to new jobs and new homes in Arun District.

- The plans include:
- New single carriageway road (in each direction), with a combined cycleway/footway along its entire length.
 - Potential planting of trees in verges between the carriageway and combined cycleway/footway.
 - Construction of a new railway bridge over the existing West Coastway railway line with provision for cycling and walking routes parallel to the railway line on both sides.
 - Construction of a foot and cycle bridge to support the local school cycling and walking routes.
 - Links to Public Rights of Way and provision to support future green infrastructure investment via the Arun Local Plan.
 - Provision of pedestrian crossing points at junctions.



Typical example of cycleway/footway with green verges





A29 Realignment Scheme

Benefits

The A29 Realignment scheme will deliver the following benefits:

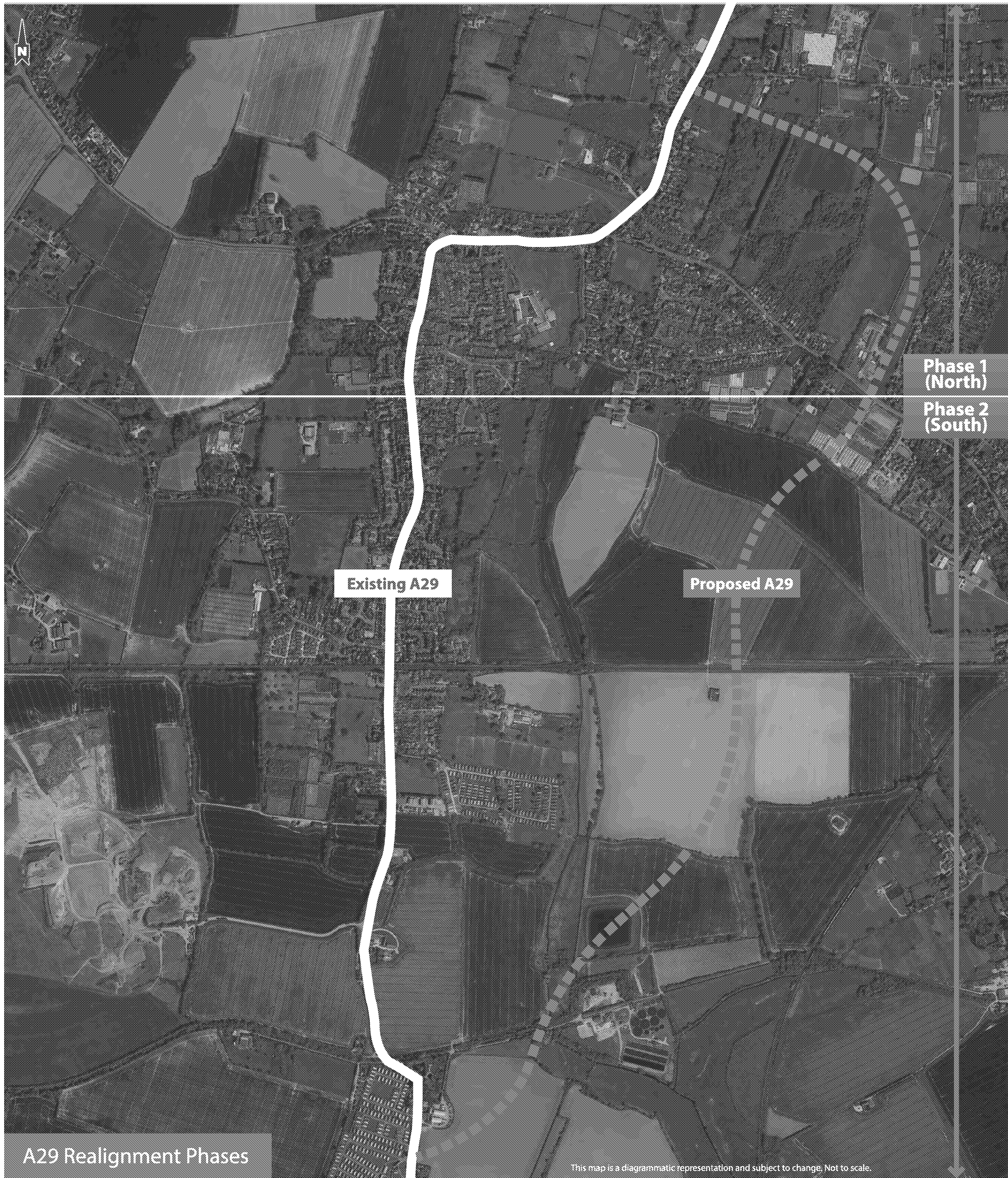
- Help reduce congestion and reduce traffic along the section of the existing A29 that is proposed to be bypassed.
- Improve pedestrian and cycle connections and provide new facilities.
- Enhance bus services and facilities.
- Reduce journey times.
- Improve air quality.
- Provide greater access to facilities including access to schools.
- Provide access to land allocated for housing and employment.

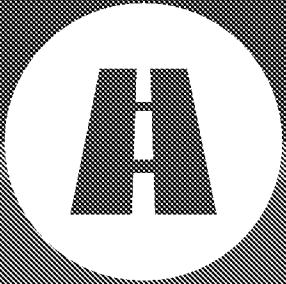
Phases

The scheme will be delivered in two phases.

Phase 1 (North) is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. It will be delivered by West Sussex County Council.

