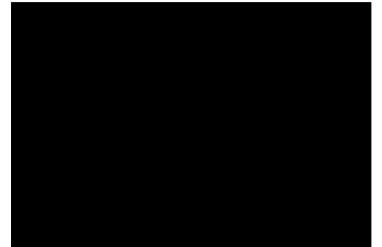




The Civil Engineering Practice
11 Tungsten Building
George Street
Fishergate
Sussex
BN41 1RA



Transport Assessment

Proposed New Production Unit and Associated Works at

Sefter Farm, Pagham, West Sussex

On behalf of

Barfoots of Botley Ltd

July 2016

Document History and Status

Project Reference: 22536

Date	Version	Prepared By	Reviewed By	Approved By
07/07/16	1.0	Bava Sathan CEng MICE FIHE	Gerry Waller CEng MICE MCIWEM MAE	Gerry Waller CEng MICE MCIWEM MAE

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1 Non Technical Summary

- 1.1 This Transport Assessment has been undertaken in accordance with the National Planning Policy Framework on behalf of Barfoots of Botley Ltd in support of a Planning Application for the construction of a new processing, preparation, packaging and distribution unit for fresh foods together with accommodation associated with the existing horticultural business and the revision of internal access road, car parking and hard standing areas and landscaping on land at Sefter Farm, Pagham, West Sussex.
- 1.2 This Assessment is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This Assessment addresses the following areas:
- Sustainability of the existing infrastructure
 - Capability of the existing modes of transportation other than the car to accept additional demands from the proposed development
 - Cycle and car parking provision
 - Development trip generation and vehicular trip impact
- 1.4 Pedestrian infrastructure is limited in this rural locality but there is cycle infrastructure and local public transport links in the near vicinity providing convenient access to the surrounding area.
- 1.5 The amount of car parking already provided on the Sefter Farm site is appropriate for the needs of the Applicant with sufficient secure and covered cycle storage also available.
- 1.6 The existing highway access to Sefter Farm is adequate in its current form to serve the new development and the anticipated traffic generated by the development will not materially or detrimentally affect the local highway network.

2 Planning Policy Context

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework sets out Central Government's current planning policies for England and replaces all previous planning policy guidance and statements (PPGs and PPSs).

2.1.2 The Policy Framework requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of:

- *'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
- *Safe and suitable access to the site can be achieved for all people*
- *Improvements can be undertaken within the transport network that can effectively limit the significant impacts of the development*
- *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.1.3 It also requires that developments are located and designed where practical to:

- *'Accommodate the efficient delivery of goods and supplies*
- *Give priority to pedestrian and cycle movements and have access to high quality public transport facilities*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians avoiding street clutter and where appropriate establishing home zones*
- *Incorporate facilities for charging plug in and other ultra low emission vehicles*
- *Consider the needs of people with disabilities by all modes of transport.'*

2.2 Arun District Council Emerging Local Plan 2011 – 2031

2.2.1 The Arun Local Plan 2011 – 2031 (Publication Version) is the most recent version of the emerging Local Plan.

2.2.2 The Arun District Local Plan 2011-2031 and supporting documents were submitted on 30th January 2015 for independent examination to the Secretary of State for Communities and Local Government via the Planning Inspectorate.

2.2.3 On 5 March 2015 the Inspector issued preliminary questions which were responded to by Arun District Council on 17 March 2015.

- 2.2.4 A procedural meeting was held on 16th July 2015 to discuss the implications of the Council's revised position on the 'objectively assessed needs for market and affordable housing'.
- 2.2.5 On 2nd February 2016 the Inspector provided his conclusions on Objectively Assessed Needs. The Inspector has suspended the Examination until completion of Arun District Council's agreed work plan.
- 2.2.6 Until the Local Plan is adopted by the District Council the statutory development policies currently consist of:
- The saved policies within the Arun District Local Plan (2003)
 - The Arun District Proposals Map
 - The saved policies within the West Sussex Minerals Local Plan (2003)

2.3 Arun District Council Local Plan Saved Policies

- 2.3.1 The Arun District Council Local Plan 2003 saved policies will remain effective until replaced by the new Arun Local Plan.
- 2.3.2 The policies of the currently adopted Local Plan which are relevant to this development are as follows:
- 2.3.3 **Policy GEN7** The Form of New Development confirms that *'development will be permitted provided it*
- (iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;*
- (vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians.'*
- 2.3.4 **Policy GEN12** Parking in New Development confirms that *'provision of parking in excess of the District Council's Parking Standards will not be allowed.'* The Parking Standards are included in the Local Plan.
- 2.3.5 **Policy GEN14** Public Transport confirms that *'Where appropriate, new development will be required to make provision for public transport facilities. Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.'*
- 2.3.6 **Policy GEN15** Cycling and Walking confirms that *'where appropriate, new development will be required to provide safe and attractive facilities for*

cyclists and pedestrians, both within the site and in the form of links to the surrounding area.'

