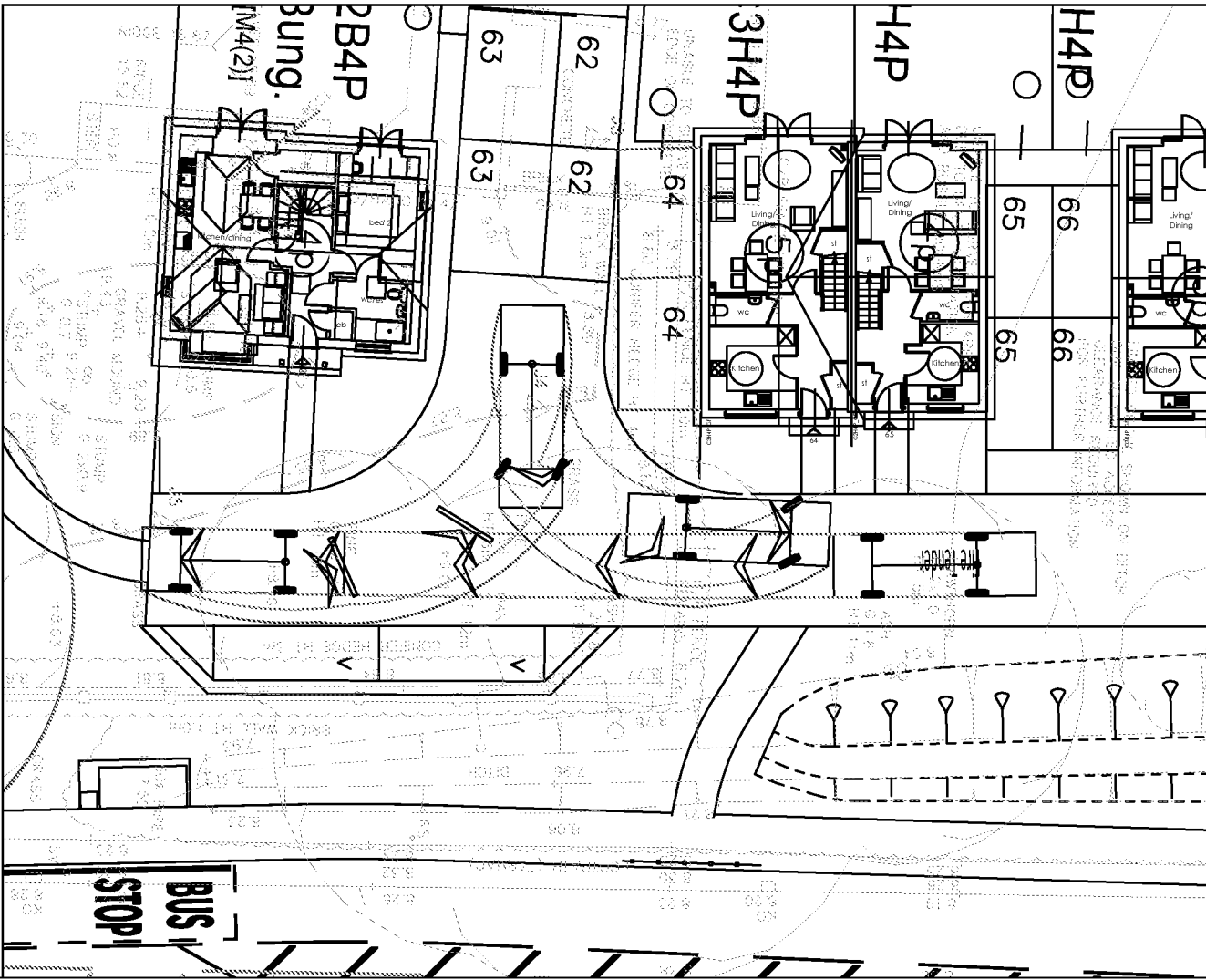
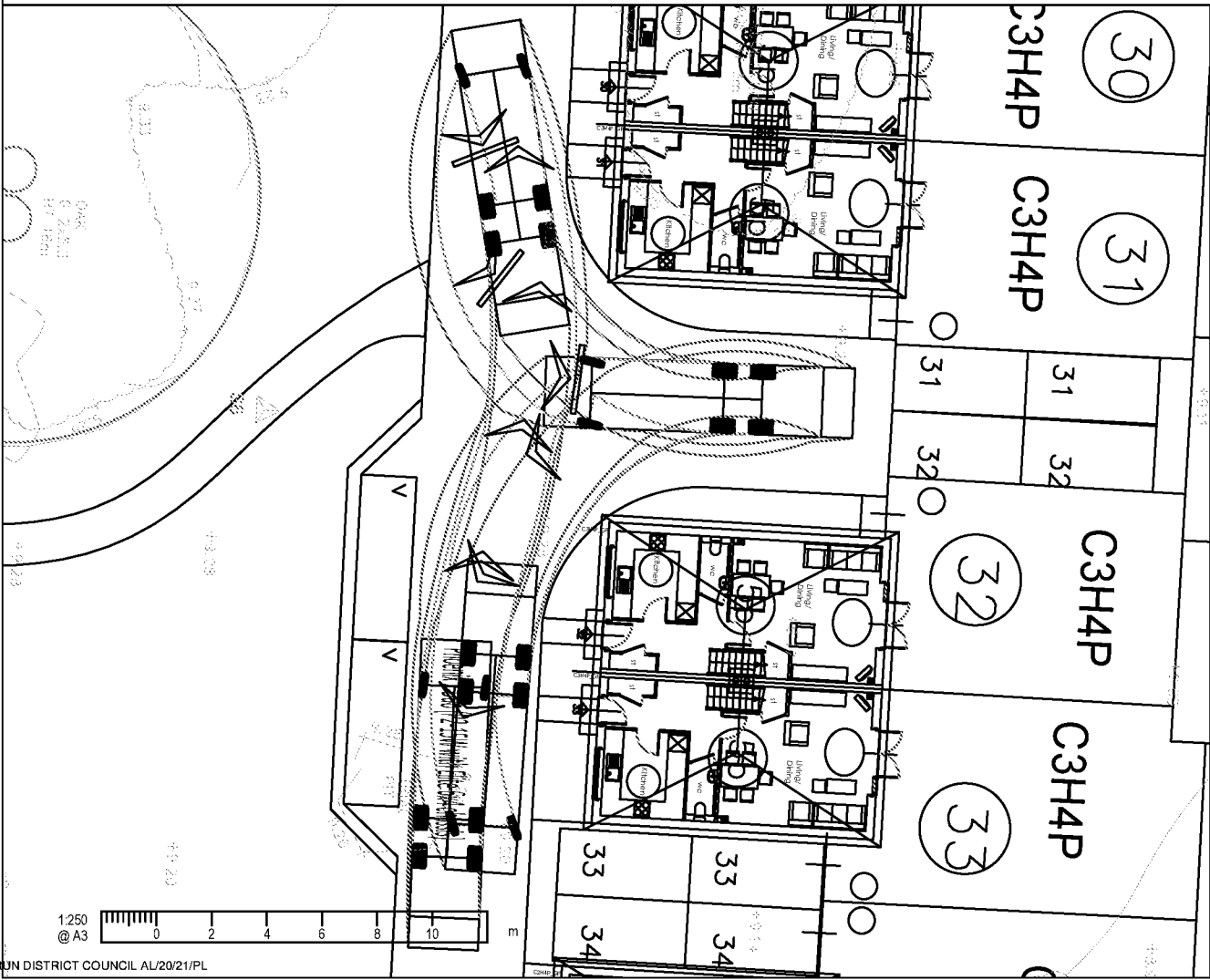
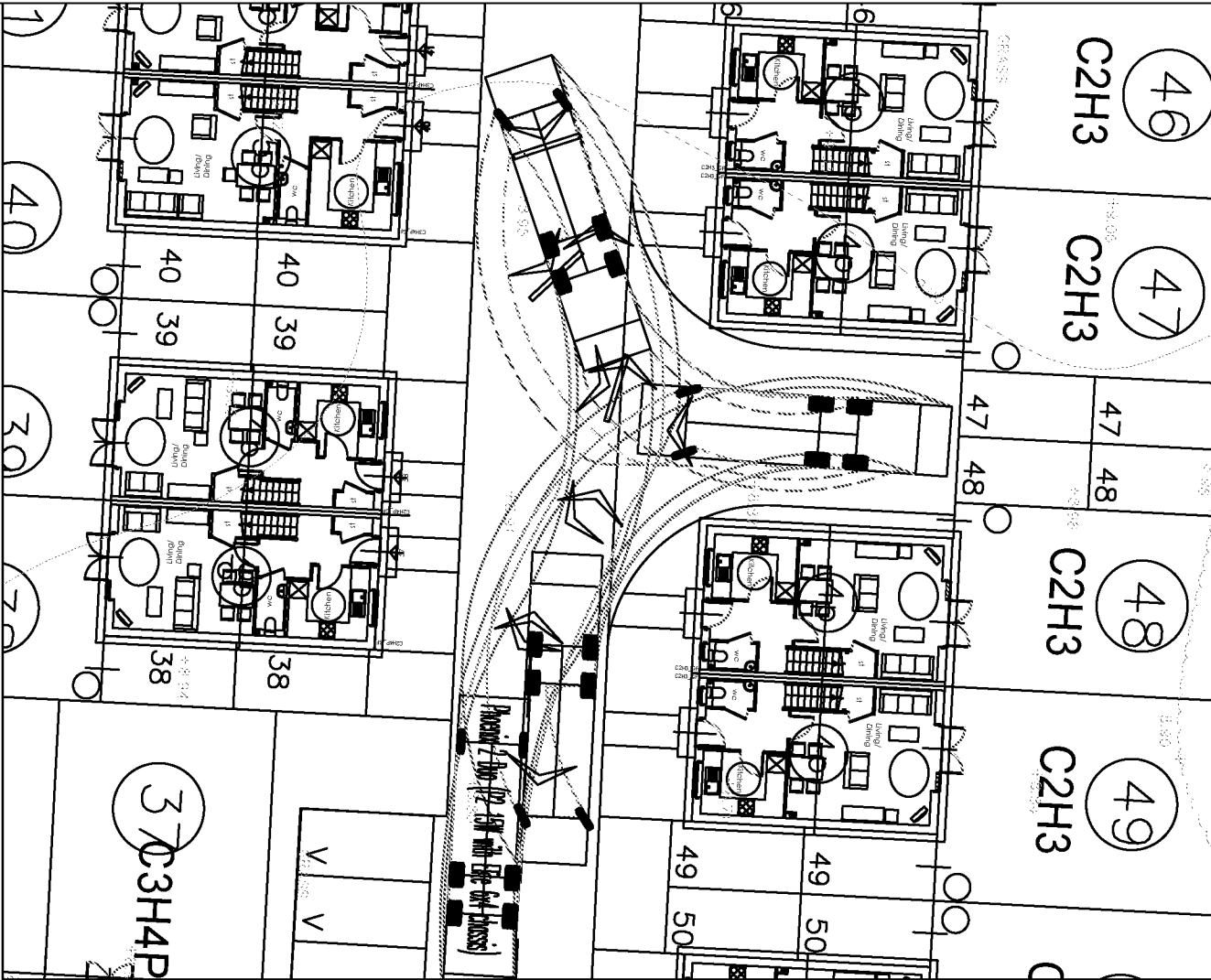