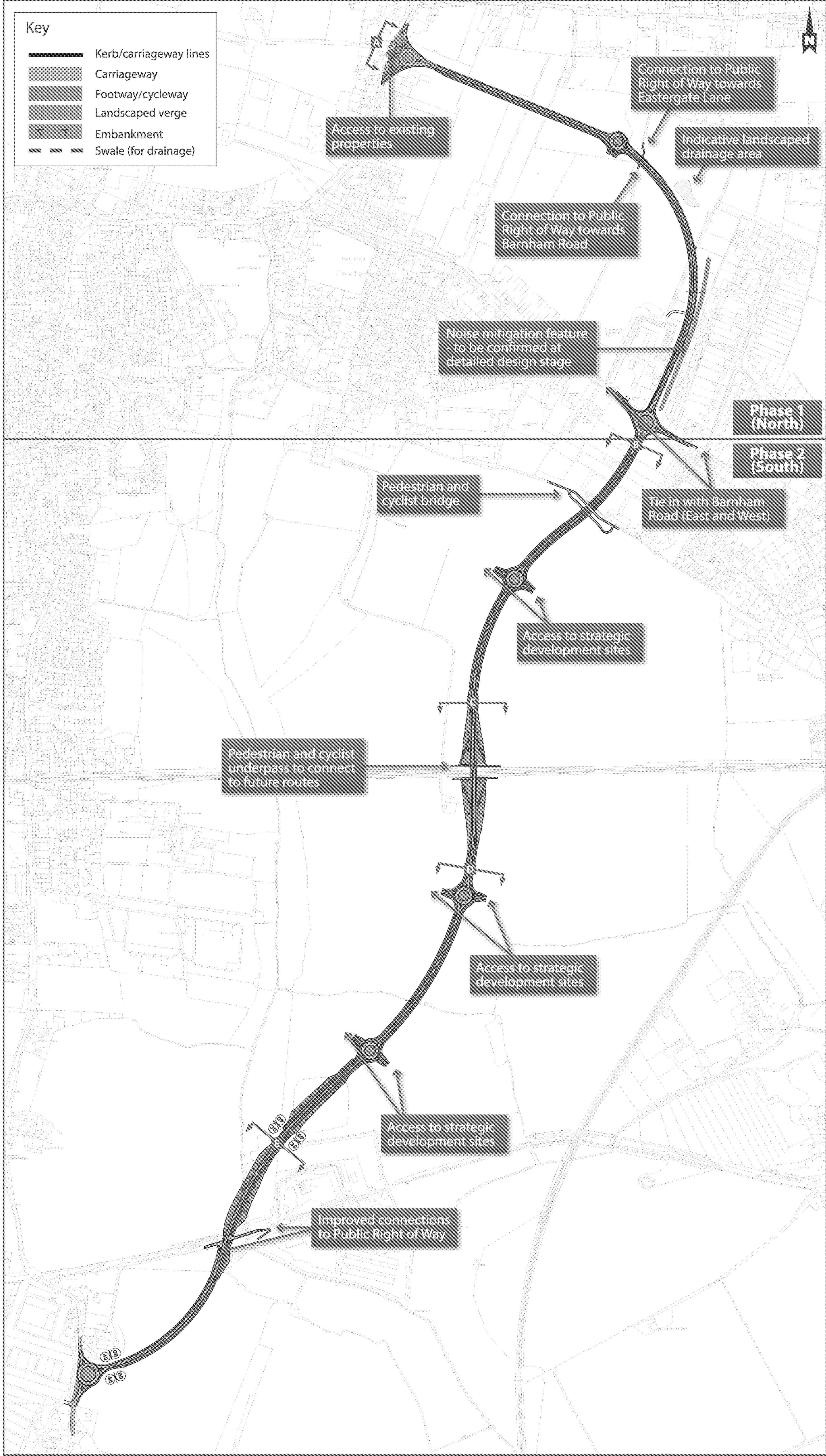
Phase 2 (South) is the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.