2.4 Parking Standards

2.4.1 West Sussex County Council Parking Standards are based on type of use.

2.4.2 The development proposals are in planning terms sui generis however West Sussex County Council does not cover sui generis uses within its parking standards.

3 The Existing Site and Surrounding Area

3.1 Site Location

- 3.1.1 The development site is located on open farmland at Sefter Farm, Pagham, West Sussex. The nearest postcode is PO21 3PX, Ordnance Survey reference SZ 893 995.
- 3.1.2 The site is bounded on its northeast side by the access road to the farm from Pagham Road, on its east side by Pagham Road, on its west side by a drainage ditch, reservoirs and silos within Sefter Farm and on its south side by a short section of land draining to a stream which in turn discharges to the Pagham Rife 200m to the west.
- 3.1.3 A copy of the site location plan is located in Appendix 1 at the rear of this Assessment.

3.2 Site Description

- 3.2.1 The development site is approximately 2.7 hectares in area and currently comprises undeveloped agricultural land, access ways, parking areas and a number of outbuildings.
- 3.2.2 Vehicular and pedestrian access to the site is available from the private access road to Sefter Farm at the northern site boundary which forms an uncontrolled T Junction with Pagham Road.
- 3.2.3 There is no existing use or travel demand other than farming operations and related activity.
- 3.2.4 The site is at a level of between 3.7 and 5.7m AOD and slopes gently towards the centre of the proposed area to be developed.
- 3.2.5 A copy of the existing site layout plan is located in Appendix 2 at the rear of this Assessment.

4 Audit of Existing Travel Infrastructure and Demand

4.1 Pedestrians and Cyclists

- 4.1.1 Pedestrian infrastructure is limited in the wider locality and although access by foot is not impossible there are no defined pedestrian footways on either side of the existing public highway, Pagham Road.
- 4.1.2 There are however existing footpaths within the site at its eastern site boundary which extend from a point adjacent to the junction of Pagham Road with Sefter Road allowing safe pedestrian access from this point through the proposed development site and to the main farm access road and buildings of Sefter Farm.
- 4.1.3 Pagham Road forms part of the South Coast Cycle Route providing convenient access to Chichester to the north, North Mundham and towns along the coast to the west, and to Bognor Regis and coastal towns to the east.
- 4.1.4 Approximate cycle journey times at a speed of 12km/hour and distances from the site to likely destinations are as shown in Figure 1 below.

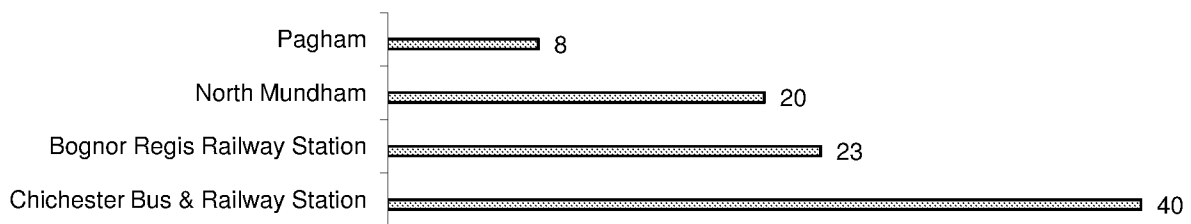


Figure 1: Typical Cycle Journey Times in Minutes

4.2 Buses

- 4.2.1 The nearest bus stops to the site are located on Pagham Road 270m south of the Sefter Farm site entrance at the junction of Pagham Road with Sefter Road for southbound journeys and 950m to the south of the site at the junction of Pagham Road with Hook Lane for northbound journeys. The stops are a 4 and 12 minute walk respectively.
- 4.2.2 The stops are denoted by bus stop signs and provide access to the Stagecoach 60 service providing access to numerous local conurbations including Midhurst, Chichester, North Mundham, Pagham and Bognor Regis.
- 4.2.3 Services typically run at 15 minute intervals Monday to Saturday and hourly on Sunday.
- 4.2.4 Approximate bus journey times to likely destinations including walking to the nearest stops are shown in Figure 2.