NOTES

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LEGEND

Site Boundary

Existing Road

Markings

Fire Tender

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

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

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

J Revised Layout

11/05/2021

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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www.bpcivils.co.uk

Drawing Status

FINAL

Client

Thakeham Client

Project

Wings Nursery, Woodgate Chichester

Drawing Title

Internal Layout Turning Head Swept Path Analysis

Scale

As Shown

Date

May 21

Drawn By

SMO

Checked By

ALB

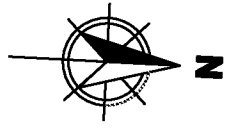
Drawing No.

2019-6115-007

Rev.

J

ARUN DISTRICT COUNCIL AL/20/21/PL



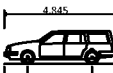
1:500  
@ A3  
0 5 10 15 20 m



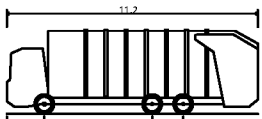
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LEGEND

- Existing Road Markings
- Wheel Track
- Over Swing
- Distance to Bins from Refuse Vehicle

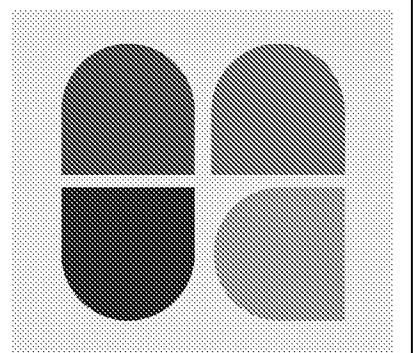


Estate Car  
Overall Length 4.845m  
Overall Width 1.750m  
Overall Body Height 1.424m  
Min Body Ground Clearance 0.199m  
Max Track Width 0.306m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 4.950m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.306m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

|      |                         |            |
|------|-------------------------|------------|
|      | Revised Layout          | 11/05/2021 |
| H    | Revised Layout          | 13/04/2021 |
| G    | Revised Layout          | 21/07/2021 |
| F    | Revised Layout          | 19/07/2021 |
| E    | Revised Layout          | 21/07/2020 |
| D    | Revised Layout          | 11/06/2020 |
| C    | Revised Layout          | 20/04/2020 |
| C    | Revised Layout and Bank | 13/03/2020 |
| B    | RSA Changes             | 09/03/2020 |
| A    | Revised Layout          | 03/02/2020 |
|      | Original Issue          | 13/02/2020 |
| Rev. | Amendments              | Date       |



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|                |                                                        |            |        |
|----------------|--------------------------------------------------------|------------|--------|
| Drawing Status | FINAL                                                  |            |        |
| Client         | Thakeham Client                                        |            |        |
| Project        | Wings Nursery, Woodgate Chichester                     |            |        |
| Drawing Title  | Refuse Frighter Manoeuvres Vehicle Swept Path Analysis |            |        |
| Scale          | 1:500                                                  | Date       | May 21 |
| Drawn By       | SMO                                                    | Checked By | ALB    |
| Drawing No.    | 2020-6115-008                                          |            |        |
| Rev.           | 1                                                      |            |        |

NOTES

1.

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2.

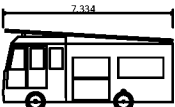
Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3.

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4.

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-LEGEND-

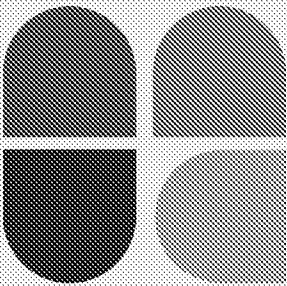
- Existing Road
- Markings
- Wheel Track
- Over Swing
- Distance to
- Dwellings from Fire
- Tender



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

|   |                         |            |
|---|-------------------------|------------|
| J | Revised Layout          | 11/05/2021 |
| 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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|                |       |
|----------------|-------|
| Drawing Status | FINAL |
|----------------|-------|

