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TRAVEL PLAN FARGRO THE VINERY, POLING, ARUNDEL

CLIENT

Fargro Limited
Toddington Lane
Littlehampton
West Sussex
BN17 7PP

Ref: 4144C/2.3F
Date: 30/8/2013

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ISSUE	DATE	COMPILED	CHECKED
1	30/08/2013	RIN	MR

1 INTRODUCTION

1.1 Context

- 1.1.1 This report has been prepared in support of the current planning application relating to this site. No responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.1.2 Millwood House Consultants Ltd has been commissioned to prepare a report dealing with transport matters in support of a planning application relating to development proposals at The Vinery, Poling, West Sussex.
- 1.1.3 The relevant Planning Authority is the Arun District Council. The site lies adjacent to the A27 trunk road; the relevant Highway Authority is therefore The Highways Agency. West Sussex County Council, as local highway authority, will have an interest in any material impacts of the development on local transport networks serving the site or affected by the application proposals.

1.2 This Report

- 1.2.2 This report comprises the Travel Plan for the proposed development. Together with a Transport Assessment, the Travel Plan has been prepared as complementary documents.
- 1.2.3 This Travel Plan has been prepared in accordance with relevant national and local guidance. The report makes use of:
- Information from relevant planning websites;
 - Client supplied data re proposed uses and sizes;
 - Documents / reports supporting existing planning permissions at The Vinery; and
 - Traffic surveys carried out for this planning application at the existing FARGRO site and at the proposed new site.

2 TRAVEL PLANS

- 2.0.1 Travel Plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process where they can be critical to the acceptability of a development proposal. They can assist in increasing accessibility while reducing congestion and local air pollution. A well developed Travel Plan can reduce adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.
- 2.0.2 The principles and practices of Travel Plans are widely accepted and their need and function are incorporated into all levels of the planning process. Nationally, NPPF supports the concept of Travel Plans in support of major applications to manage the current and future transport demands of new development in the most sustainable way.
- 2.0.3 A Travel Plan can bring a number of benefits to organisations and their staff. Organisations can benefit from reduced parking demand, better access and less congestion at their sites as well as cost savings and a healthier workforce. Travel Plans enhance the environmental credentials of organisations and assist in tackling climate change. They can assist in improving an organisation's standing in the local community. Staff can enjoy improved health, reduced travel time and cost savings as well as greater travel choice and improved accessibility.
- 2.0.4 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Other benefits could include:
- Improving site access and travel choice
 - Meeting an organisation's environmental standards
 - Increasing business efficiency and equality
 - Reducing congestion and demand for parking spaces
 - Ensuring adequate provision for people with disabilities
 - Providing choice and quality access to key services (such as hospitals, education and shops)
 - Delivering local environmental improvements from reduced congestion, pollution and noise
 - Providing opportunities for active, healthy travel
- 2.0.5 A Travel Plan typically focuses on journeys to a site made by staff and visitors of all types, but often also includes business travel, fleet activities and the delivery of goods, supplies and services.

- 2.0.6 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site. These aspirations and actions should be documented in the Travel Plan. The structure and content of such a document depends on a range of factors, including the location of the site to which it relates, the nature of the development and the occupier and end users.

3 THE SITE AND PROPOSED DEVELOPMENT

3.1 The Site

- 3.1.1 The proposed development site (the 'application site') is shown in Appendix A. The site is located on land abutting and to the south of the existing Vinery Industrial Estate, on the south side of the A27 at Poling, between Worthing and Arundel in West Sussex.
- 3.1.2 The Vinery Industrial Estate site was originally a mushroom farm operated by Blue Prince Mushrooms. Following closure of the mushroom farm in 2003, the buildings have been refurbished / replaced to provide B1/B8 use employment space in accordance with planning permission A/14/05. There is a further unimplemented planning permission (A/37/08, renewed in 2010) for an additional green waste compost facility.