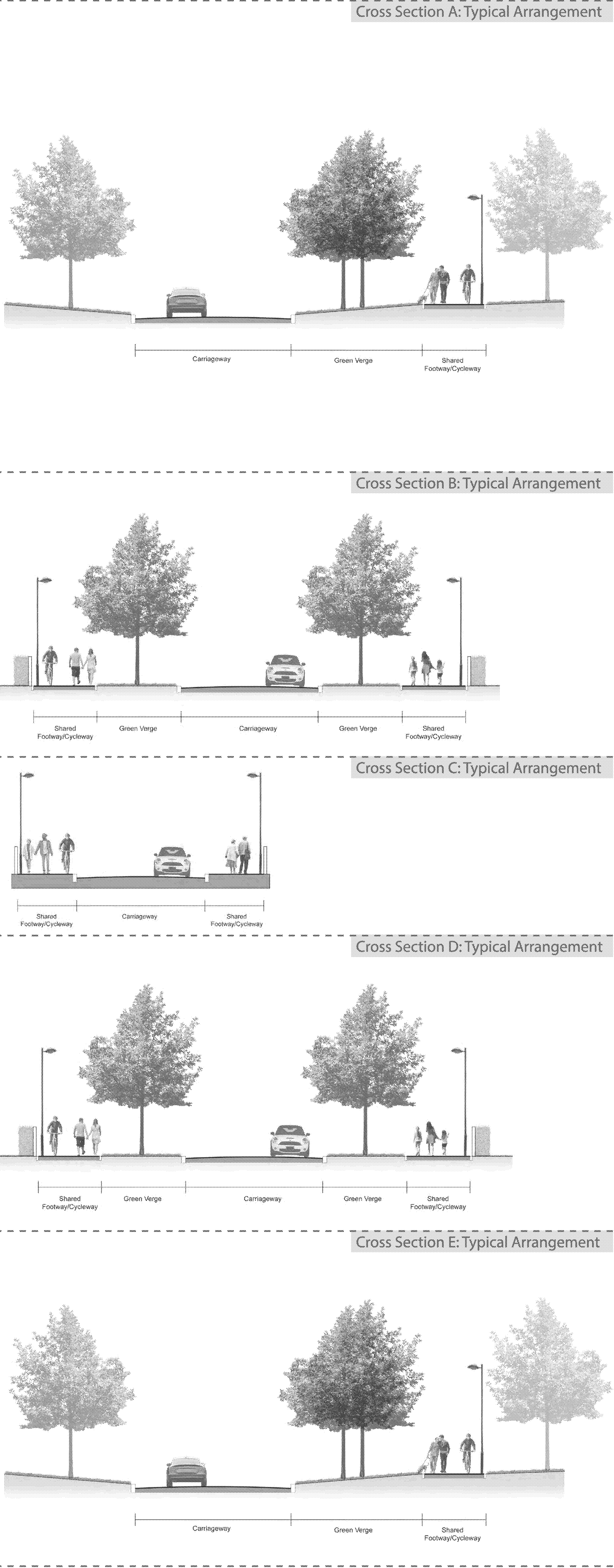


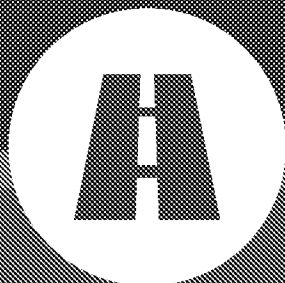
A29 Realignment Scheme

Preliminary Design



This map is a diagrammatic representation and subject to change. Not to scale.





A29 Realignment Scheme

Timelines

Phase 1 (North)



Phase 2 (South)



What happens next?

We would like to know what you think of these schemes. You can visit our online consultation site at: www.westsussex.gov.uk/A29Realignment or fill in a questionnaire and hand it to staff or use a freepost envelope and send to:

Freepost RSBK-CHTU-KGGG
Have Your Say, A29 Realignment,
West Sussex County Council, Chichester, PO19 1RQ

Closing date for responses is **26 April 2019**

More information

- www.westsussex.gov.uk/A29Realignment
- A29Realignment@westsussex.gov.uk
- +44 (0)1243 642105



Junction of Eastergate Lane

Map data: © 2019 Google. Image capture: May 2017



A29 Realignment Scheme - Frequently Asked Questions

1. Background

Where is the A29 realignment?

The proposed scheme is located along the A29, between the villages of Eastergate, Woodgate and Lidsey, north of Bognor Regis.

The scheme bypasses a section of the existing A29 from a point south of the Lidsey bends to a point north in Fontwell Avenue.

What is being proposed?

The proposed scheme will deliver a 4.34km single lane carriageway which includes cycle, bus and pedestrian facilities.

Why is the A29 scheme needed?

The A29 Realignment scheme is an important part of West Sussex County Council's (WSCC) strategy to support growth and development. It will enable the local road network to operate more efficiently by reducing congestion, improving the predictability of journey times and providing more capacity for growth.

The existing A29 is already unable to cope with the current volume at peak times which means people are experiencing significant delays and congestion, especially at the Woodgate level crossing and the War Memorial junction. We expect the number of cars on the road to rise in the future, both because of the population rise and the impact of new housing and business developments allocated in the Arun Local Plan adopted in 2018.

The new road alignment will provide the highway infrastructure needed to mitigate the impacts of planned strategic development of employment land and new homes in the area.

The benefits are: shorter journey times and less congestion which will make it more reliable and better used. This in turn will mean people have more options in terms of where they work and spend their money, helping the local economy. And finally, air quality will be better as emissions from standing traffic will be reduced.

Who is responsible for the scheme?

WSCC is the scheme promoter and is responsible for delivering phase 1 (north) of the scheme. Responsibility for phase 2 (south) will be determined through the planning application process for the associated development.

Who is designing the scheme?

Consultants WSP are working with WSCC to develop the scheme design.

How did you decide on the proposed scheme route?

Three previous feasibility studies have considered the potential route options for the A29 Realignment. These studies considered the traffic, safety, environmental and deliverability issues associated with the route options:

A29 Woodgate Study, 2012

In 2012 WSCC, working on behalf of Arun District Council (ADC), commissioned Parsons Brinkerhoff to undertake the A29 Woodgate Study. The study examined the feasibility of providing a bypass to the existing Woodgate level crossing, with four routes identified. One of the options identified in the study was published for consultation in the Draft Arun Local Plan in 2012.

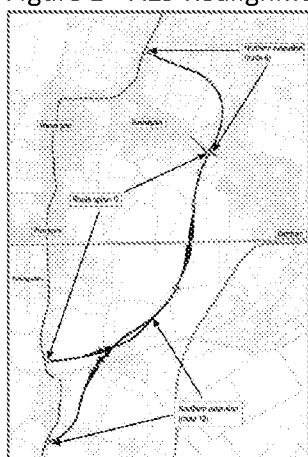
A29 Realignment Viability Study, 2013

Commissioned by ADC, the study looked to identify a viable route for the A29 Realignment. Building upon the A29 Woodgate Study (2012), the study identified a number of potential route options each with different connections to the existing highway network. A high level assessment was carried out for each route option and ranked based upon environmental impact, deliverability, traffic benefits, road safety and scheme costs. The identified route was east of the existing A29 with the other options considered unviable.

A29 Realignment Feasibility Study, 2014

During 2014, in preparation for the Arun Draft Local Plan, ADC commissioned Systra to undertake the A29 Realignment Feasibility Study. The Study identified and developed an indicative route which took into account the findings of the A29 Realignment Viability Study (2013) and also considered additional northern and southern tie-in extensions. The plan of the route is given in Figure 1 below.