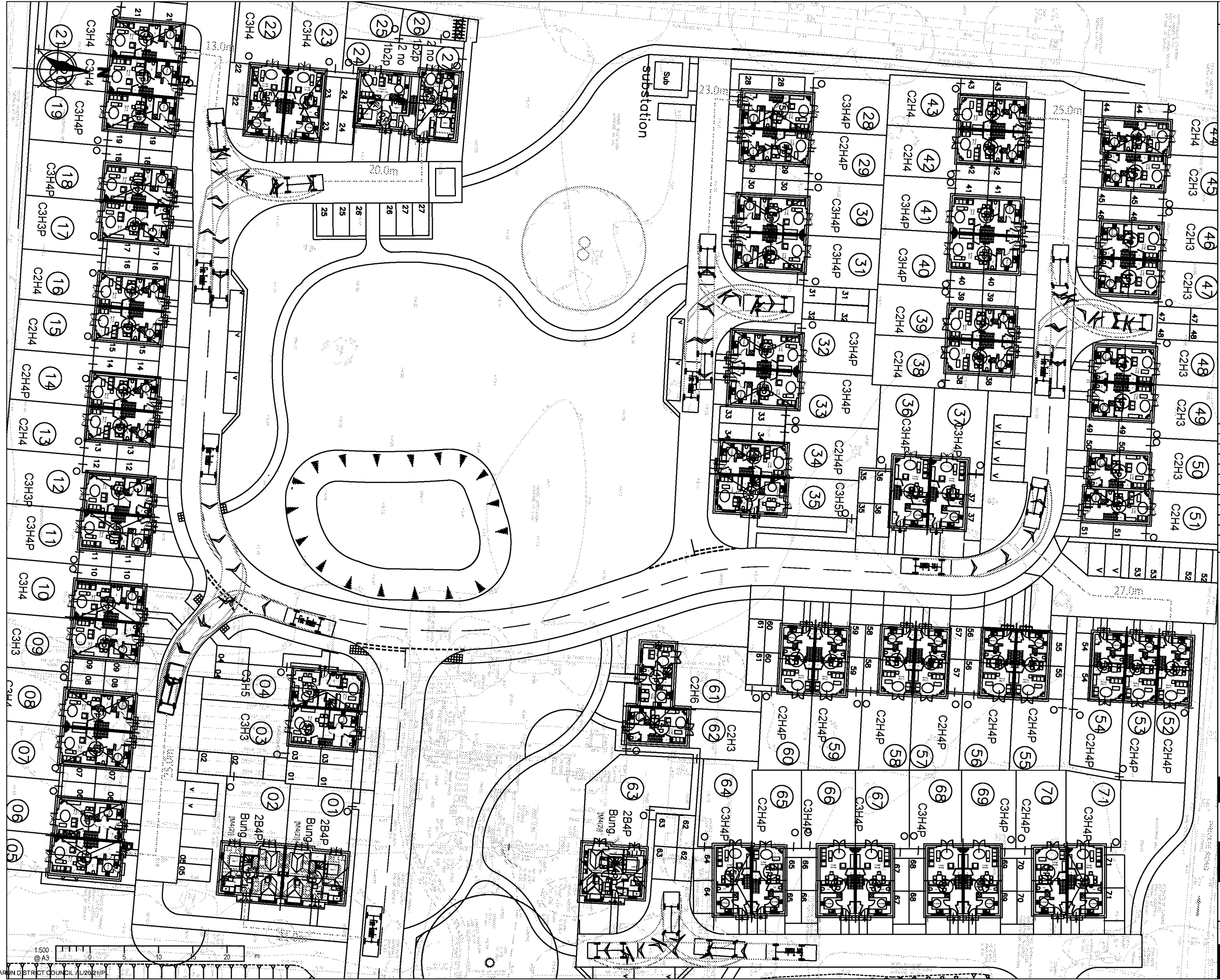
|        |                 |
|--------|-----------------|
| Client | Thakeham Client |
|--------|-----------------|

|         |                                       |
|---------|---------------------------------------|
| Project | Wings Nursery, Woodgate<br>Chichester |
|---------|---------------------------------------|

|               |                                           |
|---------------|-------------------------------------------|
| Drawing Title | Fire Tender<br>Access Swept Path Analysis |
|---------------|-------------------------------------------|

|       |          |      |        |          |     |            |     |
|-------|----------|------|--------|----------|-----|------------|-----|
| Scale | As Shown | Date | May 21 | Drawn By | SMO | Checked By | ALB |
|-------|----------|------|--------|----------|-----|------------|-----|

|             |               |      |   |
|-------------|---------------|------|---|
| Drawing No. | 2019-6115-009 | Rev. | J |
|-------------|---------------|------|---|

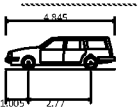


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-LEGEND-

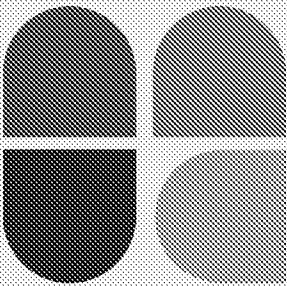
Existing Road  
Markings  
Wheel Track  
Over Swing



|                             |        |
|-----------------------------|--------|
| 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 |

|   |                         |            |
|---|-------------------------|------------|
| J | Revised Layout          | 11/05/2021 |
| 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 |
|----------------|-------|

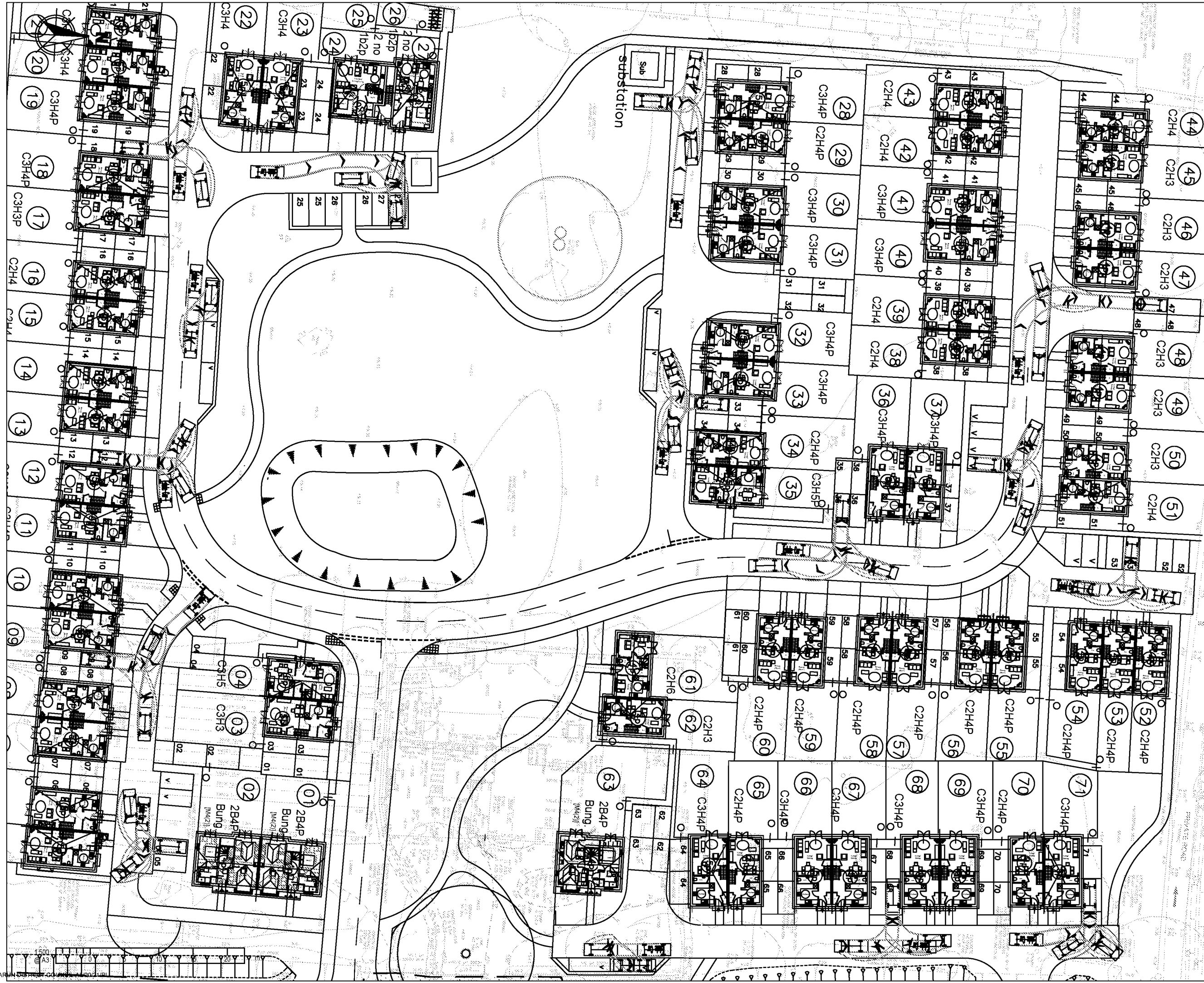
|        |                 |
|--------|-----------------|
| Client | Thakeham Client |
|--------|-----------------|