3.2 Proposed Development

- 3.2.1 The proposed development involves the relocation to the application site of a local company (FARGRO) from nearby premises in north Littlehampton.
- 3.2.2 FARGRO is a horticultural wholesale supplier of goods to the UK horticultural industry. Founded in 1946, the business has operated from its nearby present site at Toddington Lane, Littlehampton since the late 1970s. The company need to relocate as their current site is at the centre of recently approved urban housing expansion at North Littlehampton. The current Toddington Lane site and the application site at The Vinery are shown in Appendix B.
- 3.2.3 FARGRO currently utilises 9500m² of storage at its existing site and a neighbouring rented site in a variety of structures, including warehouses and covered storage structures, 2500m² of outside storage, and 500m² of offices in a separate building (total 12500m²). FARGRO operates its own fleet of 5 HGV's (rigid trucks) and 2 LGV's.
- 3.2.4 The proposal involves the development at The Vinery for FARGRO of a 6400m² storage and distribution warehouse together with 5337m² of covered storage (total 11737m²).

4 PLANNING CONTEXT

4.0.1 Relevant transport and travel planning context for the application site is set by:

- National Planning Policy Framework (NPPF)
- West Sussex Local Transport Plan (LTP)
- Adur Local Plan (2011-2029)
- Highways Agency policy (Circular 2/07)

4.1 The National Planning Policy Framework

4.1.1 The National Planning Policy Framework (NPPF) (March 2012) replaced National Guidance concerning Highways and Transport matters (formerly PPG13) and makes several references to transport matters. In respect of this planning application, the relevant paragraphs of the NPPF are set out below.

Para 32. "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up 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; and*
- improvements can be undertaken within the transport network that cost 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."*

Para 34. "Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural area."

Para 36 "A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

Para 37 "Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."

Para 39. "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;*
- the type, mix and use of development;*
- the availability of and opportunities for public transport;*
- local car ownership levels; and*
- an overall need to reduce the use of high-emission vehicles."*

4.1.2 The companion Transport Assessment for this development proposal has demonstrated that:

- the application site is, overall, at least as sustainable in transport terms as the existing FARGRO site;
- appropriate transport improvements are proposed;
- sufficient parking is proposed; and
- residual cumulative transport impacts of the proposed development are not severe.

4.2 West Sussex Local Transport Plan (LTP)

4.2.1 The West Sussex Transport Plan 2011-2026 identifies key transport issues in Arun District including:

- Road congestion during peak hours which causes disruption and air pollution especially on the A27 at Arundel, the A29 and A259;
- Level crossings on the A29 and the A284 cause delay between the A27 and the main towns of Bognor Regis and Littlehampton;
- Lack of safe crossing points along the main routes through the District causes community severance;
- Rail services between both Littlehampton, Bognor Regis and London are perceived as slow and upgrades to improve accessibility to rail stations are required;
- The current provision of pedestrian and cycling facilities is disjointed and suffers from inadequate signage, crossing points and poor surfacing;
- The Public Right of Way (PROW) network linking the South Downs National Park with the coast is also disjointed and deficient in bridleway access and requires surface enhancements; and
- Due to low use of some services, there is uncertainty over the future viability of some bus services.

4.2.2 The companion Transport Assessment for this development proposal has demonstrated that the proposed development at the application site will not contribute in a material way to any deterioration in those identified transport issues.

4.3 Arun Local Plan (2011-2029)

4.3.1 The current approved Local Plan is the 2003-2011 version. The District Council is in the process of preparing its new Local Plan which will cover the period 2011-2029. A draft Submission version is still under consideration by the council.

4.3.2 Policy SP21 (Transport and Development) covers the Local Plan's strategy for transport. Key elements related to the proposed development at the application site are:

"The Council will support development which:

iv. incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision

v. where required by current guidance, is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable"

4.3.3 The companion Transport Assessment for this development proposal has demonstrated that the proposed development at the application site:

- Includes appropriate on-site parking;
- Would not lead to any material impacts on the local and strategic highway networks;
- Is supported by an effective and deliverable Travel Plan.

4.4 Highways Agency

4.4.1 The Highways Agency has a clear policy to promote Travel Plans as an integral part of managing the capacity of the trunk road network (Circular 2/07). As an alternative to building additional highway infrastructure to accommodate traffic growth, the Highways Agency is instead seeking to reduce demand from developments with a combination of measures to promote sustainable access to sites.