Figure 1 – A29 Realignment Feasibility Study (2014) Indicative Route



In 2014 through approval of the Strategic Outline Business Case (SOBC) for the A29 Realignment Scheme, the Government allocated Local Growth Funding (LGF), 'in-principle' as part of the Coast to Capital Growth Deal as a contribution towards the cost of the scheme. However the LGF contribution can only be secured through submission and approval of a Business Case confirming value for money and deliverability of the scheme.

2. Funding and Costs

How much will the proposed road cost?

It is estimated that the new road will cost approximately £54.2 million.

Who is paying for the road?

The improvements will be part funded by the Coast to Capital Local Enterprise Partnership (LEP); however they have to approve WSCC's full plans (called a business case) in order to secure the funding. It is expected that the LEP will contribute £12.3m with the anticipation that the remaining will be from WSCC and developer contributions (known as 'S106' contributions).

Where is the money coming from?

The funding for this scheme, if confirmed, will not come from Council Tax or other council funding streams. Therefore, funding this scheme will not impact on other council services.

Can the money be spent on any other projects?

The A29 Realignment scheme funding will specifically be allocated to only this scheme and therefore the funding will not be able to be spent on any other proposals or scheme. The development contributions (known as 'S106' contributions) will also be specifically allocated to the area.

What is the Coast to Capital Local Enterprise Partnership?

The Coast to Capital Local Enterprise Partnership (LEP) is a local business led partnership between local authorities and businesses and plays a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

You can find out more about them on their website www.coast2capital.org.uk

How is the decision for funding made?

The A29 Realignment is at present a pipeline scheme in the WSCC Capital Programme 2018/19 – 2022/23 approved by the County Council in December 2017.

In order to secure £12.3m of Local Growth Funding that has been allocated “in principle” there is a need to submit a Business Case to Coast to Capital LEP for approval. Once approved, this will allow WSCC to enter into a funding agreement with Coast to Capital LEP.

The Business Case will inform ongoing pre-application discussions (including negotiations over developer contributions) with developers of strategic residential and commercial sites in the Barnham, Eastergate, Westergate and Bognor Regis areas. The Transport Business Case is expected to be considered by the LEP in March 2019 where a final decision to build the scheme will be made.

3. Scheme Development

What do you hope to achieve by building this road?

The main aims of the scheme will be to;

- Reduce journey times and delays
- Improve connectivity between the existing road network and new and existing development in Barnham, Eastergate and Westergate.
- Reduce congestion on the existing A29
- Reduce the potential for accidents
- Increase route choice
- Improve conditions for local residents and businesses
- Improve conditions for cyclists and pedestrians
- Improve bus reliability and services
- Enable access to land for housing and employment developments.

What will be the speed of the road?

The road will be designed to current highway design standards for 30 mph.

Will the Woodgate Level crossing be closed?

No decision has been made to close the Woodgate level crossing. The County Council is not seeking closure of the Woodgate level crossing and it is not required to deliver the Arun Local Plan.

The A29 Realignment and other supporting infrastructure being delivered as part of the associated development could potentially facilitate a future closure of the Woodgate level crossing. However it would require suitable facilities for non-motorised users at the existing Woodgate level crossing to avoid a long diversion, but there are no plans for these.

It would be up to Network Rail to decide whether or not to pursue a level crossing closure and this would be subject to consultation with local stakeholders before any decision is taken to proceed.

Will emergency services be affected by the scheme?

The scheme will provide improved journey times and reliability. The emergency services will be asked to comment on the proposed improvements and WSCC will consider their views as part of the scheme design development.

We will work with them to minimise any potential impacts during construction.

Will this affect my bus journey?

The scheme will provide improved journey times and reliability along the A29 corridor. Bus operators will be asked to comment on the proposals and other potential routing options.

We will work with local service providers to minimise any potential impacts on local bus journeys on the existing road network during construction.

Will improvements impact journey times, if so, how?

The proposed improvements are expected to reduce congestion and improve journey reliability and times.

Will this lead to more traffic? Will it lead to more HGVs?

The proposed road will provide extra highway capacity, in doing so it will help ease traffic on competing road corridors and facilitate local development.

Will there be provision for pedestrians/cyclists?

The proposed road will incorporate a new combined footway/cycleway. It is hoped that this will be linked to the existing cycle and pedestrian network and new facilities that will be provided as part of the associated strategic developments.

Will there be changes to existing local access routes or footpaths?

There will be the opportunity of exploring improvements to the existing footpaths at the detailed design stage.

Will there be provision for crossing points for walking, cycling and horse riding?

Yes, this will be developed in line with the proposed masterplan for the site.

How has planned development been taken into consideration in the traffic modelling?

Planned development has been taken into account through the inclusion of both the government's national growth projections (i.e. National Transport Model) and the Arun District Local Plan 2018. Committed local developments have been explicitly tested and assessed within traffic simulation models to determine potential forecast scenarios. Low, central and high traffic growth forecasts have been tested to understand how the scheme will perform in a range of future scenarios.

How will this scheme reduce accidents/improve road safety?

The scheme will provide a safe environment for all road users, including pedestrians and cyclists through the provision of dedicated combined footway/cycleway. The scheme will avoid the Lisdey bends; this is a section along the existing A29 through Lidsey where the alignment requires drivers to

negotiate a series of significant bends in the road which have historically been a source of concern from a road safety perspective.

Will the road have street lighting?

Lighting of the scheme will be considered at the detailed design phase of the scheme. This will take into account environmental, current design standards and the development masterplan arrangements.

What will the road look like?

A comprehensive landscaping package will accompany the final proposals for this scheme.

Will there be a new bus stop outside my house?

