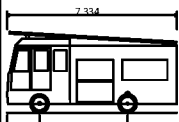


1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

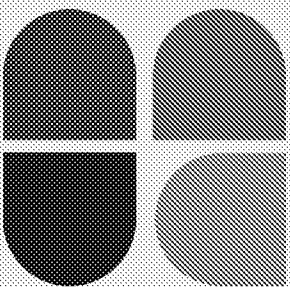
- Existing Road Markings
- Wheel Track Over Swing
- Distance to Dwellings from Fire Tender



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

I	Revised Layout	21/01/2021
H	Revised Layout	19/01/2021
G	Revised Layout	24/07/2020
F	Revised Layout	20/07/2020
E	Revised Layout	11/06/2020
D	Revised Layout	20/04/2020
C	Revised Layout and Bank	13/03/2020
B	RSA Changes	09/03/2020
A	Layout Update	02/03/2020
-	Original Issue	13/02/2020

Rev.	Amendments	Date
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BRIGHT PLAN

Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

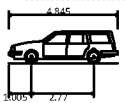
Drawing Status				FINAL			
Client							
Thakeham Client							
Project							
Wings Nursery, Woodgate Chichester							
Drawing Title							
Fire Tender Access Swept Path Analysis							
Scale		Date		Drawn By		Checked By	
As Shown		Jan 21		SMO		ALB	
Drawing No.						Rev.	
2019-6115-009						I	

NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

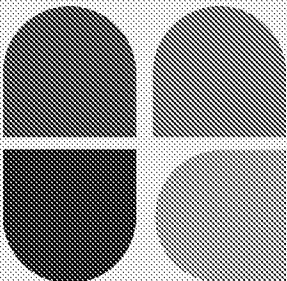
- Existing Road
- Markings
- Wheel Track
- Over Swing



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

I	Revised Layout	21/01/2021
H	Revised Layout	19/01/2021
G	Revised Layout	24/07/2020
F	Revised Layout	20/07/2020
E	Revised Layout	17/07/2020
D	Revised Layout	20/04/2020
C	Revised Layout and Bank	13/03/2020
B	RSA Changes	02/03/2020
A	Layout Update	02/03/2020
-	Original Issue	13/02/2020

Rev.	Amendments	Date
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Drawing Status	FINAL
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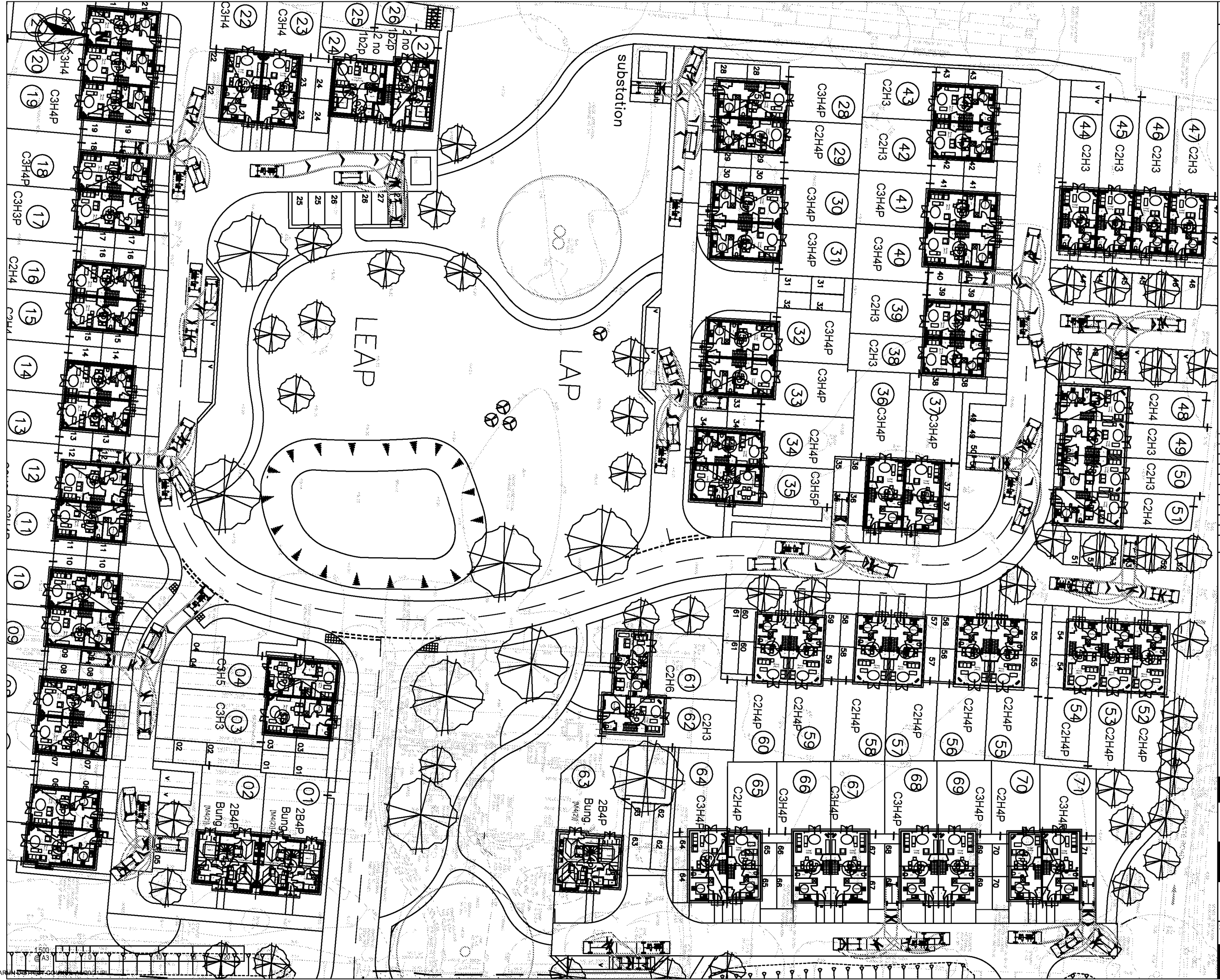
Client	Thakeham Client
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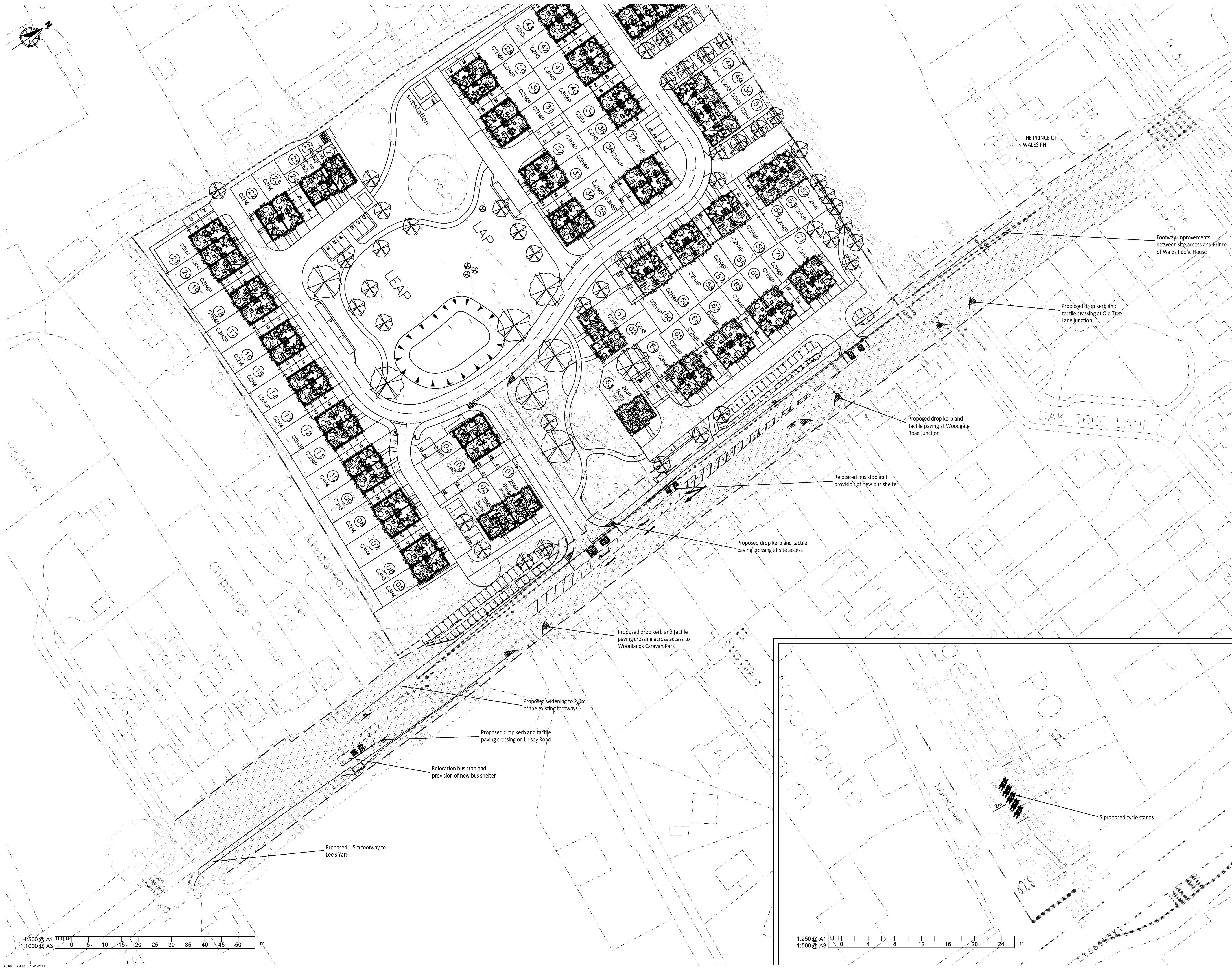
Project	Wings Nursery, Woodgate Chichester
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Drawing Title	Car Parking Swept Path Analysis
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Scale	Date	Drawn By	Checked By
As Shown	Jan 21	SMO	ALB