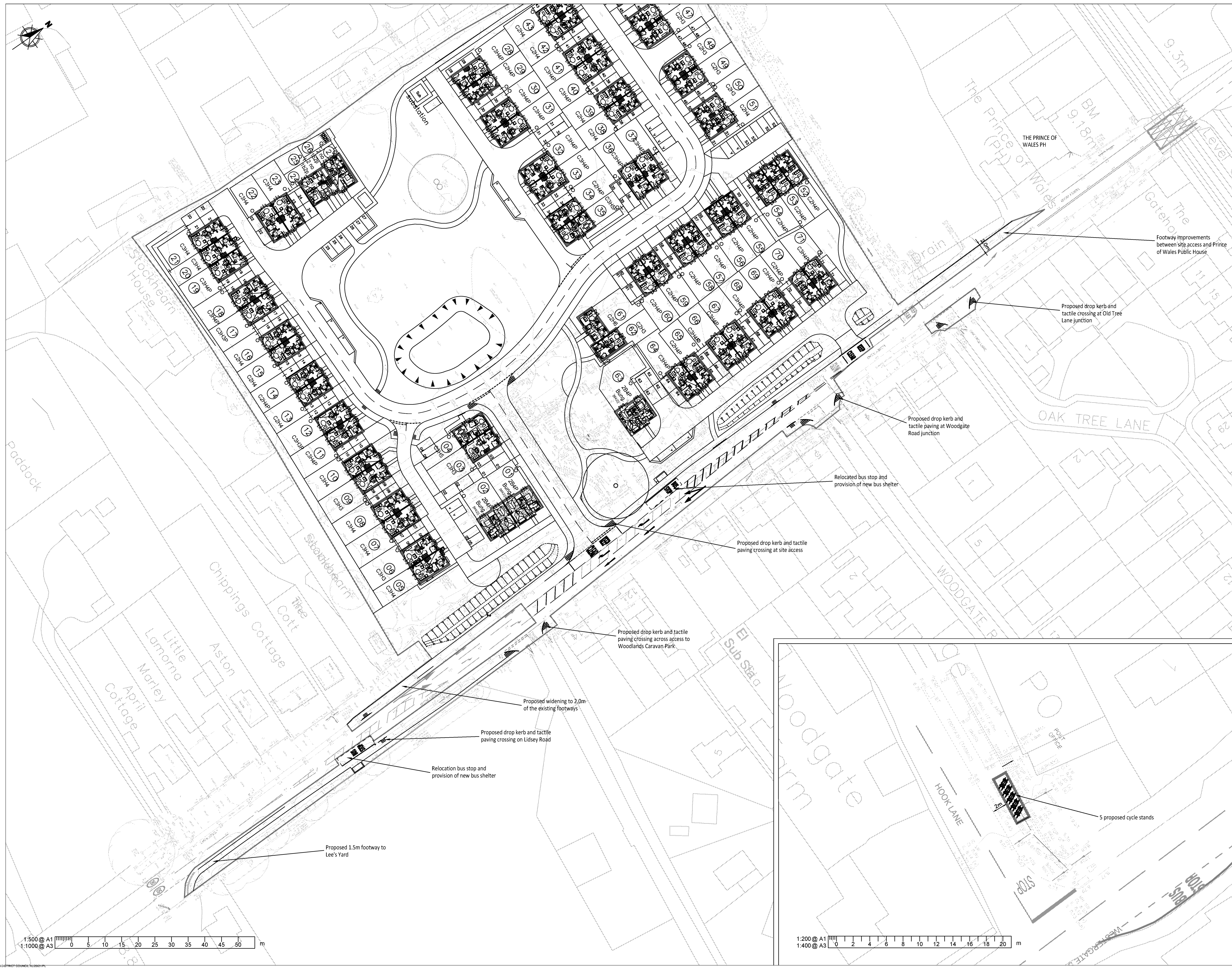
|         |                                       |
|---------|---------------------------------------|
| Project | Wings Nursery, Woodgate<br>Chichester |
|---------|---------------------------------------|

|               |                                    |
|---------------|------------------------------------|
| Drawing Title | Car Parking<br>Swept Path Analysis |
|---------------|------------------------------------|

|          |        |          |            |
|----------|--------|----------|------------|
| Scale    | Date   | Drawn By | Checked By |
| As Shown | May 21 | SMO      | ALB        |

|               |      |
|---------------|------|
| Drawing No.   | Rev. |
| 2019-6115-010 | J    |





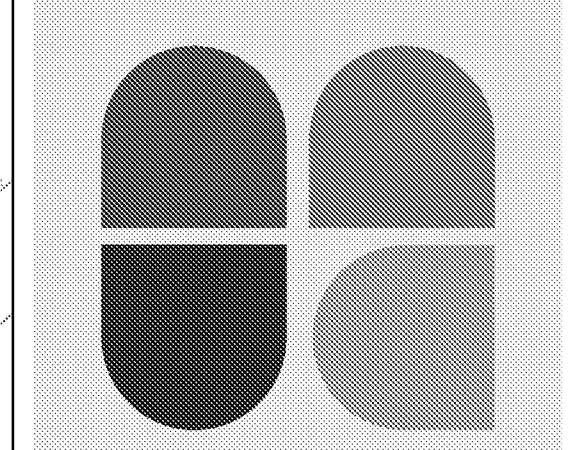
NOTES

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-LEGEND-

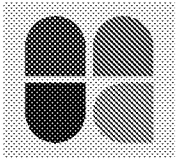
- Site Boundary
- Existing Road Markings
- Highway Boundary

|   |                         |            |
|---|-------------------------|------------|
| J | Revised Layout          | 11/05/2021 |
| 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 |

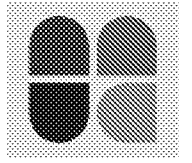


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|                |                                     |          |            |
|----------------|-------------------------------------|----------|------------|
| Drawing Status | FINAL                               |          |            |
| Client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



## APPENDICES



## **Appendix A** WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL  
PRE APPLICATION CONSULTATION**

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

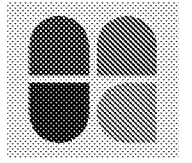
AM arr (08:00-09:00) - **0.124**; dep - **0.324**

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**

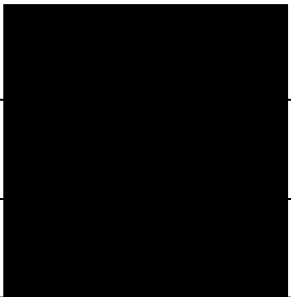
**Wings Nursery, Lidsey Road, Woodgate –  
S278 and S38 Highway Works**

**Client: Bright Plan**

**Road Safety Answers reference no: RSA222**

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VAT registration number: 258 9498 33

### 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.

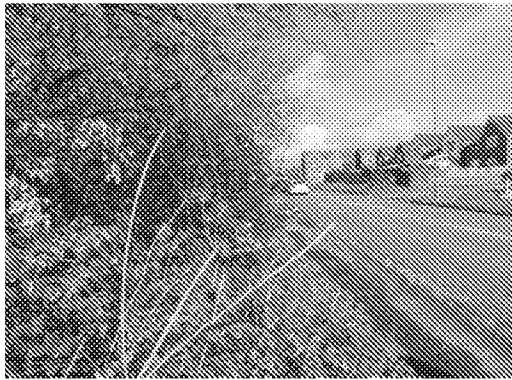
Client Officer Response:

## 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.

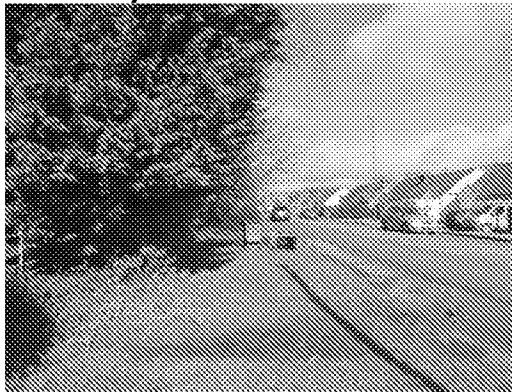
If left to grow unchecked, the thick vegetation on each side of both accesses will obstruct visibility, increasing the risk of side swipe collisions as vehicle leave the accesses.



**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)

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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:

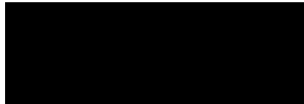
### 3. Audit Team Statement

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

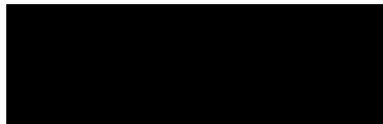


Date 03/03/2020

Audit Team Member

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

Signed



Date 03/03/2020

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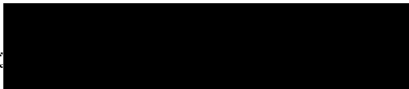
#### 4. Design Team and Client Organisation Statements