5 SITE ASSESSMENT

5.1 Public Transport

- 5.1.1 The nearest bus services to the application site are provided by Compass Buses at Poling Corner, about 670m from the junction of The Vinery and the A27. Services are shown in Table 5.1.

TABLE 5.1 BUS SERVICES AT POLING CORNER

Service number	Termini	Buses per day (weekday)
69	Pulborough Station - Worthing	1 per day 2 x per week
85 / 85A	Arundel - Chichester	1 per day
670	Poling – Littlehampton	School service 1 per day each way
R3	Westergate – Rustington	1 per day 2 x per week
X4	Bognor Regis – Shoreham (Holmbush centre)	1 per day 1 x per week

- 5.1.2 None of these would provide a consistent service to meet the daily needs of employees travelling to the site.

5.2 Walk / Cycle

- 5.2.1 Other than the properties on The Vinery, the application site is outside reasonable walk distance (1-1.5km max – 12-20 mins) for housing in the major residential areas in Wick / Littlehampton / Arundel. However, it is within reasonable cycling distance.
- 5.2.2 A shared footway / cycleway passes The Vinery along the A27 dual carriageway trunk road. This shared path runs between the B2225 junction to the east and Poling Corner to the west, from where it crosses the A27 and connects to Crossbush Lane. At the entrance to The Vinery, the shared path is on the same (southern) side of the road as the site. This shared path provides a safe, segregated facility for part of the route for pedestrians and cyclists to access the site from local residential areas. The shared path is little used at present (Appendix 3 shows the results of a survey in August 2013 of non-motorised users on this stretch of the A27).

5.3 Road

- 5.3.1 The site connects directly to the dual carriageway A27 via the junction with The Vinery. The A27 is a trunk road and provides connections with both strategic national and local highway networks. The application site is therefore very well located for serving its customers' needs, particularly for bulk deliveries by lorry to and from FARGRO, without impacting unnecessarily on local roads; nearly all HGV deliveries from and to FARGRO are to destinations best connected to by use of the national strategic road network.
- 5.3.2 To the east of the site, the nearest junction giving access from the A27 to the local road network is at Clapham. This is a grade separated modern standard junction providing connections to the A280 and A2700. To the west, the nearest junction is at Crossbush, providing connections to the A284 and the opportunity to make the U-turn back towards Worthing. About 600m west of the site there is a gap in the central reservation, signposted to give an earlier opportunity for traffic from areas to the south of this stretch of the A27 (including The Vinery and Poling village) to turn back towards Worthing without having to use Crossbush junction.

5.4 Parking

- 5.4.1 All existing parking demands associated with the Vinery Industrial Estate and the residential properties served by The Vinery are met on-site. All future parking demands generated by the proposed development will also be provided for on-site as part of the proposals, in accordance with local authority standards and taking account of the known requirements of Fargro at their existing site.
- 5.4.2 The parking standard in the local plan for storage and distribution uses (class B8) of over 240m² is set by Appendix 2, Table 5 of the Arun Local Plan 2003-2011, as a maximum of:
- 12 spaces + 1 space per 100 m² over 240 m²*
- 5.4.3 The main FARGRO building at the new site will therefore generate a maximum requirement of 61 parking spaces.
- 5.4.4 52 parking spaces are provided in the site proposals for staff and visitors to the building and a further six parking spaces relating to the trade counter. The total proposed parking is therefore compatible with local standards and is consistent with the known requirements of FARGRO themselves.
- 5.4.5 Cycle parking will be provided to at least the minimum requirements as set out in Adur DC's cycle parking standards. This will be complemented by changing, shower and locker facilities within the application buildings.

6 TRIP GENERATION AND BASE TRAVEL CHOICES

6.1 Staff Travel Choices

6.1.1 Staff employed at FARGRO and regularly working at or from the existing Toddington site are largely local (Littlehampton / Arundel) although some live in Goring / Worthing and further afield. The bulk live within Arun District.