Drawing No.	Rev.
2019-6115-010	I

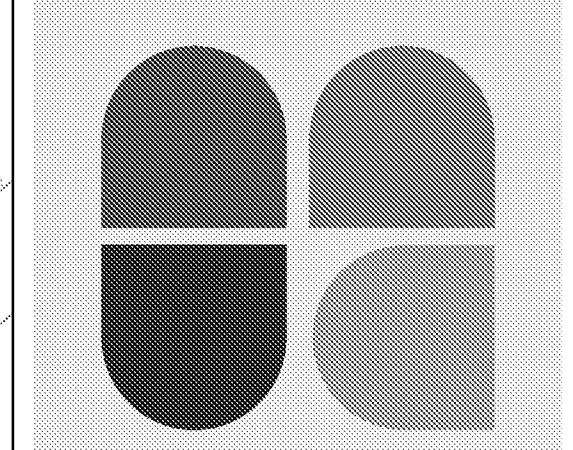




- 1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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- 4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

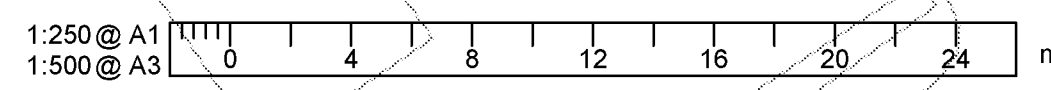
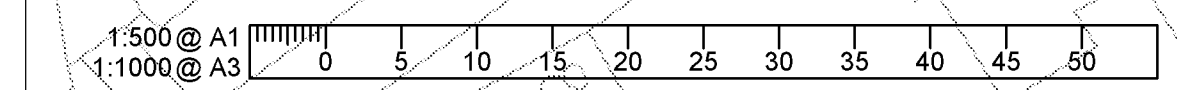
- LEGEND-
- Site Boundary
 - Existing Road Markings
 - Highway Boundary

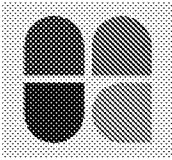
I	Revised Layout	21/01/2021
H	Revised Layout	19/01/2021
G	Revised Layout	24/07/2020
F	Revised Layout	11/06/2020
E	Revised Layout	20/04/2020
D	Revised Layout and Bank	13/03/2020
C	RSA Comments	02/03/2020
B	Revised Layout	02/03/2020
A	Revised Access	23/01/2020
-	Original Issue	17/01/2020



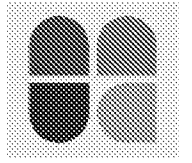
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Drawing Status		FINAL	
Client			
Thakeham Client			
Project			
Wings Nirseriy, Woodgate, Chichester			
Drawing Title			
NMU Offsite Works Overview			
Scale	Date	Drawn By	Checked By
As Shown	Jan 21	SMO	PMR
Drawing No.			Rev.
2019-6115-011			I





APPENDICES



Appendix A WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Bright Plan Transport Planning and Civil Engineering Consultants FAO: Sam O'Halloran and Alex Budd
FROM:	WSCC - Highways Authority: Tim Townsend
DATE:	3rd February 2020
LOCATION:	Wings Nursery, Lidsey Road Woodgate Chichester PO20 3SU
SUBJECT:	Internal Reference: PRE-03-2020 75 residential dwellings.
DATE OF SITE VISIT:	n/a for purposes of this pre-app. Site was visited when previous planning applications at the site were considered.
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	Yes – but amount TBA at time of planning submission

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at:

Wings Nursery,
Lidsey Road,
Woodgate,
Chichester,
West Sussex,
PO20 3SU.

The advice provided below has been prepared by means of a desktop study and site visits, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

Standard WSCC Highway Information.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.

- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of any proposed highway works, including plan identified departures from standards.
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designer's response and including amended plans.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology.

Also provided, is some standard guidance relating to road design and current standards:

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 37 mph and for roads where MFS does not apply, TD/93 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

A link is found below providing access to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents TD/93:

<http://www.dft.gov.uk/ha/standards/dmr/vol6/section1/td993.pdf>

Further site-specific observations for consideration in any final layout following review of 'Site Overview' Drawing No. 2019-6115-000:

- It is not clear how plots C3H4.1 and C4H2 (facing Lidsey Road) will be accessed (the southern-most ones adjacent to the private drive fronting Lidsey Road).
- Please demonstrate Fire and Rescue and Refuse access along private driveway to front of site (including, where required, on-site turning) – same for plots C2H3 in south-eastern corner of site.
- On-curtilage parking provision is possibly overly generous for a high number of plots throughout the layout – this should be re-visited in an attempt to improve take-up of sustainable transport modes (albeit being mindful of the

revised WSCC Parking Guidance which now states that garages are counted as 0.5 spaces whereas previously they were counted as 1).

- Visitor parking is lacking in northern-part of the site layout and close to the initial part of the main access road where it leaves Lidsey Road.
- Lack of service margins in places.
- Plots immediately to the north of the main access road into the site would be better designed with on-curtilage parking off the access road instead of relying on access to/from the rear as this will lead to on-street parking along the initial part of the main access road.
- Parking for plots C3H4.1 (the pair between the main access and the access serving the plots in the south-eastern corner) would benefit from having access shown beside them instead of to the rear (again to minimise parking on the road in front).
- Access to gardens for some of the mid-terrace properties not shown.
- Access driveways in south-eastern and south-western corners should be extended to provide better turning opportunities for occupiers.
- Please state dimensions of the private driveway serving the plots 'fronting' Lidsey Road to the north-eastern part of the site (to demonstrate that vehicles will have sufficient space to enter and leave their driveways). Visitor spaces need to be shown in this location too.
- No cycle storage shown.
- The provision of a foot/cycle connection from the main part of the site to the north-eastern corner of the site should be investigated to maximise opportunities to travel sustainably between the site and local facilities (PH, shops, school etc.).

Additional info. and/or requirements:

- A new Stage 1 Road Safety Audit undertaken in accordance with GG119 should be provided.
- Given that the previous 55 home proposal was recently considered, a Transport Statement will suffice for this current proposal. However, please reference the previous scheme and TA in it. Please ensure that the additional traffic impact at the access points, Lidsey Road and nearby railway crossing is clearly documented and shown in tabular form showing comparisons between the approved and now proposed (larger) scheme.
- A financial contribution towards the BEW Strategic Development site will be required (to be secured by S106 Agreement).
- Other off-site highways infrastructure will also need to be provided and secured - again using S106 Agreement.
- Financial contributions towards non-highways infrastructure will also be required (to be secured by S106 Agreement).*
- A new or updated Travel Plan will be required to reflect the additional number of dwellings.
- Please confirm whether roads are to be kept private or offered for adoption.

(*Arun District Council proposes to implement CIL from April 2020. This might change how some of the contributions are secured. Full details of the proposals can be found on the Arun DC Planning website).

Comments in response to Technical Note Ref: THAH/19/6115 (January 2020) prepared by Bright Plan Ltd.

- *Proposed bus infrastructure* – Comments about bus shelters set-out in paragraph 4.3.1 (page 13) are noted. Specifically concerning bus shelters, it is WSCC's preference that shelters be provided. However, this is dependent on the local Parish Council accepting maintenance of said structures. In the event they refuse to maintain them, then the bus provision requirement – while still remaining – would revert to new stops and poles (alongside any extended footways, crossing points etc). Any S106 Agreement should be written to cover both eventualities.
- *Railway crossing and associated impact* – With regard to that stated in paragraph's 5.3.4-5.3.6, depending on when the Wings site is developed (which I am sure is likely before 2031), then there will be traffic impact at the crossing for a number of years. Of course, the impact will change over time as the A29 and associated Strategic Location is built-out. However, there will be actual impact for some time which cannot be simply classed as *theoretical* as the Technical Note states. Please also note comments below about trip rates as these should be used in any assessment of the queues at the railway crossing.
- *Proposed cycle infrastructure* – Comments contained in paragraph 4.4.1 (page 13) are noted. However, similar to the bus shelters, if it is not feasible to provide these on the land shown, then the S106 should cover that too in the same way as was done for the previous 55-home proposal.
- *Trip rates* – The trip rates set-out in the Technical Note vary from those used for the previous 55 home proposal submitted in 2019 under planning reference AL/32/19/PL – with some trip rates being slightly higher and others slightly lower. However, WSCC is now of the view that the trip rates used to support the recent A29 Business Case application be used for consistency with other forthcoming developments nearby.

They are as follows:

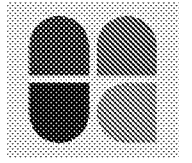
AM arr (08:00-09:00) - **0.124**; dep - **0.324**

PM arr (17:00-18:00) - **0.312**; dep - **0.161**

Other than the PM departures, the rates are all slightly lower than the ones you set-out in your Technical Note. Applying them to the 75 homes proposed, shows that they don't appear to make too much difference with the only increase being the PM departure (12 departures instead of 9).