##### 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)

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## Appendix A

### Drawings and Documents Examined:

2019-6115-001 Rev A.pdf

2019-6115-004 Rev A.pdf

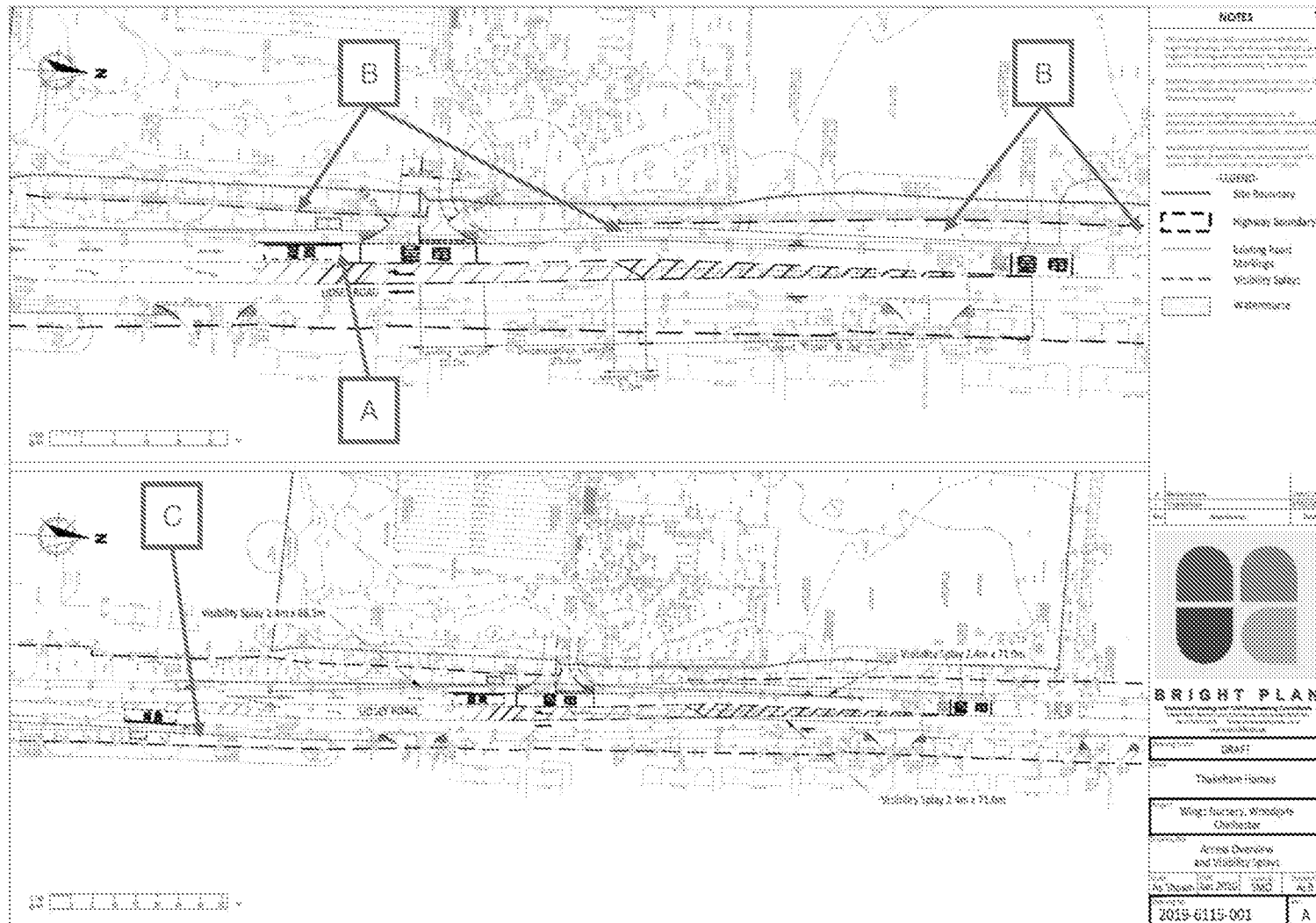
2019-6115-006 Rev -.pdf

## Appendix B

The following plan shows the location of the scheme



## Problems Location Plan



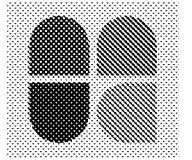




Scheme: Wings Nursery, Woodgate SS8/S278 Works

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

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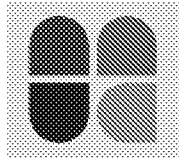


## Appendix C 2011 Census Data

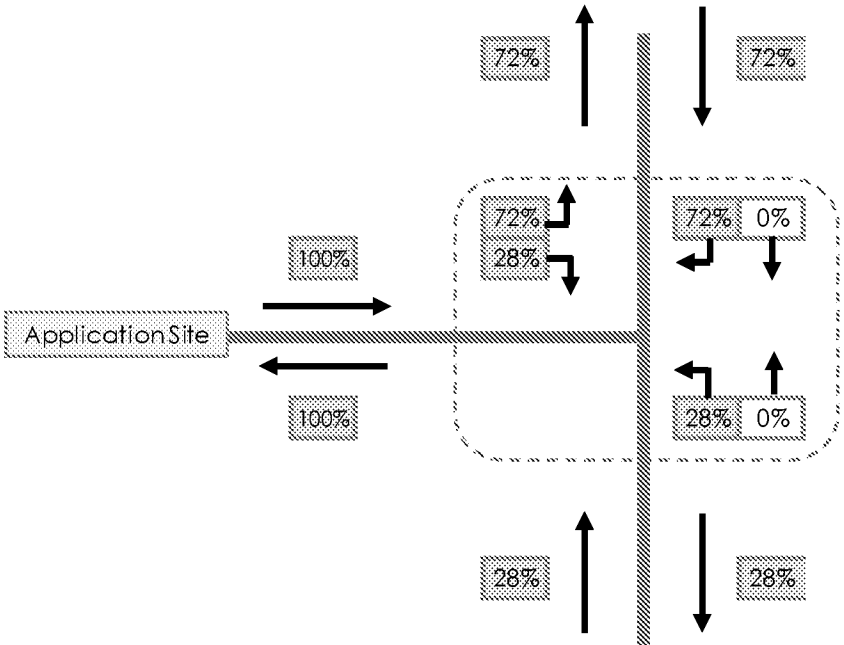
WF018EW - Location of usual residence and place of work (OA level)

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

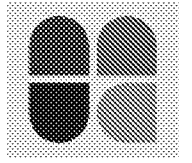
| Lower Layer                 | currently residing in    |                          |        | Traffic Assignment |       | Traffic Assignment (Percentage) |       |        |
|-----------------------------|--------------------------|--------------------------|--------|--------------------|-------|---------------------------------|-------|--------|
|                             | E01031395 :<br>Arun 001C | E01031396 :<br>Arun 003D | %      | North              | South | North                           | South |        |
| E01031395 : Arun 001C       | 10                       | 17                       | 2.1%   | 1                  |       |                                 |       | 2.1%   |
| E01031396 : Arun 003D       | 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      |                          |                          |        |                    |       |                                 |       |        |
| Arundel                     | 237                      | 239                      | 36.0%  |                    |       |                                 |       |        |
| Chichester                  | 210                      | 276                      | 42.0%  |                    |       |                                 |       |        |
| 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%   |
| Bromsgrave                  | 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%   |
| Chislehurst                 | 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% | 100.0% |
| Total                       |                          | 1,271                    |        |                    |       |                                 |       |        |