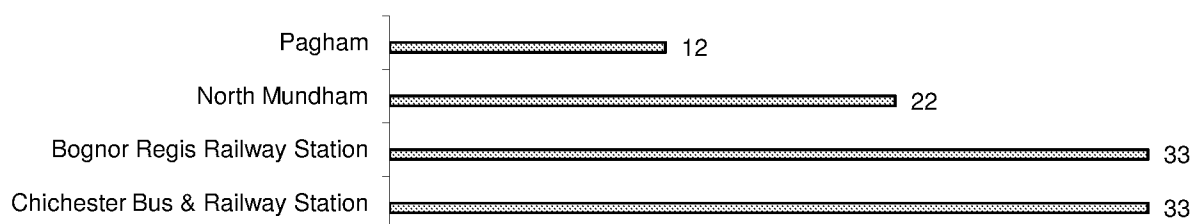


Figure 2: Bus Journey Times in Minutes

4.2.5 Northbound journey times are typically extended by approximately one minute if catching the southbound 60 service first and transferring to the northbound service at Hook Lane.

4.3 Rail

4.3.1 The closest railway station is Bognor Regis Railway Station located 4.5km to the southeast of the site. Chichester Railway Station is 7.5km to the northwest.

4.3.2 The existing rail infrastructure does not on its own offer a suitable means of access to the site but when combined with bus travel and walking from the site it could be used for multiple mode trips.

4.4 Highway Network

4.4.1 Access to the proposed development site from the public highway is via the existing private Sefter Farm access road which forms an uncontrolled T junction with Pagham Road.

4.4.2 This junction is the main access for Sefter Farm and is suitable for and currently used by HGVs and all other modes of transport currently accessing the farm.

4.4.3 Pagham Road provides access northwards to the A27 and the A259 at Chichester via the B2166 through Runcton and North Mundham.

4.4.4 Pagham Road also provides access southwards to Pagham and via Sefter Road to Bognor Regis.

4.4.5 An accessibility plan is located in Appendix 3 at the rear of this Assessment.

4.5 Highway Safety

- 4.5.1 A study of accident records from April 2010 to April 2016 along Pagham Road from the access road to Sefter Farm and its junction with Sefter Road has been undertaken.
- 4.5.2 The current accident data is available up to 30 April 2016.
- 4.5.3 West Sussex County Council Road Safety and Accident Investigation Team have confirmed that there has been no injury related collision within a 250m radius from the existing entrance to Sefter Farm since May 2013.
- 4.5.4 During the six year period there were four accidents recorded as slight in nature all of which occurred in the vicinity of the junction of Sefter Road with Pagham Road, which is approximately 250m south of the site entrance.
- 4.5.5 Two of these incidents involved cars pulling out from Sefter Road to turn right into the path of northbound vehicles on Pagham Road.
- 4.5.6 One incident involved a lone car which lost control in wet weather on the northbound lane of Pagham Road and the remaining incident was a car on Sefter Road which failed to stop for a marked police car and subsequently lost control and left the road.
- 4.5.7 The accident records do not identify any inherent highway geometry problems and are not uncommon in quantity over a six year period.
- 4.5.8 A copy of the correspondence and data is located in Appendix 4 at the rear of this report.

4.6 Current Staff Travel Arrangements

4.6.1 There are currently 400 staff employed at the farm and associated production facility.

4.6.2 Travel to Work data for the locality indicates the following modal choice:

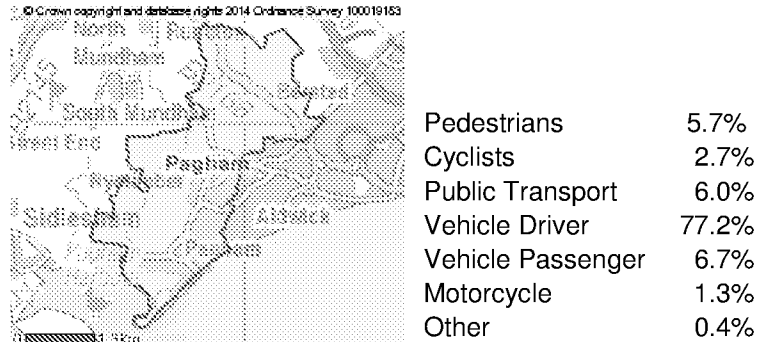


Table 1: Local Method of Travel to Work

4.6.3 There are minibuses operated by the Seftor Farm site already providing some staff transport. In addition some staff cycle to work and others come by public transport.