At this point in time there are no plans to move any bus stops. However, we would be happy to receive any comments which we can discuss with bus operators during the development process. Any changes to stop locations will be subject to separate communications and engagement with affected home and business owners.

Will any bus stops be taken away?

At this point in time we have no plans to take any existing bus stops away.

How will the scheme affect air quality and noise?

Air quality and noise monitoring is carried out by Arun District Council. Once the design for the road has been finalised, further modelling will be undertaken as part of the Environmental Impact Assessment required with the planning application.

How will this scheme affect the environment?

At present surveys and assessment are ongoing to determine the effects on the environment. An Environment Design Mitigation Report will be produced upon completion of the surveys. This will detail the effect of the design on the environment, and any mitigation measures we can employ at the design stage to reduce the impacts. A summary will be made available after the report is complete. We may also need to prepare an Environmental Impact Assessment to accompany the planning application which will be required for the project.

Will you have to demolish houses or compulsory purchase land?

We are currently working with the developers and landowners to design a scheme which will fit in with the masterplan for the strategic development site. If land is needed to construct the scheme that is not controlled by the developers, then the County Council would need to negotiate, or use compulsory purchase powers, to acquire this land.

Will there be a need to access private land for survey work?

Yes, we have already undertaken some surveys earlier this year with permission given by landowners, and we will continue to liaise with landowners where we require access for the purpose of carrying out further surveys.

What are you doing for businesses affected by these works?

The proposed road is predominately constructed away from the existing highway network, although any disruption caused by construction of the tie-ins to the existing roads will be assessed and priority will be given to reducing overall delays and disruption.

Is compensation payable?

There is provision at law for payment of compensation for:

- A reduction in the value of your land caused by the execution (construction) of public works
- A reduction in the value of your land caused by the subsequent use of public works.

Additionally, the Council have various powers to carry out mitigation work in order to help reduce the impact of their development works and, where certain specified criteria are fulfilled; there is a duty to undertake noise insulation work. This duty only applies to dwellings or other buildings used for residential purposes.

There is no automatic right to compensation for disruption caused by the works, as they are seen generally to be necessary for the benefit of the public.

Does the Council need to make an application to remove trees covered by Tree Preservation Orders?

Yes – an application to remove any trees covered by Tree Preservation Orders will need to be submitted to the Arun District Council planning department for approval.

If trees are to be removed, where are the replacements going to be planted?

Replacement tree planting will be undertaken, preferably close to where trees have been removed, and subject to agreement with landowners, thereby we aim to restore or enhance a population or habitat.

4. Planning

Is planning permission required for the scheme?

Yes. A planning application and Environmental Impact Assessment is currently being prepared, and will be submitted to West Sussex County Council.

Where can I view the planning applications and planning approvals for the scheme?

The planning application for Phase 1 (north) will be submitted after the engagement process in February/March 2019 has been completed. The submission dates will be provided on the Major Schemes web page www.westsussex.gov.uk/A29Realignement along with a link to WSCC's Planning Portal, where you can view the full applications. Once the application has been registered, West Sussex County Council's planning department will carry out the usual consultation process for planning applications, including notifying affected neighbours, putting up site notices, and seeking the views of statutory consultees such as the Environment Agency, Parish Councils and Arun District Council.

Will the scheme be constructed before new housing development is built?

The delivery of the road and the associated development and infrastructure is being discussed with the developers and Arun District Council as local planning authority and any decision to permit housing before completion of all or part of road would be a matter for the District Council.

What are the predicted traffic flows once the development has been built?

The diagrams attached to these FAQ's show 2038 forecast traffic flows including the development in both the AM and PM peak periods.

5. Construction

How will it be built?

The scheme will be delivered in two phases. The first phase of the scheme to be delivered by WSCC is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. The second phase of the scheme will be the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. It is the intention that construction of Phase 2 (south) will follow on from Phase 1 (north) and delivery opportunities and developer contributions will be further discussed with developers through the planning application process.

When will work start and how long will construction take?

The works are programmed for Phase 1 (north) to start in winter 2020, and go through to winter 2021. However, some advance works including vegetation clearance and translocation of affected species (if any) will take place before then. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.

How are you engaging with landowners and the public?

So that we understand the possibilities of the scheme, WSCC needs to understand the impact that any proposals may have on landowners; whether any land needed can be acquired by agreement. Engaging with landowners is a different process to engaging with the wider public. We let landowners know before anyone else about proposals that could directly affect their land rather than them finding out through plans that were published through the local press, social media or on our website.

The general public, local residents and businesses are now being given an opportunity to comment on the proposals through a separate engagement exercise. All of the proposals are being made public and everyone will have an opportunity to comment.

Will any roadworks be carried out at night and what will you do to minimise any impact on residents?

The phasing of roadworks still needs to be planned. Nearer the time of construction local residents will be provided with more detail about what will happen and when. If night work is needed, we will talk to residents to see what can be done to minimise the impact. We may need to carry out road closures at certain times to facilitate works that require a safe operational environment without the presence of live traffic. We will provide more details nearer to construction.

Will the road remain open during construction?

We expect the majority of the construction will take place off-line and have minimal impact on travel. However, there will be some disruption during the works, particularly when the two roundabouts at either end of the scheme requiring tie-in with the new carriageway. More details will be given nearer to the construction.

Will there be any diversions onto local roads during construction?

We will look to minimise the impact on local roads and will provide more details nearer to construction.

6. Consultation

How can I provide feedback?