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
Highways, Transport and Planning



Appendix B Stage 1 RSA



Road Safety Audit Stage 1

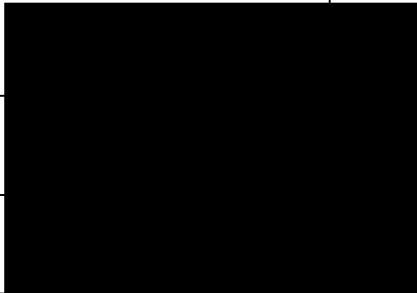
**Wings Nursery, Lidsey Road, Woodgate –
S278 and S38 Highway Works**

Client: Bright Plan

Road Safety Answers reference no: RSA222

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Control Sheet

	Name	Date	Signature
Author	Paul Martin	03/03/2020	
Checker	David Dodd	03/03/2020	
Authoriser	Paul Martin	03/03/2020	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA222	Final	03/03/2020

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for Section 278 and Section 38 Highway Works associated the redevelopment of land at Wings Nursery, Woodgate, Chichester, for Bright Plan at the request of West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during March 2020.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Alex Budd of Bright Plan. The site was visited by the Audit Team, together, on 2nd March 2020 between 11.35 and 11.55 hours. The weather was fine and the road surface was dry. Traffic flows were light to moderate. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence.

1.6 The purpose of the scheme is to provide access onto Lidsey Road for a residential development of 75 dwellings.

1.7 The scheme consists the following elements:

- Approximately 500m of estate roads, with a footway on one side (on both sides on places), and parking either on-street in front of the dwellings, or in parking blocks,
- 25m forward visibility splays through bends on the estate roads,

- A primary, priority junction access on A29 Lidsey Road, 80m south of the centreline of Woodgate Road, 6m wide with 8m radii, and a dropped kerb pedestrian crossing with tactile paving,
- Visibility splays from the primary access of 71m north x 2.4m x 66.5m south,
- The primary access to serve 76 of the properties,
- A secondary, vehicle crossover access onto A29 Lidsey Road, 17m north of the centreline of Woodgate Road, of 5m width, serving 9 of the properties,
- Visibility splays from the secondary access of 71m north x 2.4m x 66.5m south,
- Slight relocation of the northbound bus stop to the south,
- Relocation of the telegraph pole that coincides with the primary access,
- Widening of A29 Lidsey Road, on the western side, to allow the introduction of a right turning lane into the primary access,
- An uncontrolled pedestrian crossing on A29 Lidsey Road 20m south of the centreline of Woodgate Road, with dropped kerbs and tactile paving,
- Extension of the 1.8m wide footway, on the eastern side of Lidsey Road, southwards to Lee's Yard access, approximately 130m south of the private road that serves Willow Caravan Park,
- Improvements to the western footway, north of the secondary access, northwards to reach the Prince of Wales Public House,
- An uncontrolled pedestrian crossing across the mouth of the private road serving Willow Caravan Park, with dropped kerbs and tactile paving,
- Relocation of the southbound bus stop from opposite the proposed primary access to a point approximately 75m to the south of its current location (50m south of the private road serving Willow Caravan Park).

2. Items resulting from this Stage 1 Audit

Section 278 Highway Works

2.1 PROBLEM

Location: A – Northbound bus stop adjacent to the development's primary access.

Summary: Risk of side swipe type collisions.

The northbound bus stop will be a few metres away from the proposed primary access, a stationary bus at which will obstruct visibility to the right for a vehicle exiting the development onto Lidsey Road. This will increase the risk of side swipe collisions with northbound traffic overtaking the bus.

RECOMMENDATION

The northbound bus stop should be relocated to a point north of the proposed primary access, perhaps half way between the primary access and the proposed uncontrolled pedestrian crossing to the north.

Design Team Response: Problem and Measure Accepted

The Bus Stop has been relocated to the north of the access.

Client Officer Response:

2.2 PROBLEM

Location: B – Visibility splays from both accesses onto Lidsey Road.

Summary: Vegetation obstructing visibility splays, increasing the risk of side swipe collisions.

If left to grow unchecked, the thick vegetation on each side of both accesses will obstruct visibility, increasing the risk of side swipe collisions as vehicle leave the accesses.

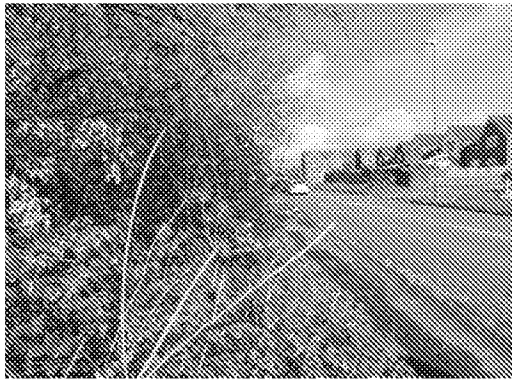


Photo 1: Looking north from the secondary access location



Photo 2: Looking south from the secondary access location

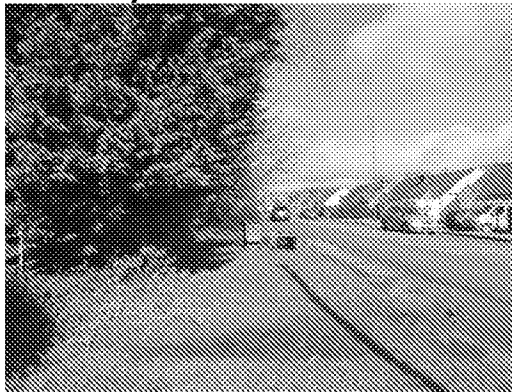


Photo 3: Looking north from the primary access location

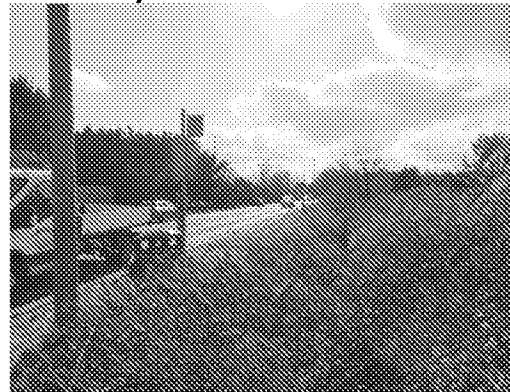


Photo 4: Looking south from the primary access location

RECOMMENDATION

The vegetation likely to obstruct the visibility splays should be removed completely.

Design Team Response: Problem and Measure Accepted



Scheme: Wings Nursery, Woodgate S38/S278 Works
Client: Bright Plan (Highway Authority: West Sussex County Council)

Vegetation would be cleared to ensure site lines are clear from obstruction.

Client Officer Response:

2.3 PROBLEM

Location: C – Eastern verge, 48m south of Willow Caravan Park access.

Summary: Risk of pedestrian collisions with the existing lighting column.

The existing lighting column, located 900mm away from the edge of the carriageway, will obstruct pedestrian, wheelchair and double buggy movements on the new footway, increasing the risk of collisions with it, particularly for blind and vision impaired pedestrians.

RECOMMENDATION

The existing lighting column should be relocated to the back of the proposed footway.

Design Team Response: Problem and Measure Accepted

The existing lighting column will be relocated to the back of the proposed footway.

Client Officer Response:

2.4 PROBLEM

Location: D – Hook Lane northern verge, near the steps to the Post Office.

Summary: Inadequate width of verge to accommodate bicycles, increasing the risk of pedestrian colliding with them.

The existing verge is 1.75m wide, slightly too small to accommodate bicycles attached to the new cycle stands, positioned at right angles to the footway. The bicycles are likely to overlap the footway, increasing the risk of pedestrians colliding with them.

RECOMMENDATION

The cycle stands should be angled at an appropriate angle so that the bicycles attached to them do not overhang the footway.

Design Team Response: Problem and Measure Accepted

The cycle stands will be angled at an appropriate angle so that the bicycles do not overhang the footway.

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

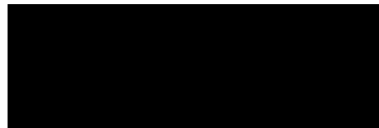


Date 03/03/2020

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

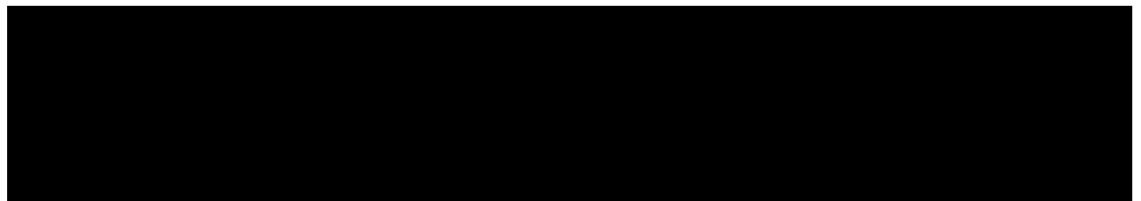
Signed



Date 03/03/2020

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

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☐
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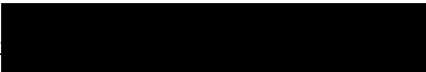
4. Design Team and Client Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: Alex Budd

Organisation: Bright Plan Ltd

Signed: 

Date: 09/03/2020

Client Organisation Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:



Scheme: Wings Nursery, Woodgate S38/S278 Works
Client: Bright Plan (Highway Authority: West Sussex County Council)

Appendix A

Drawings and Documents Examined:

2019-6115-001 Rev A.pdf

2019-6115-004 Rev A.pdf

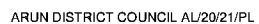
2019-6115-006 Rev -.pdf

Appendix B

The following plan shows the location of the scheme



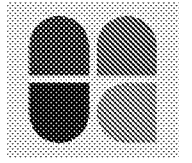
[illegible]





Scheme: Wings Nursery, Woodgate SS8/S278 Works

Client: Bright Plan (Highway Authority: West Sussex County Council)

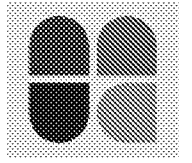


Appendix C 2011 Census Data

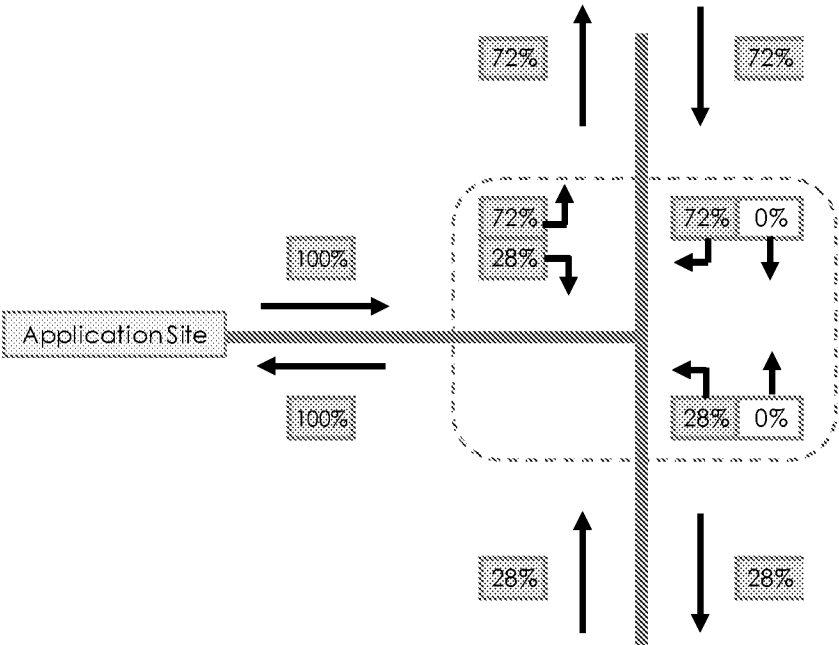
WF018EW - Location of usual residence and place of work (OA level)

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

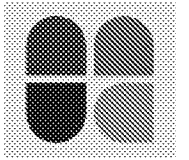
Lower Layer	currently residing in			Traffic Assignment		Traffic Assignment (Percentage)	
	E01031395 : Arun 001C	E01031396 : Arun 003D	%	North	South	North	South
E01031395 : Arun 001C	36	16	2.9%				
E01031396 : Arun 003D	13	24	2.3%				
E01031397 : Arun 003A	10	17	2.1%	1			2.1%
E01031397 : Arun 003B	9	12	1.7%	1			1.7%
E01031397 : Arun 003E	16	20	2.8%	1			2.8%
E01031466 : Arun 003F	11	9	1.6%	1			1.6%
Lower Layer Total	46	58	14.0%				
Mid Layer							
E02006542 : Arun 001	19	24	3.4%	1			3.4%
E02006543 : Arun 002	3	1	0.3%	1			0.3%
E02006545 : Arun 004	11	10	1.7%		1		1.7%
E02006546 : Arun 005	2	8	0.8%	1			0.8%
E02006547 : Arun 006	8	13	1.7%		1		1.7%
E02006548 : Arun 007	3	6	0.7%		1		0.7%
E02006549 : Arun 008	0	3	0.2%	1			0.2%
E02006550 : Arun 009	4	12	1.3%		1		1.3%
E02006551 : Arun 010	1	6	0.6%		1		0.6%
E02006552 : Arun 011	6	11	1.3%		1		1.3%
E02006553 : Arun 012	21	15	2.8%		1		2.8%
E02006554 : Arun 013	4	5	0.7%		1		0.7%
E02006555 : Arun 014	27	20	3.7%		1		3.7%
E02006556 : Arun 015	5	2	0.6%		1		0.6%
E02006557 : Arun 016	5	6	0.9%		1		0.9%
E02006558 : Arun 017	29	21	3.9%		1		3.9%
E02006559 : Arun 018	3	2	0.4%		1		0.4%
E02006560 : Arun 019	0	2	0.2%		1		0.2%
E02006561 : Chichester 001	0	0	0.0%	1			
E02006562 : Chichester 002	0	0	0.0%	1			
E02006563 : Chichester 003	0	2	0.2%			0.2%	
E02006564 : Chichester 004	4	2	0.5%	1			0.5%
E02006565 : Chichester 005	7	8	1.2%	1			1.2%
E02006566 : Chichester 006	22	41	5.0%	1			5.0%
E02006567 : Chichester 007	4	8	0.9%	1			0.9%
E02006568 : Chichester 008	49	57	8.3%	1			8.3%
E02006569 : Chichester 009	1	4	0.4%	1			0.4%
E02006570 : Chichester 010	87	87	13.7%	1			13.7%
E02006571 : Chichester 011	6	11	1.3%	1			1.3%
E02006572 : Chichester 012	28	42	5.5%		1		5.5%
E02006573 : Chichester 013	5	10	1.2%		1		1.2%
E02006574 : Chichester 014	6	4	0.8%		1		0.8%
Mid Layer Total	370	443	64.0%				
merged local authority							
Arund	237	239	29.0%				
Chichester	213	276	38.9%				
Worthing	25	32	4.5%	1			4.5%
Horsham	15	23	3.0%	1			3.0%
Havant	14	19	2.6%	1			2.6%
Portsmouth	10	15	2.0%	1			2.0%
Brighton and Hove	7	17	1.9%	1			1.9%
Adur	7	12	1.5%	1			1.5%
Crawley	7	10	1.3%	1			1.3%
Lewes	8	5	1.0%	1			1.0%
East Hampshire	6	2	0.6%	1			0.6%
Fareham	7	1	0.6%	1			0.6%
Guildford	5	3	0.6%	1			0.6%
Eastleigh	2	5	0.6%	1			0.6%
Westminster, City of London	3	3	0.5%	1			0.5%
Southampton	3	3	0.5%	1			0.5%
Winchester	3	2	0.4%	1			0.4%
Runnymede	2	3	0.4%	1			0.4%
Waverley	3	2	0.4%	1			0.4%
Kensington and Chelsea	1	3	0.3%	1			0.3%
Basingstoke and Deane	2	2	0.3%	1			0.3%
Richmond upon Thames	1	2	0.2%	1			0.2%
Mid Sussex	2	1	0.2%	1			0.2%
Dacorum	1	1	0.2%	1			0.2%
Three Rivers	1	1	0.2%	1			0.2%
Tower Hamlets	0	2	0.2%	1			0.2%
Wandsworth	0	2	0.2%	1			0.2%
Windsor and Maidenhead	0	2	0.2%	1			0.2%
Wealden	1	1	0.2%	1			0.2%
Test Valley	1	1	0.2%	1			0.2%
Mole Valley	2	0	0.2%	1			0.2%
Surrey Heath	1	1	0.2%	1			0.2%
Woking	1	1	0.2%	1			0.2%
Stockport	0	1	0.1%	1			0.1%
Charnwood	0	1	0.1%	1			0.1%
Bromsavage	0	1	0.1%	1			0.1%
Wycharon	0	1	0.1%	1			0.1%
Uttlesford	0	1	0.1%	1			0.1%
St Albans	1	0	0.1%	1			0.1%
Breckland	0	1	0.1%	1			0.1%
Forest Heath	1	0	0.1%	1			0.1%
Brent	1	0	0.1%	1			0.1%
Bramley	0	1	0.1%	1			0.1%
Camden	0	1	0.1%	1			0.1%
Croydon	1	0	0.1%	1			0.1%
Greenwich	1	0	0.1%	1			0.1%
Hackney	0	1	0.1%	1			0.1%
Hammersmith and Fulham	0	1	0.1%	1			0.1%
Hillingdon	0	1	0.1%	1			0.1%
Hounslow	0	1	0.1%	1			0.1%
Islington	1	0	0.1%	1			0.1%
Lewisham	1	0	0.1%	1			0.1%
Slough	0	1	0.1%	1			0.1%
Wokingham	1	0	0.1%	1			0.1%
Haslemas	0	1	0.1%	1			0.1%
Reith	1	0	0.1%	1			0.1%
Gosport	1	0	0.1%	1			0.1%
Hart	1	0	0.1%	1			0.1%
Rushmoor	0	1	0.1%	1			0.1%
Sevenoaks	1	0	0.1%	1			0.1%
Elmbridge	1	0	0.1%	1			0.1%
Reigate and Banstead	0	1	0.1%	1			0.1%
Spelthorne	1	0	0.1%	1			0.1%
North Somerset	0	1	0.1%	1			0.1%
Plymouth	0	1	0.1%	1			0.1%
Poole	1	0	0.1%	1			0.1%
South Hams	1	0	0.1%	1			0.1%
Chislewood	0	1	0.1%	1			0.1%
Bridgend	0	1	0.1%	1			0.1%
Sub Totals	573	698	100.0%			72.2%	27.8%
Total		1,271					100.0%