4.6.4 Car sharing is estimated to be relatively high among employees with an average of 1.75 persons per vehicle.

4.6.5 The Modal Choice for car use has been adjusted in accordance with this data and is as follows:

Pedestrians	5.7%
Cyclists	2.7%
Public Transport	6.0%
Vehicle Driver	47.9%
Vehicle Passenger	36.0%
Motorcycle	1.3%
Other	0.4%

Table 2: Predicted Method of Travel to Work

4.6.6 Barfoots of Botley Ltd has historically operated a Cycle to Work Scheme and offer incentives for staff to purchase bicycles and equipment at discounted rates.

4.7 Operational Travel Use

- 4.7.1 Barfoots of Botley Ltd commissioned Quality Traffic Surveys to undertake a monitoring of the traffic movement to and across the site in September 2015 for all modes of transport.
- 4.7.2 The survey was undertaken over one week at the end of September 2015 and all traffic movement was monitored over 24 hours for that week.
- 4.7.3 The highest number of vehicles transiting through the entrance was on a Wednesday at 446 vehicles comprising all modes of transport. The maximum peak hourly traffic was recorded on Monday afternoon as 87 vehicles between 17:00 – 18:00.
- 4.7.4 For operational needs in relation to activities related to the farm business, the movements of LGVs HGVs PSVs and Agricultural vehicles were also monitored across the site.
- 4.7.5 The maximum recorded movement within one day for those modes of transport was 143 which were recorded on Wednesday.
- 4.7.6 The maximum peak hourly traffic accessing the public highway was recorded during the week on Friday with 7 vehicles recorded between 08:00 and 09:00 and 10 vehicles recorded between 17:00 and 18:00.
- 4.7.7 In terms of the farm activities, the maximum peak hourly movement was recorded on Monday between 15:00 and 16:00 which does not impact on the peak hours for the public highway network.
- 4.7.8 Sefter Farm benefits from an Extant Planning Permission (P/68/15/PL) for a glasshouse which has not been implemented yet. That scheme was supported by a separate Transport Assessment which demonstrated to have negligible impact on the highway network.
- 4.7.9 All HGVs are routed along the Pagham Road to and from the A27 to the north.
- 4.7.10 Details of the traffic survey and summary of vehicle movements are located in Appendix 5 at the rear of this report

5 Proposed Development

5.1 Description of the Proposed Development

5.1.1 The development proposal is for the construction of a new processing, preparation, packaging and distribution unit for fresh foods together with accommodation associated with the existing horticultural business and the revision of internal access road, car parking and hard standing areas and landscaping.

5.1.2 As part of the proposed works the existing staff car park will be relocated eastwards and the existing temporary buildings and associated hard surface will be removed.

5.2 Cycle and Pedestrian Access

5.2.1 The existing footpaths on the site will be retained to maintain the existing pedestrian and cycle access between the site, the surrounding public highways and the shared surface farm access roads.

5.3 Vehicular Access

5.3.1 Vehicular access to the site will be via the existing farm access track at the north eastern boundary of the site which is already used by vehicles accessing Seftor Farm from the public highway.