You can provide feedback using any of the methods below:
Complete the questionnaire and return it using our freepost address:

Freepost RSBK-CHTU-KGGG
Have your say
A29 Realignment
West Sussex County Council
Chichester PO19 1RQ

Visit our website and complete the questionnaire online at:
www.westsussex.gov.uk/A29Realignment

Come and see us at one of our drop-in sessions;

- Tuesday 26th February 4pm to 8pm
Barnham Community Hall
Yapton Rd, Barnham, Bognor Regis PO22 0AY
- Wednesday 27th February 9:30am to 1:30pm
Westergate Church Hall
Westergate Street, Westergate, PO20 3RH
- Thursday 28th February 1pm to 5pm
Eastergate Village Hall
Eastergate, Chichester, PO20 3XA
- Saturday 2nd March 11am to 2pm
St Philip Howard Catholic School
Elm Grove South, Barnham PO22 0EN

What do I do if I have queries or want information in another format?

If you require this information in an alternative format, please contact us on [REDACTED]
email: A [REDACTED]

If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on [REDACTED]

How long do I have to provide feedback to the proposals?

You will be able to respond with feedback to the proposals from Tuesday 26 February until midnight Friday 26 April 2019. Your comments will help inform the current proposals and provide an opportunity to identify any issues that we are not aware of.

Who can take part?

We welcome opinions and feedback from anyone. Whether you travel by public transport, walk, drive, cycle, are a resident, business owner or just travel through the area, your views and insight is valuable to us to shape our scheme.

I work for a group/organisation and transport is important to the staff/business, can I take part in the consultation with shared views?

Yes. We would welcome the views this. Please make sure that you have permission to comment on behalf of your group/organisation.

Can I tell other people to take part?

Yes. Please share the link www.westsussex.gov.uk/A29Realignment with anyone you think would be interested in taking part. If you intend to submit a joint response on behalf of a group/organisation, please share the link so people have the opportunity to provide an individual response, should they wish to do so.

If you have a Twitter or Facebook account and you would like to share the online consultation via Facebook or Twitter, please click on the appropriate icons shown at the bottom left-hand side of the

consultation page (e.g.  ) and follow the instructions provided.

What if I only want to comment on a specific area impacted by the proposed scheme?

If you want to comment on one specific part or area affected you are welcome to do so. None of the questions in the questionnaire are compulsory, so you can pick and choose where you provide a response. There also is opportunity to provide free text comments in the questionnaire.

Alternatively you can submit comments and feedback via email;
A29Realignment@westsussex.gov.uk

What are you doing with the feedback?

We will consider the feedback received as part of the public engagement process, and where possible, will make enhancements to the scheme design as a result of the feedback.

Will the feedback be made available?

Yes, we will publish a summary report with details received once the feedback from the public engagement has been fully analysed.

Will you keep me updated on progress?

At this stage we are not planning to keep individual contact details on file in order to provide updates on progress. Instead we will keep our web pages www.westsussex.gov.uk/A29Realignment updated and share updates elsewhere online and in the media.

Appendix 4

Accident Records

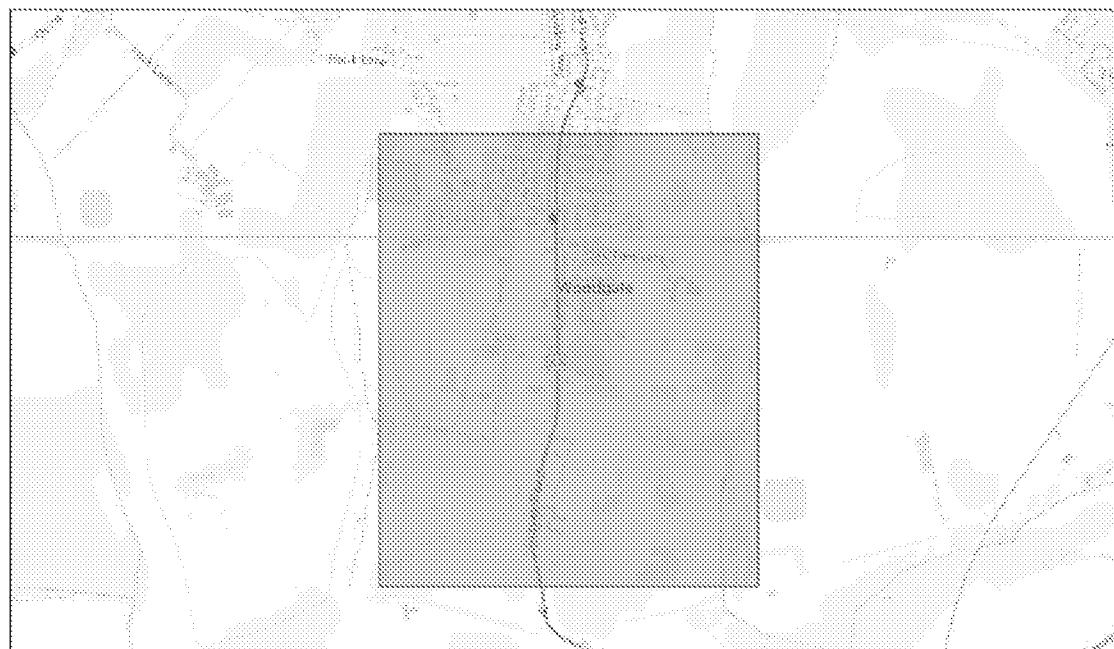


Screening Report

Area of Interest (AOI) Information

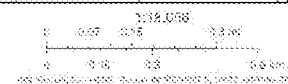
Area : 1,379,591.05 m²

Apr 9 2021 12:27:55 British Summer Time



Crashes

- ✦ Slight
- ✦ Serious



Summary

Name	Count	Area(m ²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway Hazards	Severity	Officer Attended	Date and Time	Year	Number of Vehicles	Number of Casualties	Highway Authority
1	None	Slight	Police officer attended crash scene	5/6/2019, 10:48 am	2019	1	1	West Sussex
2	None	Serious	Police officer attended crash scene	27/1/2017, 5:42 pm	2017	2	1	West Sussex
3	None	Slight	No officer attended crash scene	28/10/2017, 8:05 pm	2017	2	1	West Sussex