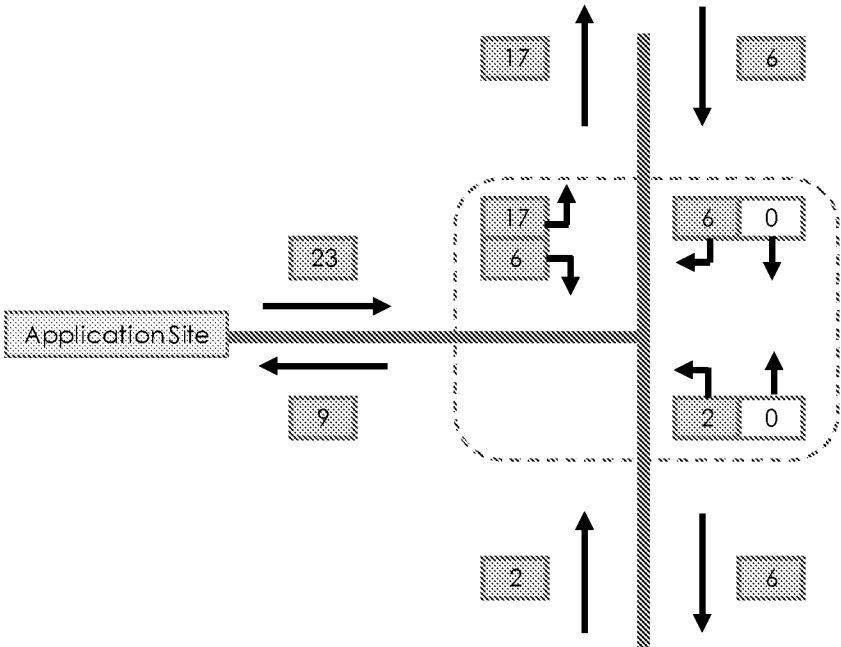
Appendix D Distribution Model



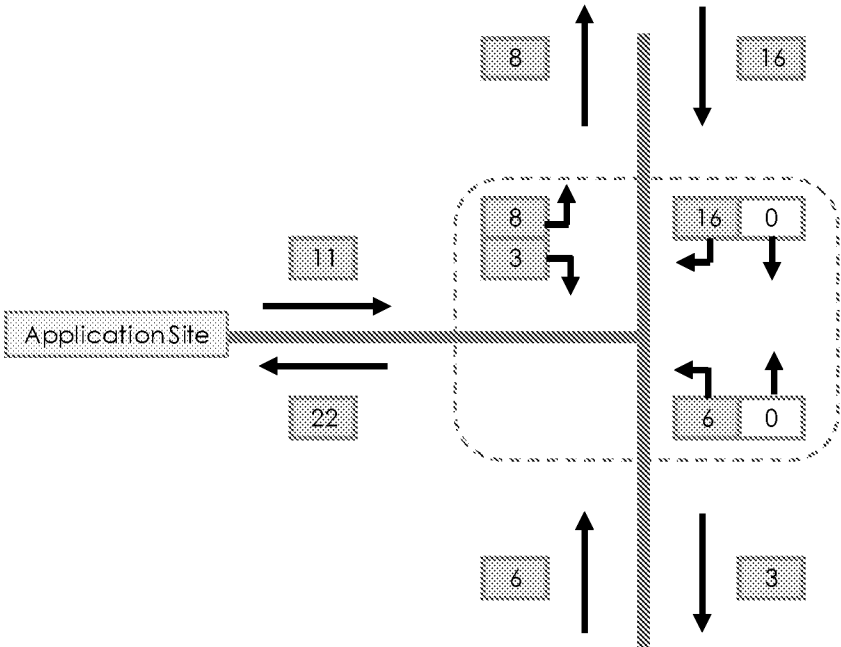
Legend	
	Arrivals
	Departures
	Arr/Dep
BRIGHT PLAN Transport Planning and Civil Engineering Consultants Unit 2, West Barn, Norton Lane, Chichester, West Sussex, PO20 3AF Tel: 01243 210418 www.bpcivils.co.uk	
Title:	
Percentage Distribution	
Project:	
Wings Nursery, Lidsey Road, Woodgate, West Sussex	
Client:	
Thakeham Client Ltd	
Job No:	Rev:
6115	-



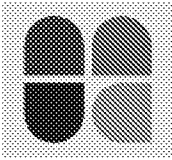
Appendix E Traffic Assignment



Legend	
	Arrivals
	Departures
	Arr/Dep
9	Arrivals
23	Departures
BRIGHT PLAN Transport Planning and Civil Engineering Consultants Unit 2, West Barn, Norton Lane, Chichester, West Sussex, PO20 3AF Tel: 01243 210418 www.bpcivils.co.uk	
Title:	
AM Peak Hour Flows	
Project: Wings Nursery, Lidsey Road, Woodgate, West Sussex	
Client: Thakeham Client Ltd	
Job No:	Rev:
6115	-



Legend	
	Arrivals
	Departures
	Arr/Dep
22	Arrivals
11	Departures
BRIGHT PLAN Transport Planning and Civil Engineering Consultants Unit 2, West Barn, Norton Lane, Chichester, West Sussex, PO20 3AF Tel: 01243 210418 www.bpcivils.co.uk	
Title:	
PM Peak Hour Flows	
Project:	
Wings Nursery, Lidsey Road, Woodgate, West Sussex	
Client:	
Thakeham Client Ltd	
Job No:	Rev:
6115	-



Appendix F ATC Data

LIDSEY ROAD, WOODGATE, BOGNOR REGIS

NORTHBOUND

Globals

Report id	CustomList-190
Descriptor	Modal Dir2_(modified)
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-02-01T15:42:30
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Woodgate
Site Attribute	ATC 2
File Name	S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Woodgate 0 2018-02-01 1042.EC1
File Type	Plus
Algorithm	Factory default axle
Description	Lidsey Road
Lane	1
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-01-22T10:10:35
Start Time	2018-01-22T10:10:35
Finish Time	2018-02-01T10:42:35
Operator	RM
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-01-23T00:00:00
Filter End	2018-01-30T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	90
Relative Speed	30
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	AB
Emodal Direction	15

MODAL

modaldata.com

LIDSEY ROAD, WOODGATE, BOGNOR REGIS													NORTHBOUND																										MODAL modaldata.com																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Time	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	Total	V0m	V1m	V2m	V3m	V4m	V5m	V6m	V7m	V8m	V9m	V10m	V11m	V12m	V13m	V14m	V15m	V16m	V17m	V18m	V19m	V20m	V21m	V22m	V23m	V24m	V25m	V26m	V27m	V28m	V29m	Mean	Vpp																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	1	2	3	4	5	6	7	8	9	10	11	12		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

LIDSEY ROAD, WOODGATE, BOGNOR REGIS

NORTHBOUND

Report Id - CustomList-190
Site Name - Woodgate
Description - Lidsey Road
Direction - AB



Grand Total

Time	Cb	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Van
	1	2	3	4	5	6	7	8	9	10	11	12		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		85
--	210	36475	584	3024	112	239	26	97	64	49	8	24	40912	74	2463	7667	6746	5453	10491	5802	1467	477	168	64	22	11	1	2	0	3	1	22.5	30.9

WeeklyDaily HGV HGV%
0800 3640 520 68 1.9%

1700 2519 360 32 1.3%

LIDSEY ROAD, WOODGATE, BOGNOR REGIS

SOUTHBOUND

Globals

Report id	CustomList-190
Descriptor	Modal Dir2_(modified)
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-02-01T15:49:55
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Woodgate
Site Attribute	ATC 2
File Name	S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Woodgate 0 2018-02-01 1042.EC1
File Type	Plus
Algorithm	Factory default axle
Direction	Lidsey Road
Lane	1
Direction	7
Direction Test	7 - North bound A B, South bound B A.
Layout Test	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-01-22T10:10:35
Start Time	2018-01-22T10:10:35
Finish Time	2018-02-01T10:42:35
Operator	RM
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-01-23T00:00:00
Filter End	2018-01-30T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	90
Median Road	30
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	BA
Encoded Direction	15

MODAL

modaldata.com

LIDSEY ROAD, WOODGATE, BOGNOR REGIS

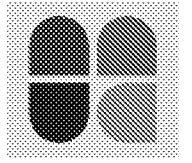
SOUTHBOUND

Report Id - CustomList-190
 Site Name - Woodgate
 Description - Lidsey Road
 Direction - BA



Grand Total

Time	Cb	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	
	1	2	3	4	5	6	7	8	9	10	11	12		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		85			
														5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85						
--	327	376	41	79	226	3	119	64	5	41	51	38	7	5	406	40	71	270	900	1755	7108	18114	9961	1943	370	98	28	10	4	2	1	1	3	1	27.6	372.2



Appendix G PICADY - Site Access

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Wings Nursery PICADY 6115.j9

Path: P:\Planning\2019 Projects (6101-6200)\6115 Wings Nursery, Lidsey Rd, Woodgate\Technical Assessments\Junction Modelling

Report generation date: 22/12/2020 13:48:58

»Wings Nursery - Baseline + Development Traffic 2031, AM

»Wings Nursery - Baseline + Development Traffic 2031, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
Wings Nursery - Baseline + Development Traffic 2031										
Stream B-AC	0.1	6.99	0.05	A	0.22	0.0	6.45	0.03	A	0.17
Stream C-AB	0.0	6.77	0.01	A		0.0	6.25	0.03	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