5.3.2 A copy of the proposed site layout plan is attached in Appendix 6 at the rear of this report.

6 Travel Demand and Impact on Highway Network

6.1 Staff Travel Demand

- 6.1.1 The overall staff numbers at Sefton Farm with the proposed development will remain similar to current staff levels.
- 6.1.2 Barfoots of Botley Ltd will be introducing automated systems of works and efficient ways of working around the existing and proposed production facilities which will change the skills mix of staff.
- 6.1.3 Barfoots of Botley Ltd have recently revamped their Cycle to Work Scheme and offer better incentives for staff to purchase bicycles and equipment at discounted rates. A copy of their promotional poster is attached at Appendix 7 at the rear of this report.
- 6.1.4 Other sustainable transport modes are also actively promoted by Barfoots of Botley Ltd. They are currently in discussion with Stagecoach to implement a new bus service to their site.
- 6.1.5 The proposed new bus routes will operate from both Chichester and Bognor Regis. It is proposed for the new service to be subsidised for the initial six weeks following introduction of the service. There will be three bus services operating at half hourly interval from 05:30 in the morning and similar numbers from the site in the afternoon starting at 17:00.
- 6.1.6 With the introduction of the new bus service it is anticipated that up to half of staff operating at the site will take advantage of these new bus routes. The new service will be monitored for take up and if required augmented.
- 6.1.7 Following the introduction of the new bus routes and staff incentives to use sustainable transport modes it is anticipated that the reliance on use of cars will reduce leading to a reduction in traffic in the locality.
- 6.1.8 No further analysis has been undertaken on the number of small vehicles entering the site.

6.2 Operational Travel Demand

- 6.2.1 The proposed new development allows Barfoots of Botley Ltd to introduce more efficient working methods which will include increased efficiency in the hauling and transport of products. The projected increase in operational traffic movement when the new plant is fully operational is 15%. This equates to an increase of 1.5 HGV movements during the peak hour 17:00 - 18:00 and 2 HGVs over the operating peak hour for the site.
- 6.2.2 An increase of 2 HGVs movements outside the peak hours on the public highway network will have no noticeable impact.
- 6.2.3 All HGVs will be routed along the Pagham Road to and from the A27 to the north.

7 Parking

7.1 Policy Based Requirement

7.1.1 As previously noted the proposed development is in planning terms classified as Sui Generis and falls outside the Parking Standards adopted by West Sussex County Council.

7.1.2 In the absence of a Sui Generis use the parking provision has been established based on the site's requirements.

7.2 Proposed Provision

7.2.1 The relocated car park to the east of the proposed new building will have the same capacity as the existing car park. With the introduction of the new bus service and promotion of sustainable modes of transport it is anticipated that parking demand will reduce on site.

8 Summary and Conclusions

8.1 Sustainable Accessibility

- 8.1.1 The proposed development is appropriately located on an existing farm and seeks to improve its production facility and cater for future demands.
- 8.1.2 Given its rural location the site is relatively well served by buses with additional bus links to Chichester and Bognor Regis being introduced and the National Rail network via both Chichester and Bognor Regis Railway Stations.
- 8.1.3 In addition the operators of the Farm have an improved Cycle to Work Scheme providing advantageous incentives for staff to cycle to the site as part of current initiatives.
- 8.1.4 The South Coast Cycle Route passes the site entrance on Pagham Road providing access to the surrounding towns along the coast as well as northwards to Chichester.

8.2 Parking Provision

- 8.2.1 There is sufficient car and cycle parking on the Seftor Farm site to accommodate all anticipated staff and operational traffic and no further provision is proposed or required.

8.3 Impact on Local Transport Network

- 8.3.1 The vehicular trip generation associated with the development proposals are anticipated to reach a maximum of 2 additional vehicle trips occurring outside the network peak hours.
- 8.3.2 This level of traffic is insufficient to have a measurable impact on the local or wider highway network.

9 List of Appendices, Figures and Tables

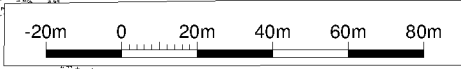
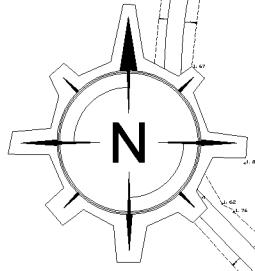
Appendix 1	Site Location Plan
Appendix 2	Existing Site Layout Plan
Appendix 3	Accessibility Plan
Appendix 4	Accident Record Data
Appendix 5	Traffic Movements Survey Data
Appendix 6	Proposed Site Layout Plan
Appendix 7	Cycle to Work Scheme
Figure 1	Cycle Journey Times in Minutes
Figure 2	Bus Journey Times in Minutes
Table 1	Local Method of Travel to Work
Table 2	Predicted Method of Travel to Work