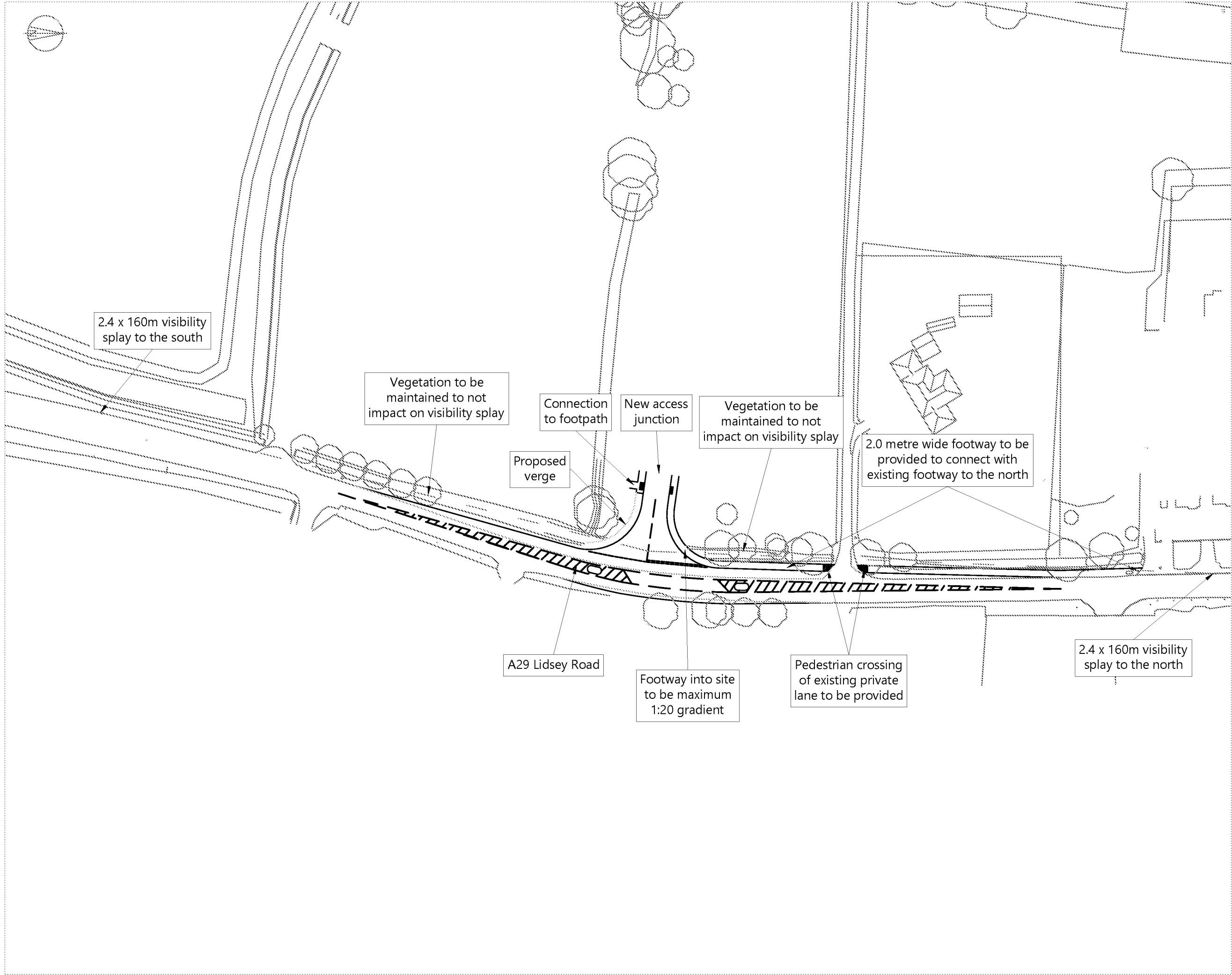
#	Road Number	Weather Conditions	Road Type	Road Surface	Speed Limit	Light Conditions	Junction Detail	Pedestrian Crossing
1	A29	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights	T or staggered junction	No physical crossing facility within 50 metres
2	A29	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit	T or staggered junction	No physical crossing facility within 50 metres
3	A29	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	No physical crossing facility within 50 metres

#	Local Authority District	Junction Control	Provisional Data	Web Link	Count
1	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportsevice?reportId=2019470845205	1
2	Arun District	Give way or uncontrolled	No	https://www.crashmap.co.uk/reports/proreportsevice?reportId=2017471700599	1
3	Arun District	Not Applicable	No	https://www.crashmap.co.uk/reports/proreportsevice?reportId=2017471706098	1

Report produced from CrashMap Pro

Appendix 5

Proposed Site Access Junction



NOTES

© Crown copyright and database rights 2021 OS Licence 100026434.

Culverting of highway ditch will be required at the site access and will be included within the Section 278 works. This will also include any pedestrian restraint systems if required.

Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process.

C	Updated based on RSA comments	BL	17.08.21
C	Updated based on PCA comments	BL	01.09.21
B	Junction Road added	BL	23.08.21
A	Dimensions added	BL	23.08.21

REVISION	REASON FOR REVISION	BY	DATE
----------	---------------------	----	------

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2087	29	1:1,000

SHEET NUMBER:

SHEET NUMBER 1 OF 3

SCALE BAR

0m 10m 20m 30m 40m 50m

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

© Highgate Transportation Limited

TITLE:

PROPOSED SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
17.08.21	BL	DT



NOTES

© Crown copyright and database rights 2021 OS Licence 100026434.