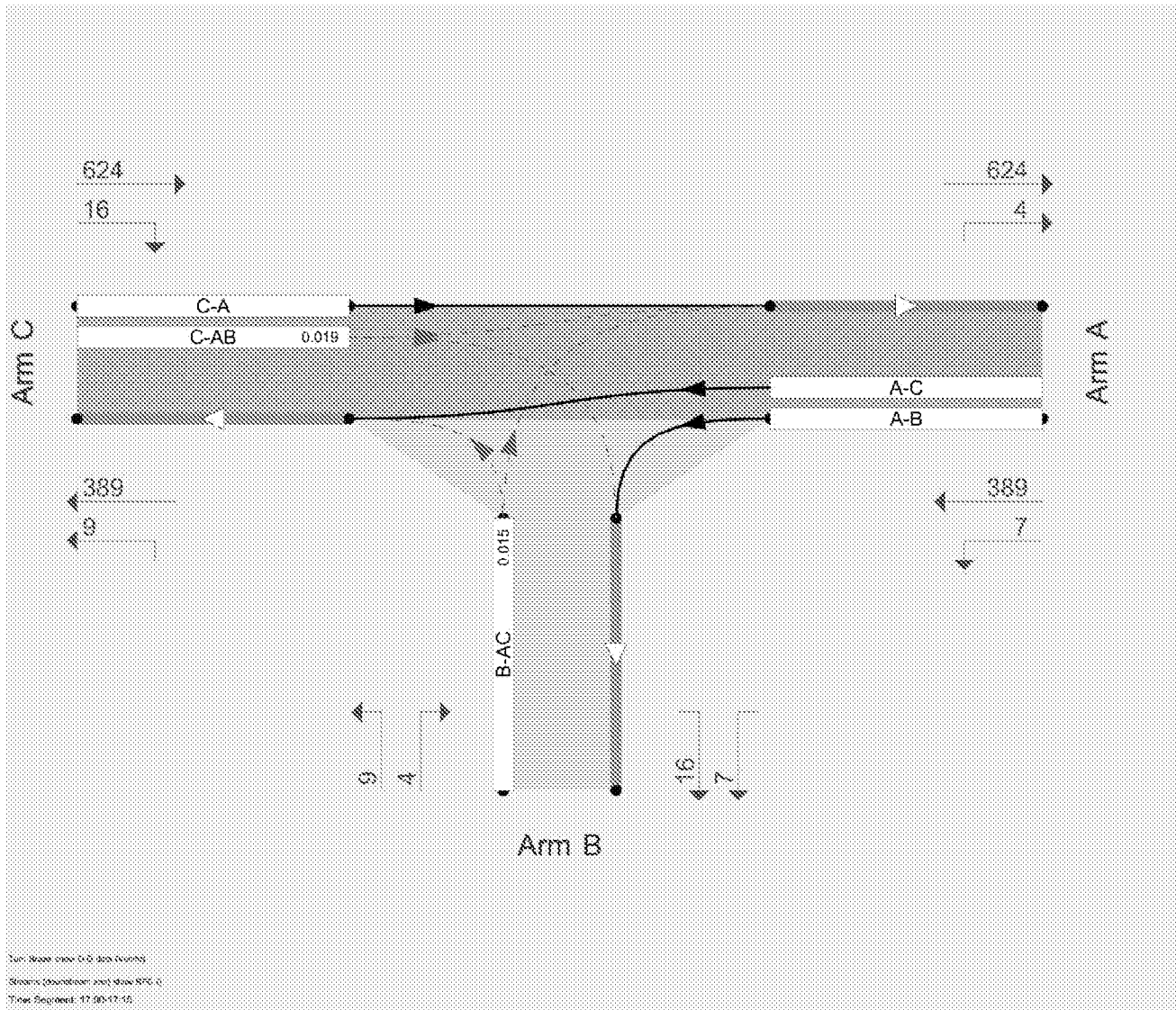
File summary

File Description

Title	
Location	
Site number	
Date	09/01/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BP-RAT-01\RemotePC
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline + Development Traffic 2031	AM	ONE HOUR	08:00	09:30	15
D2	Baseline + Development Traffic 2031	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Wings Nursery	100.000

Wings Nursery - Baseline + Development Traffic 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50		✓	2.20	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	732	0.136	0.344	0.217	0.492
1	B-C	820	0.128	0.325	-	-
1	C-B	719	0.285	0.285	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline + Development Traffic 2031	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	563	100.000
B		✓	24	100.000
C		✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	3	560
	B	7	0	17
	C	388	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.99	0.1	A
C-AB	0.01	6.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	623	0.029	18	0.0	5.947	A
C-AB	5	596	0.009	5	0.0	6.094	A
C-A	292			292			
A-B	2			2			
A-C	422			422			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	589	0.037	22	0.0	6.339	A
C-AB	6	572	0.011	6	0.0	6.362	A
C-A	349			349			
A-B	3			3			
A-C	503			503			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	541	0.049	26	0.1	6.989	A
C-AB	8	539	0.014	8	0.0	6.774	A
C-A	427			427			
A-B	3			3			
A-C	617			617			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	541	0.049	26	0.1	6.989	A
C-AB	8	539	0.014	8	0.0	6.774	A
C-A	427			427			
A-B	3			3			
A-C	617			617			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	589	0.037	22	0.0	6.340	A
C-AB	6	572	0.011	6	0.0	6.363	A
C-A	349			349			
A-B	3			3			
A-C	503			503			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	623	0.029	18	0.0	5.950	A
C-AB	5	596	0.009	5	0.0	6.097	A
C-A	292			292			
A-B	2			2			
A-C	422			422			

Wings Nursery - Baseline + Development Traffic 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline + Development Traffic 2031	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	396	100.000
B		✓	13	100.000
C		✓	640	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	
	A	0	7	389	
	B	4	0	9	
	C	624	16	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	
	A	0	0	1	
	B	0	0	0	
	C	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	6.45	0.0	A
C-AB	0.03	6.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	646	0.015	10	0.0	5.655	A
C-AB	12	633	0.019	12	0.0	5.798	A
C-A	470			470			
A-B	5			5			
A-C	293			293			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	616	0.019	12	0.0	5.956	A
C-AB	14	616	0.023	14	0.0	5.981	A
C-A	561			561			
A-B	6			6			
A-C	350			350			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	573	0.025	14	0.0	6.448	A
C-AB	18	593	0.030	18	0.0	6.254	A
C-A	687			687			
A-B	8			8			
A-C	428			428			

17:45 - 18:00

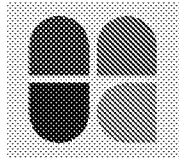
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	573	0.025	14	0.0	6.448	A
C-AB	18	593	0.030	18	0.0	6.254	A
C-A	687			687			
A-B	8			8			
A-C	428			428			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	616	0.019	12	0.0	5.959	A
C-AB	14	616	0.023	14	0.0	5.984	A
C-A	561			561			
A-B	6			6			
A-C	350			350			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	646	0.015	10	0.0	5.658	A
C-AB	12	633	0.019	12	0.0	5.798	A
C-A	470			470			
A-B	5			5			
A-C	293			293			



Appendix H Level Crossing Survey

Wings Nursery Railway Crossing

18/01/2018 08:00 - 09:00

MODAL

modaldata.com

TIME	Barriers (Up or Down)	Queue Past Site Access	Time Barriers are Down
08:00 - 08:02	UP		
08:02 - 08:05	DOWN	YES	00:02:45
08:05 - 08:08	UP		
08:08 - 08:09	DOWN	YES	00:01:20
08:09 - 08:24	UP		
08:24 - 08:26	DOWN	NO	00:02:30
08:26 - 08:30	UP		
08:30 - 08:33	DOWN	YES	00:02:40
08:33 - 08:34	UP		
08:34 - 08:36	DOWN	YES	00:01:40
08:36 - 08:40	UP		
08:40 - 08:42	DOWN	YES	00:02:40
08:42 - 08:43	UP		
08:43 - 08:46	DOWN	NO	00:02:40
08:46 - 08:48	UP		
08:48 - 08:49	DOWN	YES	00:01:30
08:49 - 09:00	UP		
TOTAL			00:17:45

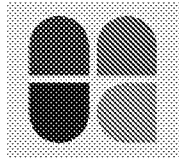
Wings Nursery Railway Crossing

18/01/2018 08:00 - 09:00

MODAL

modaldata.com

TIME	Barriers (Up or Down)	Queue Past Site Access	Time Barriers are Down
17:00 - 17:01	UP		
17:01 - 17:03	DOWN	YES	00:02:50
17:03 - 17:04	UP		
17:04 - 17:08	DOWN	NO	00:03:30
17:08 - 17:20	UP		
17:20 - 17:23	DOWN	NO	00:03:00
17:23 - 17:29	UP		
17:29 - 17:31	DOWN	NO	00:02:35
17:31 - 17:32	UP		
17:32 - 17:35	DOWN	NO	00:02:15
17:35 - 17:38	UP		
17:38 - 17:40	DOWN	NO	00:01:50
17:40 - 17:43	UP		
17:43 - 17:45	DOWN	NO	00:02:30
17:45 - 17:46	UP		
17:46 - 17:51	DOWN	YES	00:04:15
17:51 - 17:56	UP		
17:56 - 17:58	DOWN	NO	00:02:25
17:58 - 18:00	UP		
TOTAL			00:25:10