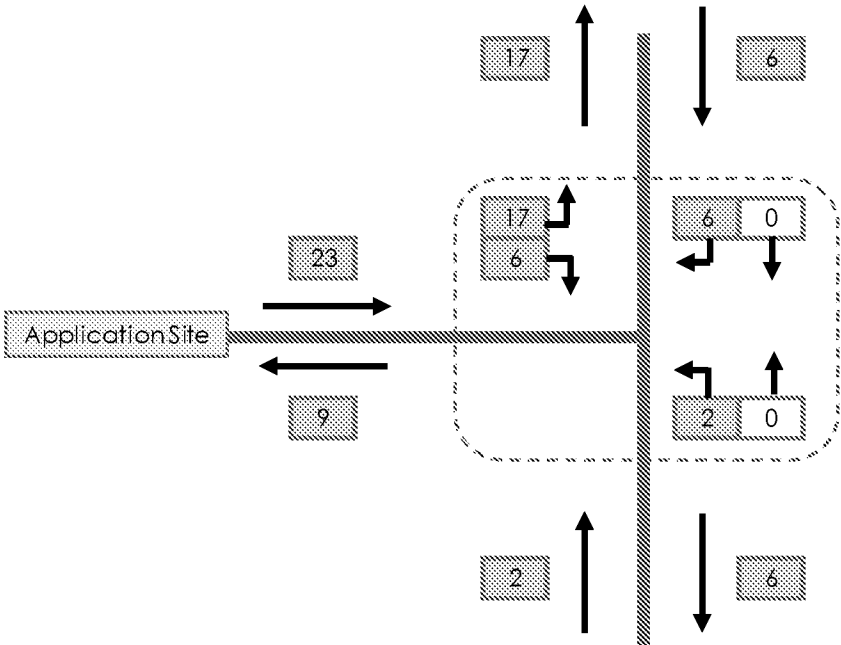
## Appendix D Distribution Model



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



## Appendix E Traffic Assignment

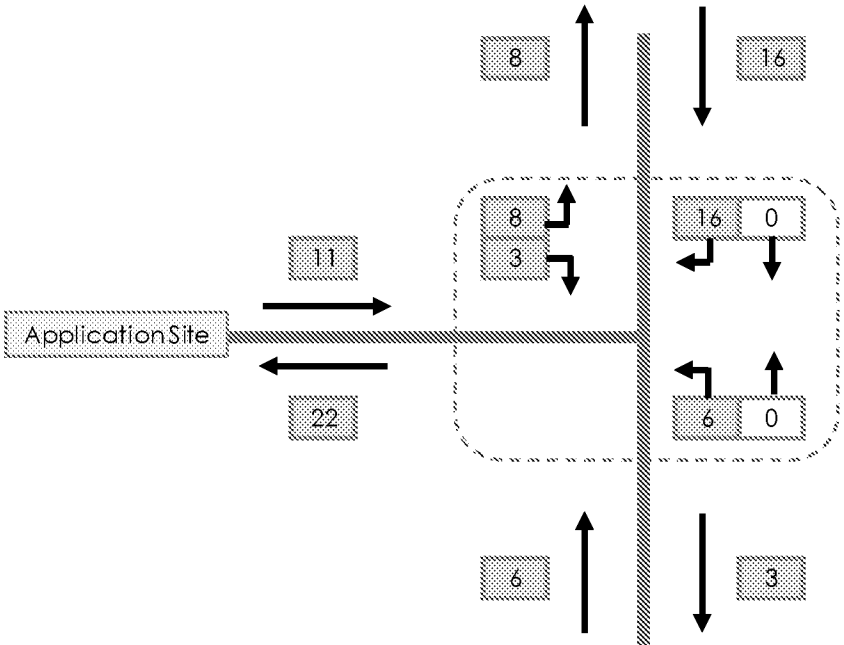


| Legend      |            |
|-------------|------------|
| <div></div> | Arrivals   |
| <div></div> | Departures |
| <div></div> | Arr/Dep    |

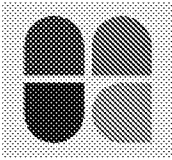
|               |            |
|---------------|------------|
| <div>9</div>  | Arrivals   |
| <div>23</div> | Departures |

**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,<br>Woodgate, West Sussex |      |
| Client:                                              |      |
| Thakeham Client Ltd                                  |      |
| Job No:                                              | Rev: |
| 6115                                                 | -    |



| Legend                                                                                                                                                                                                                                                                          |            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <div></div>                                                                                                                                                                                                                                                                     | Arrivals   |
| <div></div>                                                                                                                                                                                                                                                                     | Departures |
| <div></div>                                                                                                                                                                                                                                                                     | Arr/Dep    |
| <div>22</div>                                                                                                                                                                                                                                                                   | Arrivals   |
| <div>11</div>                                                                                                                                                                                                                                                                   | Departures |
| <div><div><div></div><div></div><div></div><div></div></div><div><b>BRIGHT PLAN</b><br/>Transport Planning and Civil Engineering Consultants<br/>Unit 2, West Barn, Norton Lane, Chichester,<br/>West Sussex, PO20 3AF<br/>Tel: 01243 210418<br/>www.bpcivils.co.uk</div></div> |            |
| Title:                                                                                                                                                                                                                                                                          |            |
| PM Peak Hour Flows                                                                                                                                                                                                                                                              |            |
| Project:                                                                                                                                                                                                                                                                        |            |
| Wings Nursery, Lidsey Road,<br>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<br>modaldata.com |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
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| Report Id - CustomList-190          |    |    |    |    |    |    |    |    |    |     |     |     |            |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |                        |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| Site Name - Woodgate                |    |    |    |    |    |    |    |    |    |     |     |     |            |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |                        |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| Description - Lidsey Road           |    |    |    |    |    |    |    |    |    |     |     |     |            |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |                        |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| Direction - AB                      |    |    |    |    |    |    |    |    |    |     |     |     |            |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |                        |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
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| 24 January 2018                     |    |    |    |    |    |    |    |    |    |     |     |     |            |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |                        |      |      |      |      |      |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| 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



modaldata.com

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 | 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   |     |
| --   | 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

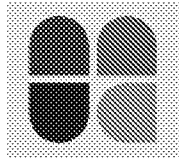
SOUTHBOUND

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   | 90   |      |      |      |      |       |
| --   | 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                                                                                                                                    |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |  |  |  |  |
| 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.

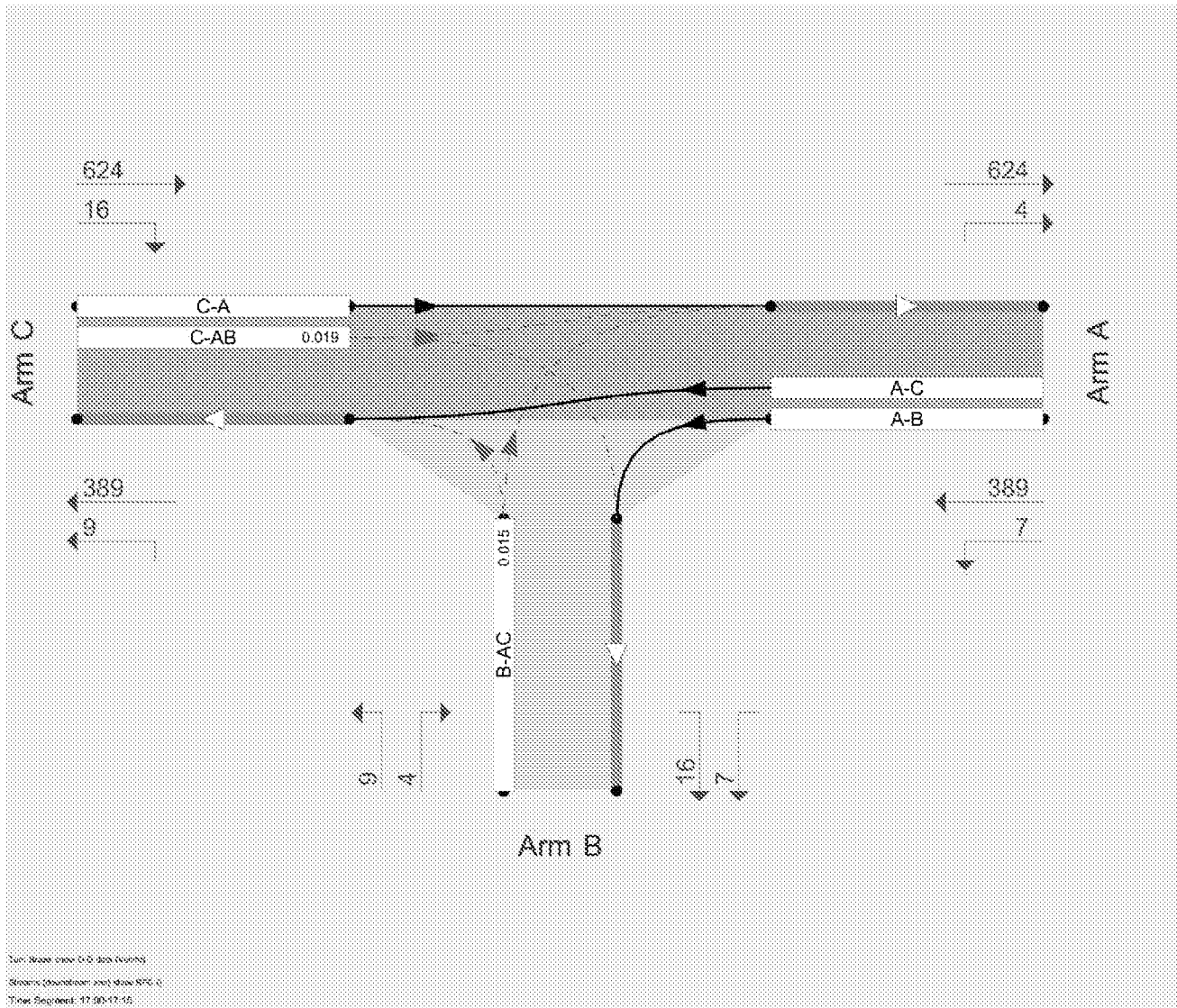
### File summary

#### 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 |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 7  | 389 |
|      | B  | 4   | 0  | 9   |
|      | C  | 624 | 16 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | 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

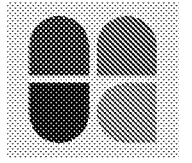
| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 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<br>(Up or Down) | Queue Past Site<br>Access | Time Barriers are<br>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                  |