Culverting of highway ditch will be required at the site access and will be included within the Section 278 works. This will also include any pedestrian restraint systems if required.

Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process.

C	Updated based on RSA comments	BL	17.08.21
C	Updated based on PCA comments	BL	01.09.21
B	Junction Road added	BL	23.08.21
A	Dimensions added	BL	23.08.21

REVISION	REASON FOR REVISION	BY	DATE
----------	---------------------	----	------

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2087	29	1:500

SHEET NUMBER:

SHEET NUMBER 2 OF 3

SCALE BAR

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

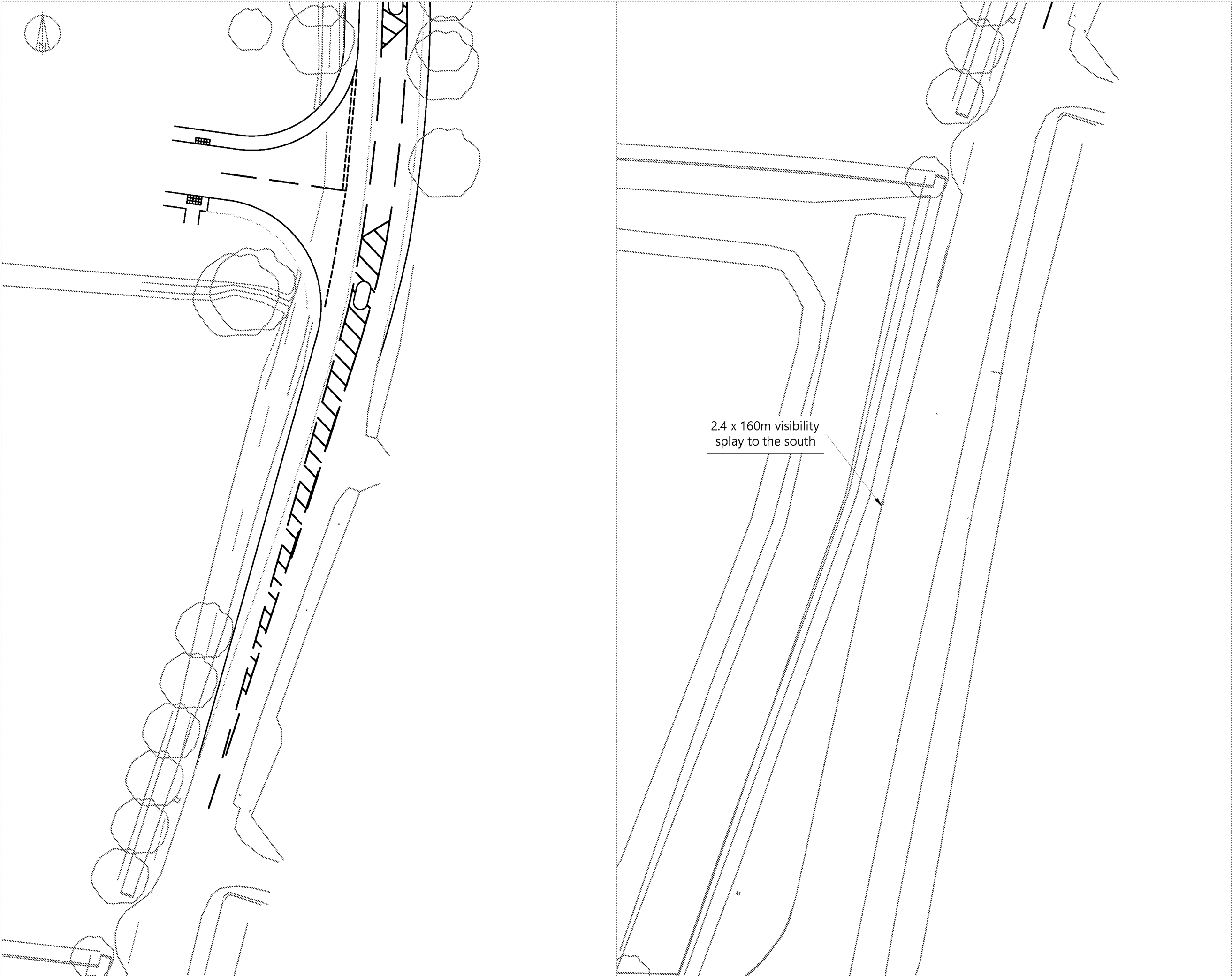
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

© Highgate Transportation Limited

TITLE:

PROPOSED SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
17.08.21	BL	DT



NOTES

© Crown copyright and database rights 2021 OS Licence 100026454.

Culverting of highway ditch will be required at the site access and will be included within the Section 278 works. This will also include any pedestrian restraint systems if required.

Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process.

C	Updated based on RSA comments	BL	17.08.21
C	Updated based on PCA comments	BL	01.09.21
B	Junction Road added	BL	23.08.21
A	Dimensions added	BL	23.08.21
REVISION	REASON FOR REVISION	BY	DATE

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:

2087

DRAWING NUMBER:

29

SCALE (AT A3):

1:500

SHEET NUMBER:

SHEET NUMBER 3 OF 3

SCALE BAR

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

© Highgate Transportation Limited

TITLE

PROPOSED SITE ACCESS

DATE

17.08.21

DRAWN BY

BL

CHECKED BY

DT

Appendix 6

Swept Path Analysis – 11.2m Refuse Collection Vehicle – Site Access