Appendix 1

Site Location Plan

Appendix 2

Existing Site Layout Plan

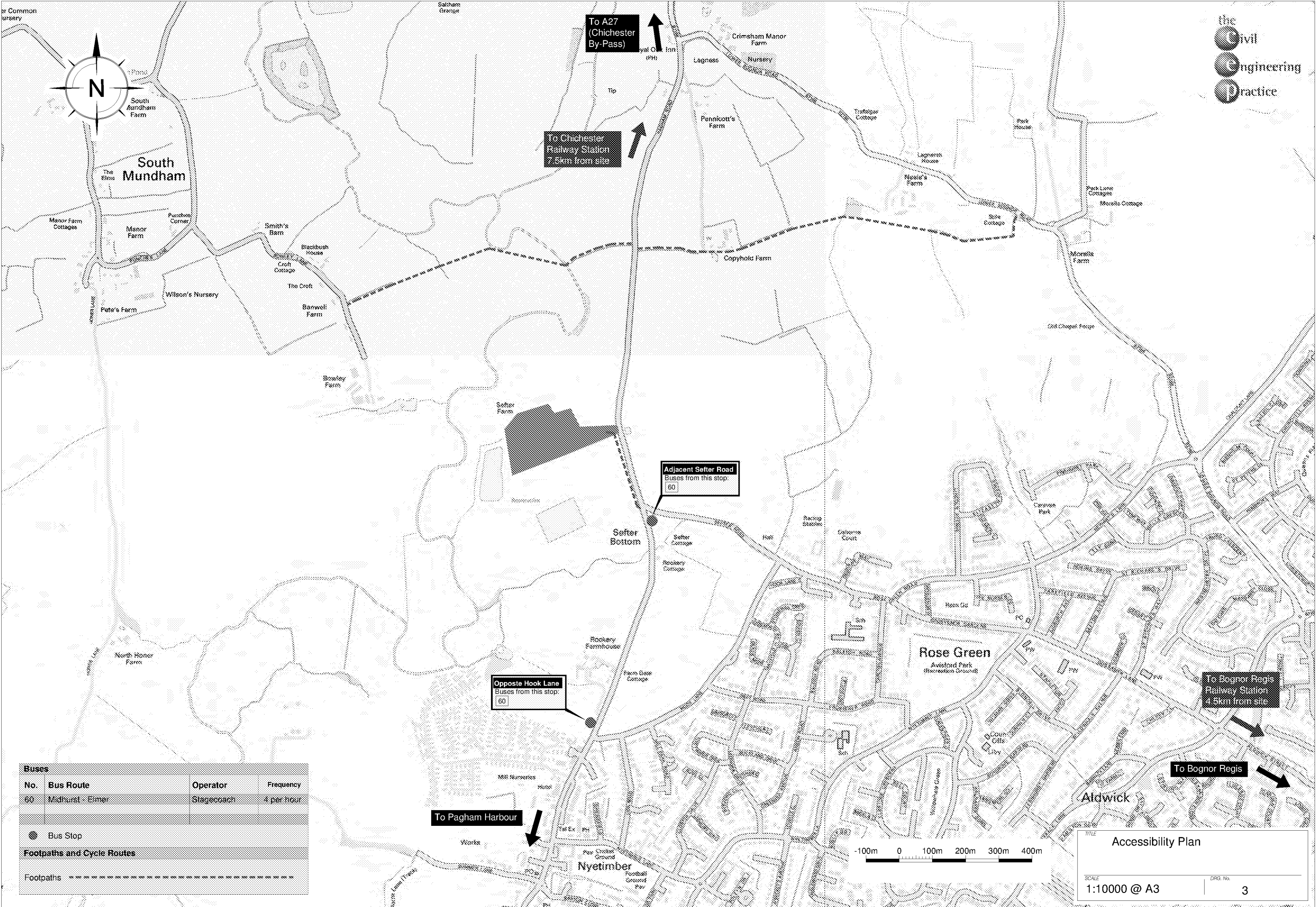


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Existing Site Layout	
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Appendix 3

Accessibility Plan



Buses			
No.	Bus Route	Operator	Frequency
60	Midhurst - Eimer	Stagecoach	4 per hour
Bus Stop			
Footpaths and Cycle Routes			
Footpaths			

Appendix 4

Accident Record Data

From: [Jon Forster](#) on behalf of [ENV Accident Data](#)
To: [Steve Burgess](#)
Subject: RE: 22536 Barfoot of Botley - Accident Data
Date: 02 June 2016 11:53:17

Steve

The current data we have runs to the 30th April 2016. All 2016 is live data and may be amended during the course of the year (added to or deleted)

Currently the data base is not showing any injury collisions within a 250m radius of Barfoot's entrance at Pagham Road in the three years 01/05/2013 to 30/04/2016.