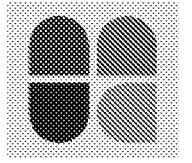
## Wings Nursery Railway Crossing

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

MODAL

modaldata.com

| TIME          | Barriers<br>(Up or Down) | Queue Past Site<br>Access | Time Barriers are<br>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

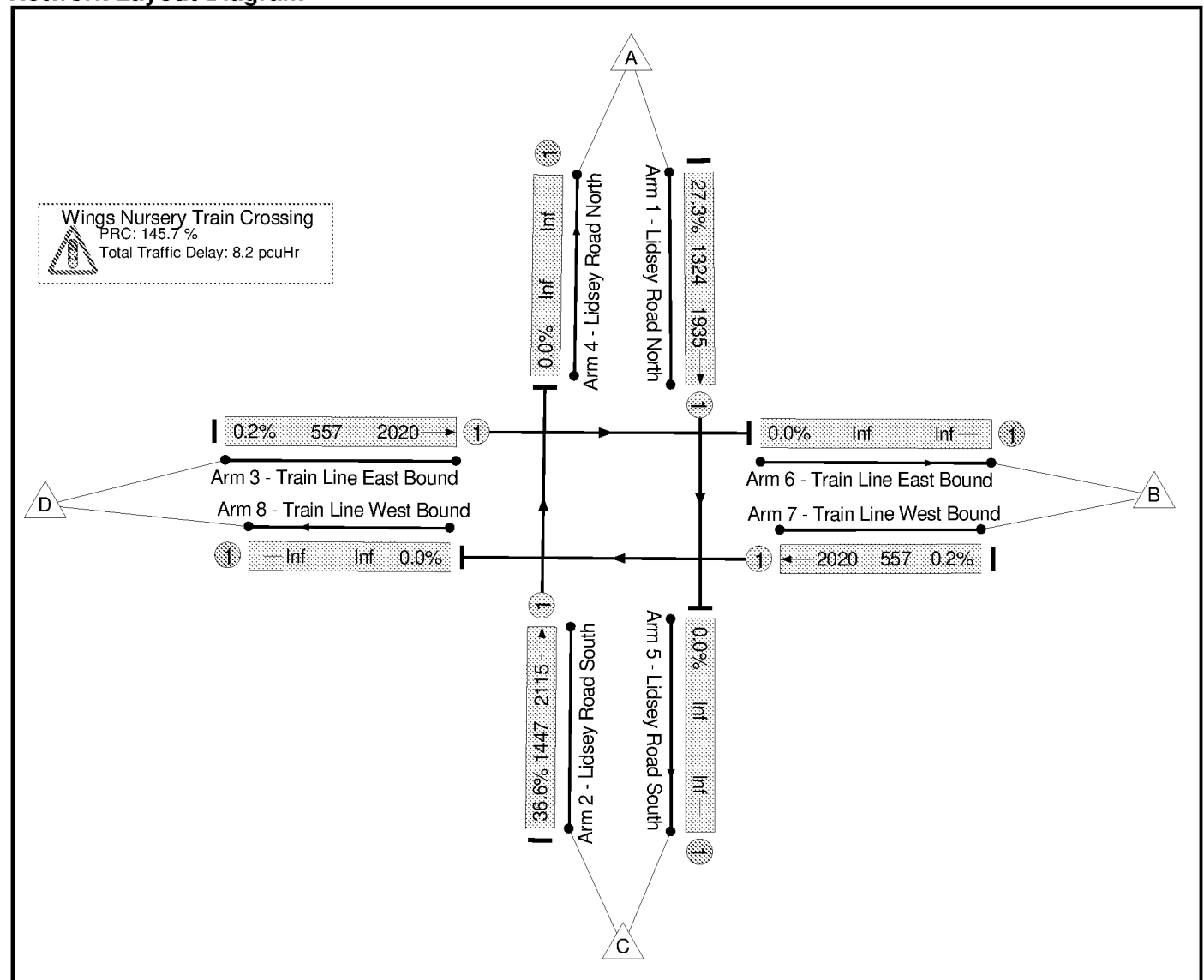
## Basic Results Summary

### 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

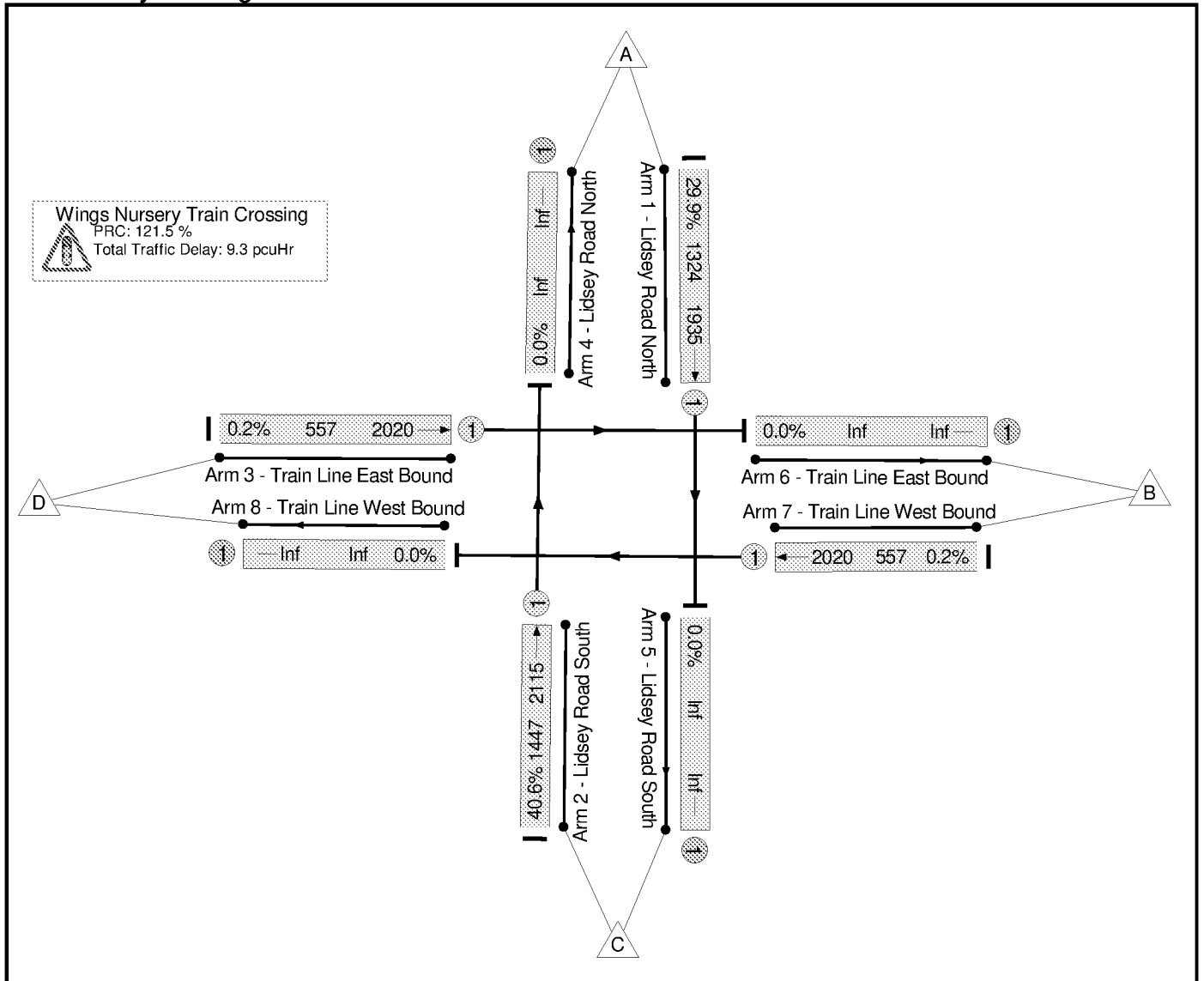


# Basic Results Summary

## 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                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 145.7</div> <div>PRC Over All Lanes (%): 145.7</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 8.18</div> <div>Total Delay Over All Lanes(pcuHr): 8.18</div> </div> <div>Cycle Time (s): 3600</div> </div> |                             |           |            |             |            |                 |                 |                   |                   |                |             |                       |                              |                             |                     |                           |                      |

**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           |                 | Total Delay for Signalled Lanes (pcuHr): |                   |                |             | 9.32                  |                              | Cycle Time (s): 3600        |                     |                           |                      |
|                              |                             |           |            | PRC Over All Lanes (%):      |            | 121.5           |                 | Total Delay Over All Lanes(pcuHr):       |                   |                |             | 9.32                  |                              |                             |                     |                           |                      |