Appendix I LINSIG - Woodgate Level Crossing

Basic Results Summary

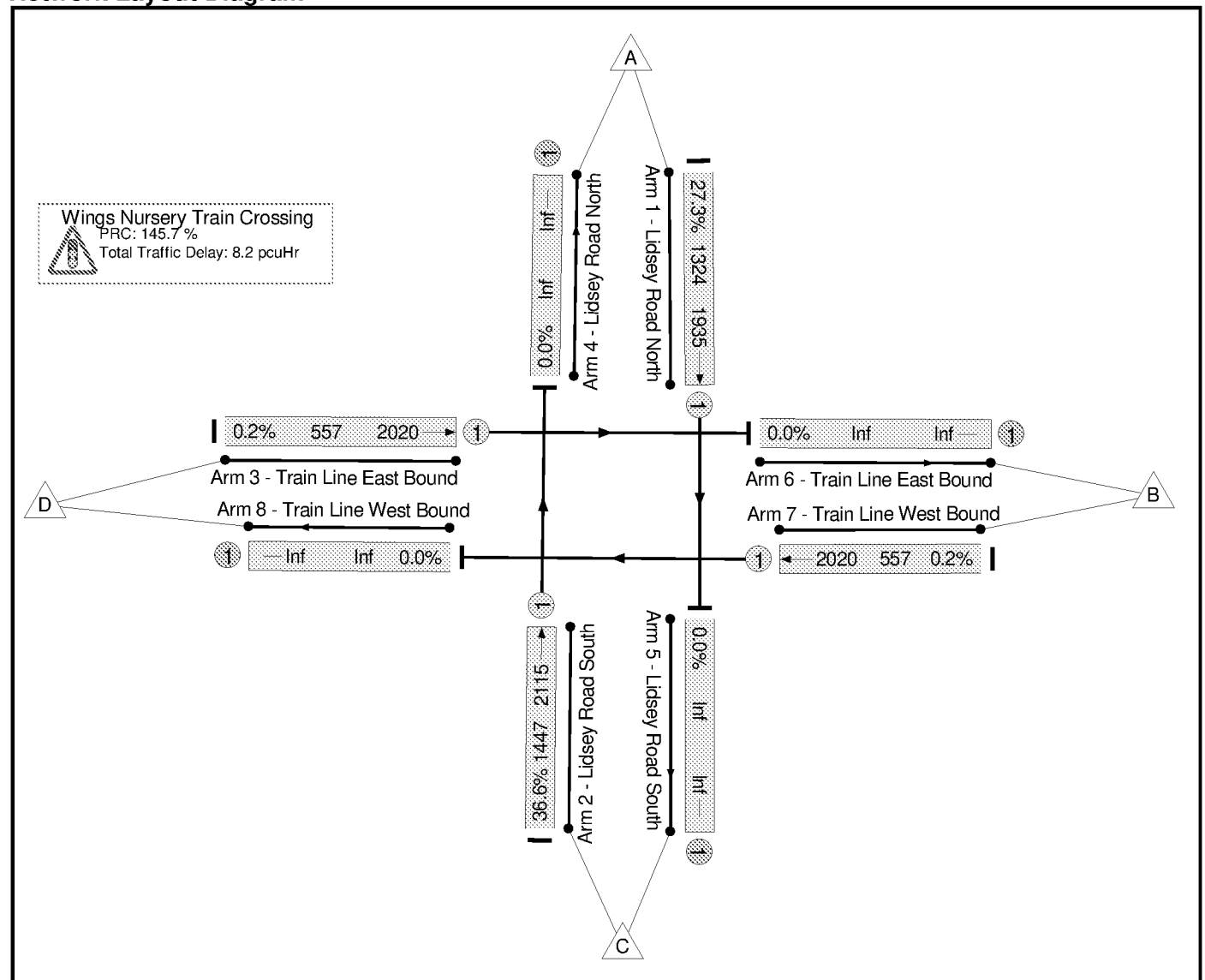
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Wings Nursery LinSig Train Gates AM.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Scenario 1' (FG1: 'Baseline AM 2018', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

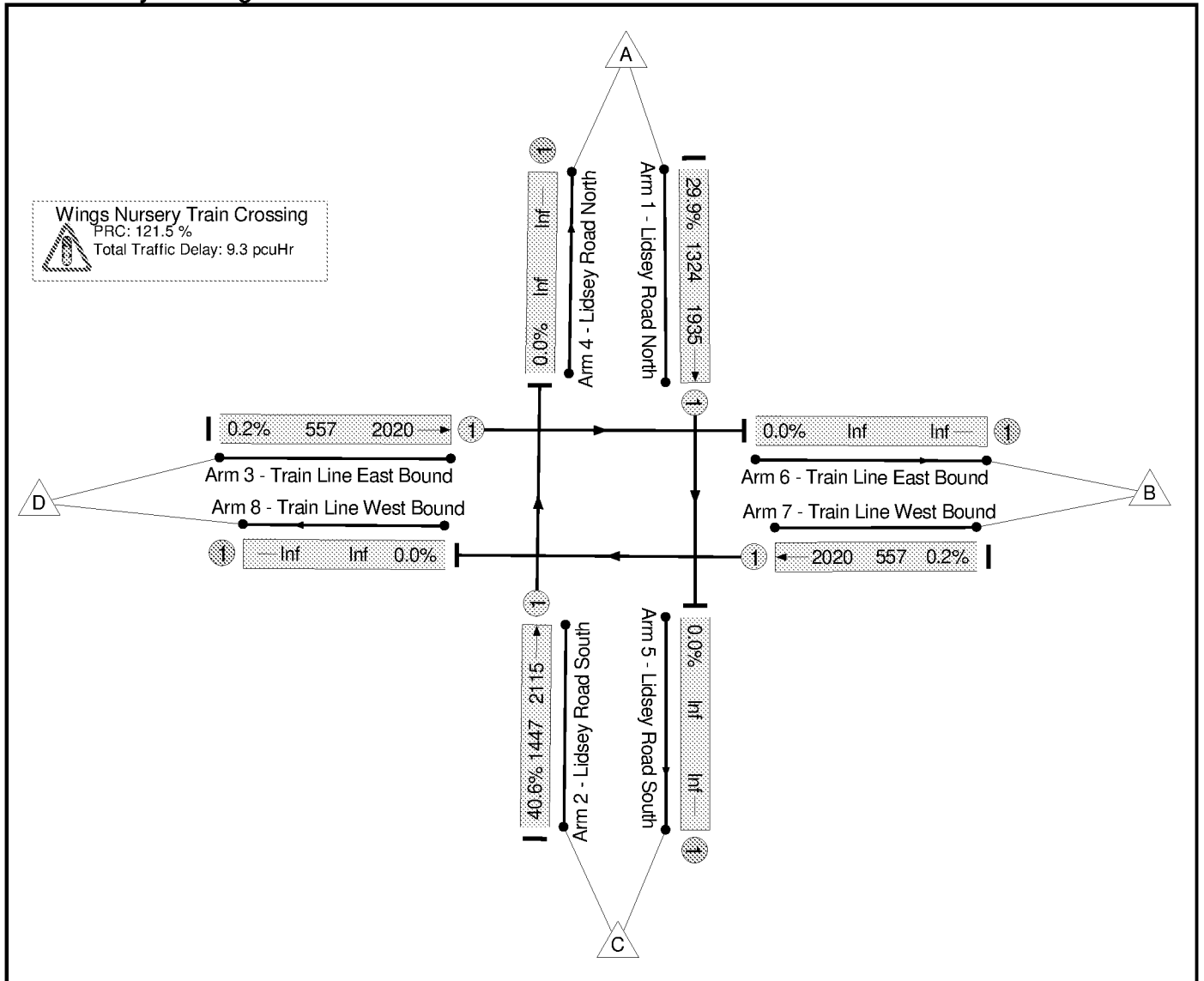


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	36.6%	0	0	0	8.2	-	-
Wings Nursery Train Crossing	-	-	-		-	-	-	-	-	-	36.6%	0	0	0	8.2	-	-
1/1	Lidsey Road North Ahead	U	A		8	2455	-	361	1935	1324	27.3%	-	-	-	3.1	31.0	21.5
2/1	Lidsey Road South Ahead	U	C		8	2455	-	530	2115	1447	36.6%	-	-	-	5.0	33.6	34.4
3/1	Train Line East Bound Ahead	U	D		8	985	-	1	2020	557	0.2%	-	-	-	0.1	209.0	0.2
7/1	Train Line West Bound Ahead	U	B		8	985	-	1	2020	557	0.2%	-	-	-	0.1	209.0	0.2
C1			PRC for Signalled Lanes (%):		145.7		Total Delay for Signalled Lanes (pcuHr):		8.18		Cycle Time (s): 3600						
			PRC Over All Lanes (%):		145.7		Total Delay Over All Lanes(pcuHr):		8.18								

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	40.6%	0	0	0	9.3	-	-
Wings Nursery Train Crossing	-	-	-		-	-	-	-	-	-	40.6%	0	0	0	9.3	-	-
1/1	Lidsey Road North Ahead	U	A		8	2455	-	396	1935	1324	29.9%	-	-	-	3.5	31.8	24.2
2/1	Lidsey Road South Ahead	U	C		8	2455	-	588	2115	1447	40.6%	-	-	-	5.7	35.0	39.7
3/1	Train Line East Bound Ahead	U	D		8	985	-	1	2020	557	0.2%	-	-	-	0.1	209.0	0.2
7/1	Train Line West Bound Ahead	U	B		8	985	-	1	2020	557	0.2%	-	-	-	0.1	209.0	0.2
C1 PRC for Signalled Lanes (%): 121.5 PRC Over All Lanes (%): 121.5 Total Delay for Signalled Lanes (pcuHr): 9.32 Total Delay Over All Lanes(pcuHr): 9.32 Cycle Time (s): 3600																	