Regards

Jon

Jon Forster
Team Leader Road Safety and Accident Investigation
Residents' Services – Highways and Transport
West Sussex County Council

 Did you know you can follow West Sussex Highways on Twitter?
[@WSHighways](#)

We've launched our new website www.westsussex.gov.uk

From: Steve Burgess [REDACTED]
Sent: 31 May 2016 16:17
To: ENV Accident Data
Cc: 'Bava Sathan'; [REDACTED]
Subject: 22536 Barfoot of Botley - Accident Data

Good afternoon,

I am after some information surrounding the accidents adjacent to our site at Barfoot of Botley, Pagham Road. I have had a look on the website and can see that you only have data as recent as 29th of February 2016. I would like to enquire whether you have any more recent data available. Also if such data is available would there be a charge to receive it?

Kind regards

Steve Burgess

The Civil Engineering Practice

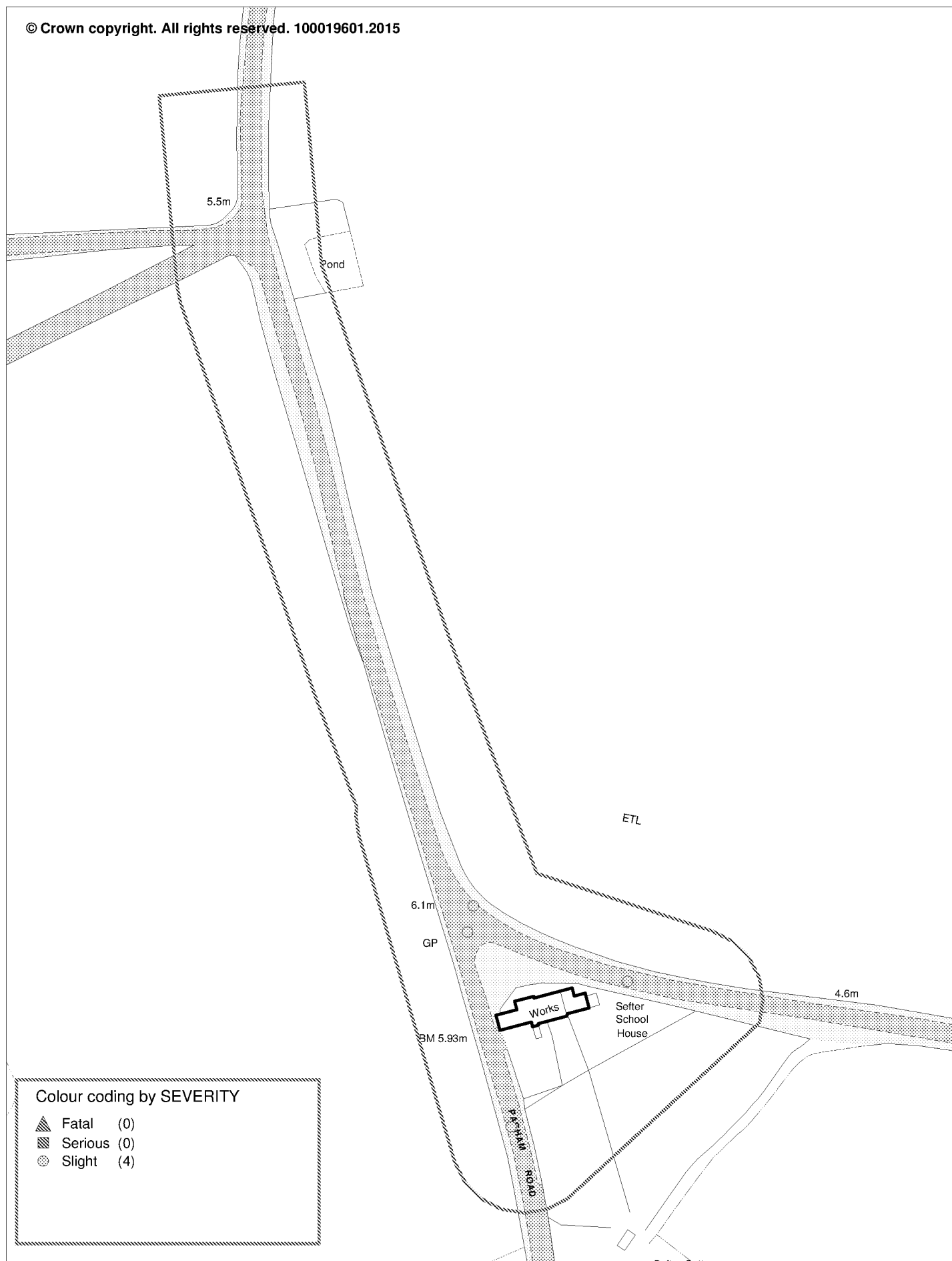
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Colour coding by SEVERITY