# Basic Results Summary

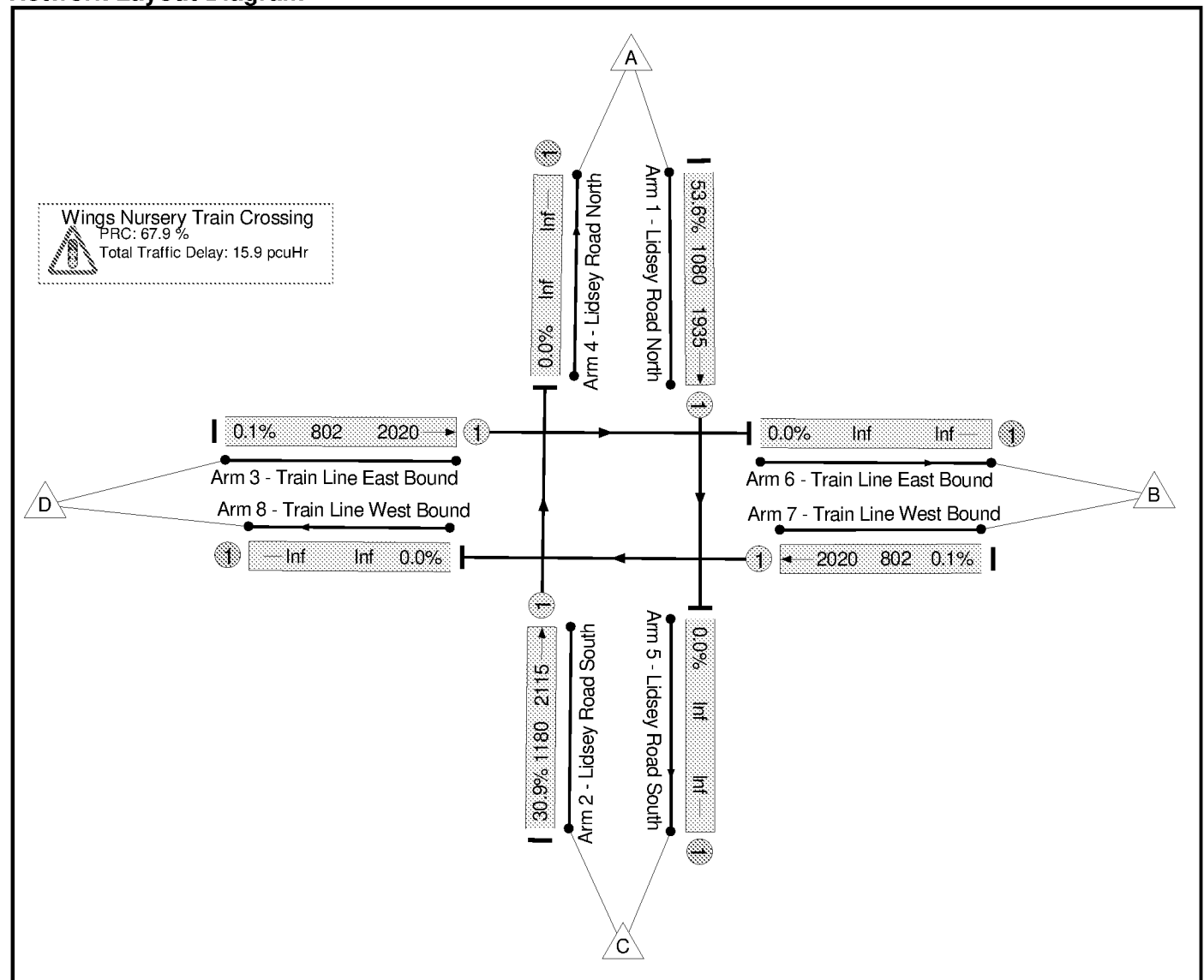
## Basic Results Summary

### 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

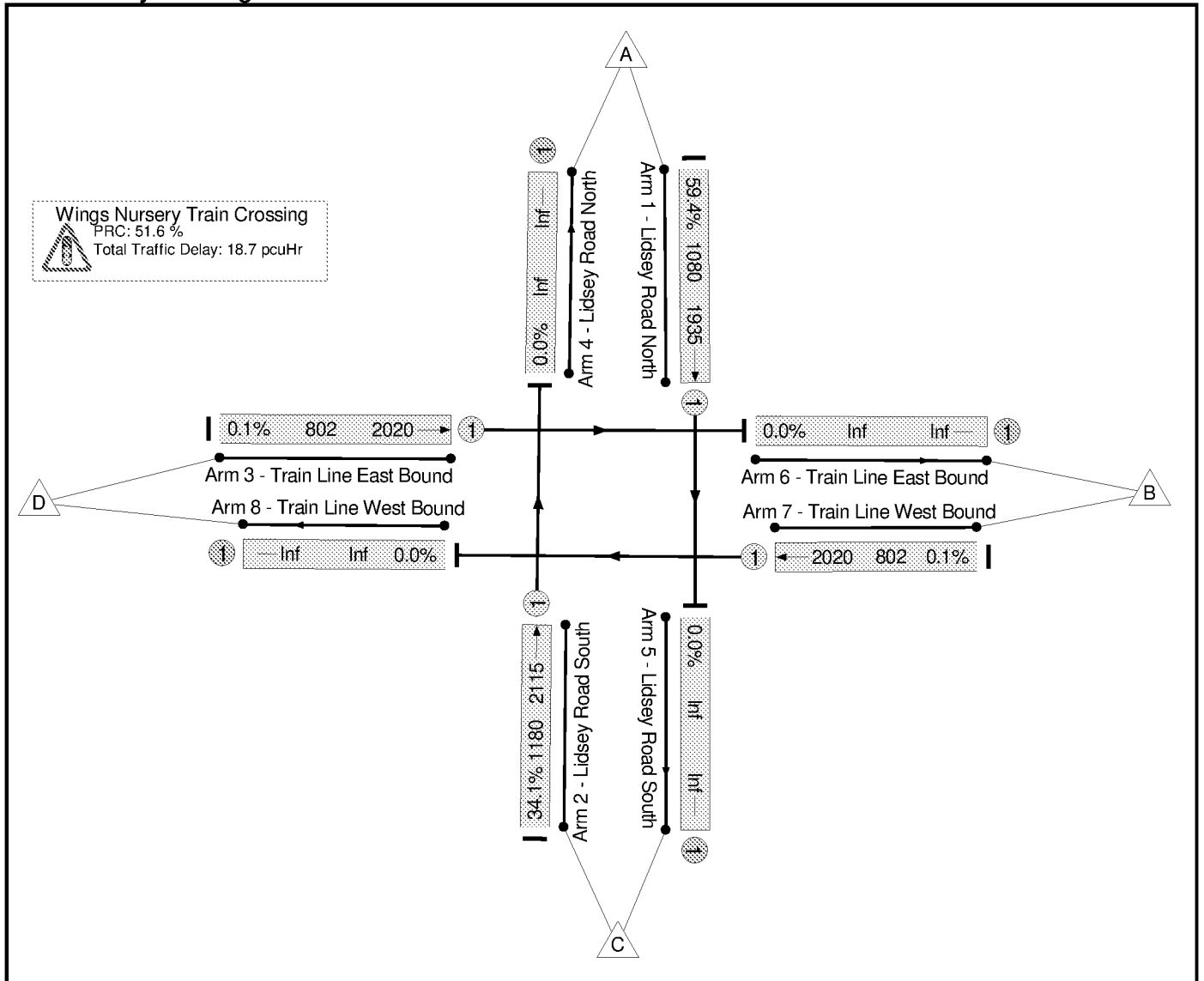


## Basic Results Summary

## 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                      | 81.1                 |
| 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                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 67.9</div> <div>PRC Over All Lanes (%): 67.9</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 15.86</div> <div>Total Delay Over All Lanes(pcuHr): 15.86</div> </div> <div>Cycle Time (s): 3600</div> </div> |                             |           |            |             |            |                 |                 |                   |                   |                |             |                       |                              |                             |                     |                           |                      |

**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                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 51.6</div> <div>PRC Over All Lanes (%): 51.6</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 18.72</div> <div>Total Delay Over All Lanes(pcuHr): 18.72</div> </div> <div>Cycle Time (s): 3600</div> </div> |                             |           |            |             |            |                 |                 |                   |                   |                |             |                       |                              |                             |                     |                           |                      |