Basic Results Summary

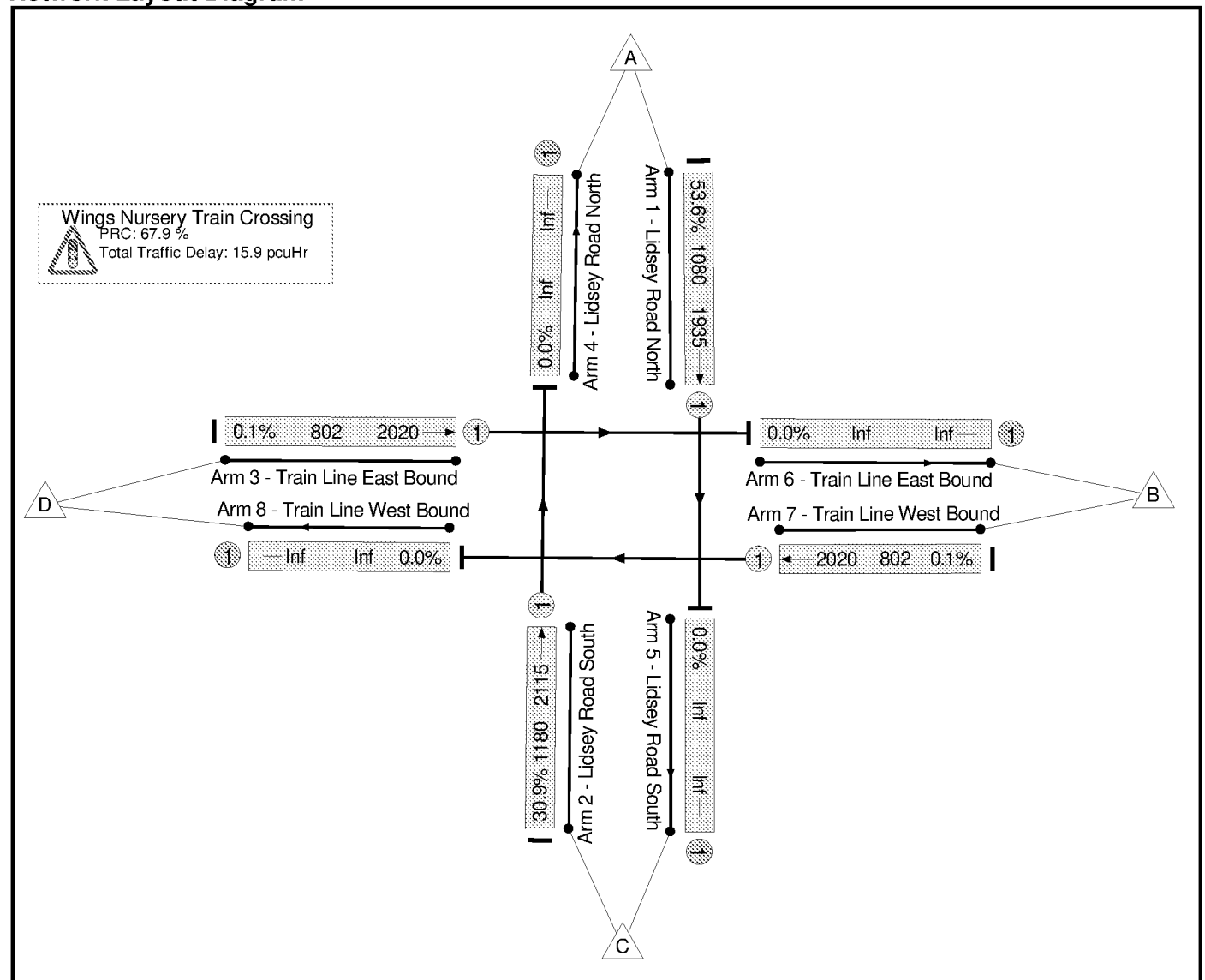
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Wings Nursery LinSig Train Gates PM.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Scenario 1' (FG1: 'Baseline PM 2018', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

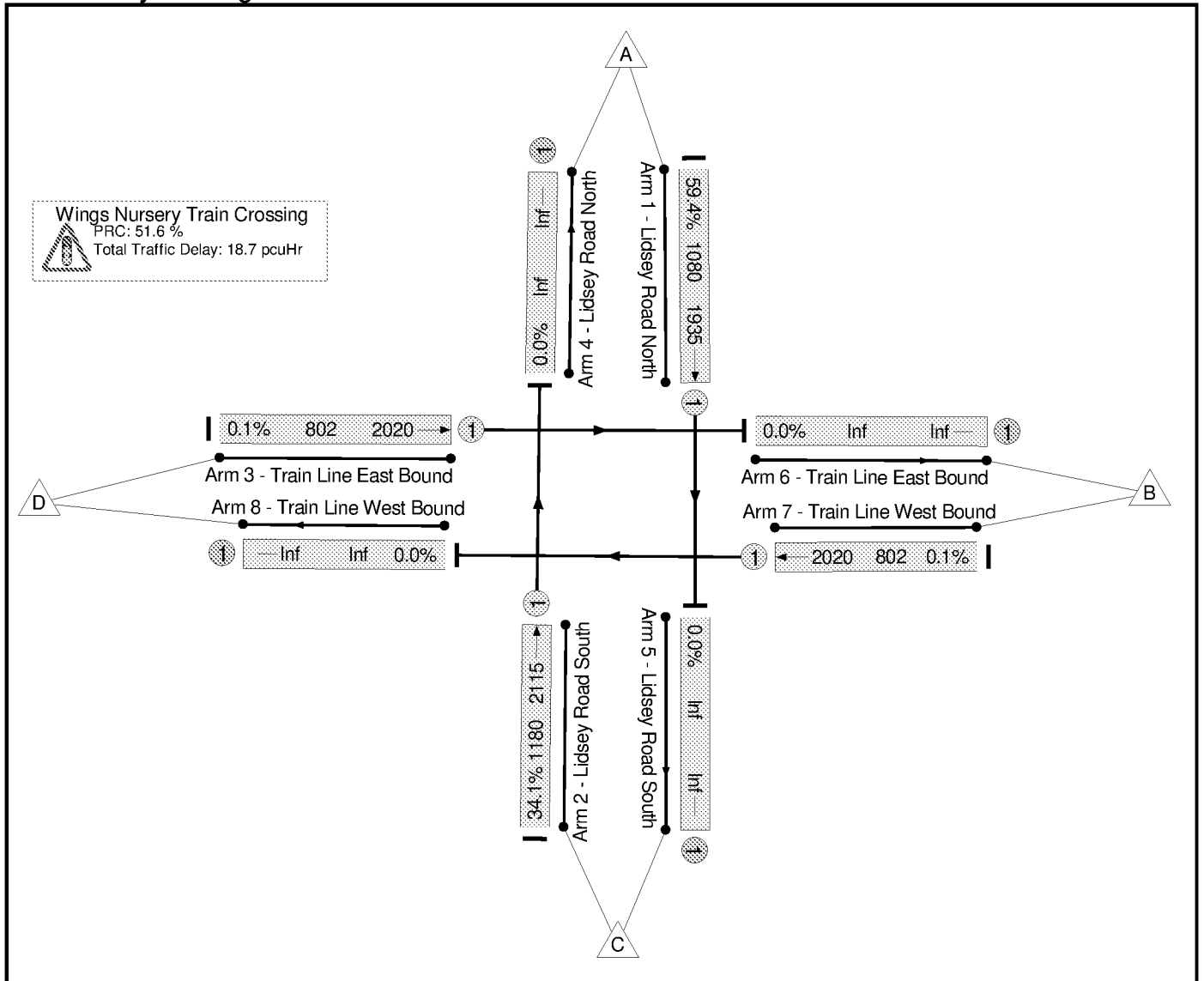


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	53.6%	0	0	0	15.9	-	-
Wings Nursery Train Crossing	-	-	-		-	-	-	-	-	-	53.6%	0	0	0	15.9	-	-
1/1	Lidsey Road North Ahead	U	A		9	2000	-	579	1935	1080	53.6%	-	-	-	10.5	65.4	84.1
2/1	Lidsey Road South Ahead	U	C		9	2000	-	365	2115	1180	30.9%	-	-	-	5.3	51.9	32.6
3/1	Train Line East Bound Ahead	U	D		9	1420	-	1	2020	802	0.1%	-	-	-	0.0	120.8	0.2
7/1	Train Line West Bound Ahead	U	B		9	1420	-	1	2020	802	0.1%	-	-	-	0.0	120.8	0.2
C1 PRC for Signalled Lanes (%): 67.9 PRC Over All Lanes (%): 67.9 Total Delay for Signalled Lanes (pcuHr): 15.86 Total Delay Over All Lanes(pcuHr): 15.86 Cycle Time (s): 3600																	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	59.4%	0	0	0	18.7	-	-
Wings Nursery Train Crossing	-	-	-		-	-	-	-	-	-	59.4%	0	0	0	18.7	-	-
1/1	Lidsey Road North Ahead	U	A		9	2000	-	641	1935	1080	59.4%	-	-	-	12.7	71.3	73.9
2/1	Lidsey Road South Ahead	U	C		9	2000	-	403	2115	1180	34.1%	-	-	-	5.9	53.1	36.8
3/1	Train Line East Bound Ahead	U	D		9	1420	-	1	2020	802	0.1%	-	-	-	0.0	120.8	0.2
7/1	Train Line West Bound Ahead	U	B		9	1420	-	1	2020	802	0.1%	-	-	-	0.0	120.8	0.2
C1 PRC for Signalled Lanes (%): 51.6 PRC Over All Lanes (%): 51.6 Total Delay for Signalled Lanes (pcuHr): 18.72 Total Delay Over All Lanes(pcuHr): 18.72 Cycle Time (s): 3600																	