- ▲ Fatal (0)
- Serious (0)
- Slight (4)

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Sussex Safer Roads
PARTNERSHIP

Collision data
Pagham Road - Bersted - Civil
01/04/2010 - 31/03/2015

SCALE	1 : 1736
DATE	23/04/2015
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/04/2010 to 31/03/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1002611 Wednesday U PAGHAM ROAD of U SEFTER
21/04/2010 ROAD
R1: U 1440 hrs
R2: U
E 489,452 Dry
N 99,542 Fine without high winds
40 mph

Veh 2	Bus/coach	53	Go/head	S	to N						
Veh 1	Car	36	Turning right	E	to N	RSP	M	1	Slight		
Veh 1	Car	36	Turning right	E	to N	FSP	F	26	Slight		

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 001

Very Likely

V2 TRAVELLING NORTH ALONG PAGHAM ROAD (PS VEHICLE) DRIVER OF V1 THEN PULLED OUT IN ITS PATH WHILST TURNING RIGHT ONTO ROAD COLLIDING WITH THE FRONT O/S OF V1 CAUSING DAMAGE TO BOTH VEHICLES.

1100793 Thursday C44 PAGHAM ROAD of C0 SEFTER
03/02/2011 ROAD
R1: C 44 1015 hrs
R2: C 6
E 489,454 Dry
N 99,551 Fine without high winds
60 mph

Veh 2	Car	25	Go/head	S	to N	Dri	F	25	Slight		
Veh 1	Car	38	Turning right	SE	to N						

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 001

Very Likely

VEHICLE ONE PULLED OUT OF SEFTER ROAD IN FRONT OF VEHICLE TWO TRAVELLING NORTHBOUND ON PAGHAM ROAD.

1103628 Sunday U PAGHAM ROAD 154m South of U
12/06/2011 SEFTER ROAD O/S ROOKERY
R1: U 1252 hrs COTTAGE
E 489,467 Wet/Damp
N 99,475 Raining without high winds
60 mph

Veh 1	Car	21	Go/ahead LH bend	SW	to N	FSP	M	20	Slight		
Veh 1	Car	21	Go/ahead LH bend	SW	to N	Dri	M	21	Slight		

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 001

Very Likely

2nd: Loss of control

Vehicle 001

Very Likely

VEHICLE 1 TRAVELLING NORTHBOUND ON WET ROAD APPROACHING SLIGHT NEARSIDE BEND SUFFERS LOSS OF CONTROL. DRIVER OVERCORRECTS TO THE OFFSIDE AND LOSES CONTROL TRAVELLING ACROSS CARRIAGEWAY COLLIDES WITH BANKING AND FENCE PANELS ON THE EASTERN SIDE OF THE ROAD.

Details of Personal Injury Accidents for Period - 01/04/2010 to 31/03/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles							Casualties		
			Veh No	Type	Age	Many	Dir	Class		Sex	Age	Sev
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1306505	Sunday	U SEFTER ROAD BOGNOR 50M EAST										
	01/12/2013	OF C44 PAGHAM RD	Veh 1	Car	19	Go/ahead RH bend	E	to NW	Dri	M	19	Slight
R1: U	0244 hrs		Veh 1	Car	19	Go/ahead RH bend	E	to NW	RSP	M	19	Slight
	Darkness: no street lighting		Veh 2	Car	41	Go/head	E	to W				
E 489,507	Dry											
N 99,525	Fine without high winds											
	30 mph											

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 1

Very Likely

V1 FAILED TO STOP FOR MARKED POLICE VEHICLE, THEN FAILED TO NEGOTIATE LEFT HAND BEND LEFT ROAD TO THE NEARSIDE.