6.1.2 Actual FARGRO staff travel to work transport choices have been monitored by the company in the lead up to an eventual move to the application site. Total staff numbers at the existing site are:

- 41 Office and warehouse staff based at site. The site operates from 0600 – 1900. Site based staff operate different shifts, with staggered arrival / departure times.
- 9 Sales and technical staff operating in the southeast – no fixed workplace – seldom attend site.
- 8 Staff based outside southeast – attend site once every 6 weeks on average

6.1.3 A questionnaire survey of the 41 site based office and warehouse staff was carried out in January 2013. This recorded home postcode, usual time of travel to and from work, usual existing travel to work modal choices to the existing FARGRO site, and anticipated travel to work modal choices to the application site.

6.1.4 Appendix C shows the results of the staff travel questionnaire survey for both existing and application sites. Table 6.1 shows the summarised results. Note that where a response shows alternative modal choices, the analysis has assumed each to be equally likely on any given day (i.e. 0.5 to each of 2 modes; 0.33 to each of 3 modes).

TABLE 6.1 FARGRO STAFF TRAVEL TO WORK (EXISTING AND APPLICATION SITES)

	EXISTING SITE						APPLICATION SITE					
	Daily		AM 0800-0900		PM 1700-1800		Daily		AM 0800-0900		PM 1700-1800	
MODE	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Car Driver	33.5	81.7	23	79.4	26.5	82.8	36.2	88.3	25.7	88.6	27.8	86.9
Passenger	0	0.0	0	0.0	0	0.0	0.3	0.7	0.3	1.0	0.3	0.9
Motor cycle	0.5	1.2	0	0.0	0.5	1.6	0.5	1.3	0	0	0.5	1.6
Cycle	2	4.9	1	3.4	2	6.2	3.7	9.0	2.7	9.3	3.4	10.6
Walk	5	12.2	5	17.2	3	9.4	0.3	0.7	0.3	1.0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	41	100	29	100	32	100	41	100	29	100	32	100

6.2 Other FARGRO Related Traffic

6.2.1 FARGRO operates its own fleet of 5 HGV's (rigid trucks) and 2 LGV's. Nearly all of FARGRO's own commercial vehicle movements use A284 to/from A27 Crossbush junction, the exceptions being small numbers of weekly trips using the A259 to access nurseries in Bognor Regis and Ferring. Trade visitors delivering and collecting to/from the existing Fargro site also tend to use the A27 via Crossbush.

6.2.2 FARGRO's Operations Manager's assessment of average daily traffic movements associated with their existing site (excluding staff travel) is as follows:

FARGRO owned HGV's	5 out and 5 in per day 10
HGV deliveries	5 in and 5 out per day 10
FARGRO LGV's	2 out and 2 in per day 4
LGV deliveries	5 in and 5 out per day 10
Business visitors	4 in and 4 out per day 8
Trade counter collections	15 in and 15 out per day 30
Total	72

6.3 Review

- 6.3.1 The principal staff transport demand from the application site is therefore anticipated to be car driver (up to about 90%), with cycling providing for most of the remainder. These movements will largely take place during the morning and evening peak traffic periods. The emphasis on car use is greater than at FARGRO's existing Toddington site where, although single occupancy car use is also dominant, some staff can walk to work.
- 6.3.2 HGV and other traffic associated with FARGRO's operations will take place outside peak general traffic periods.

7 TRAVEL PLAN OBJECTIVES AND TARGETS

7.1 Objectives

- 7.1.1 The objectives of this Travel Plan are to manage the staff and HGV transport demands that could arise as a result of the relocation of FARGRO from their Toddington site to the application site.
- 7.1.2 The objectives will be supported by targets as set out below, to be achieved by a series of measures, a management strategy, and an action plan.

7.2 Targets

Staff

- 7.2.1 Initial targets will be set with the objective of reducing the number of car vehicle trips by staff on the journey to work to levels no greater than those observed at their existing Toddington site.
- 7.2.2 The principal target for staff journey to work travel will be reducing single car occupancy (i.e. increasing car sharing) and increasing cycle and motorcycle (powered two wheeler – PTW) use. In line with the recommendations of the May 2009 national guidance on Travel Plans (DCLG), an output based approach will be adopted, where progress towards the overall target of reduced car use will have greater significance than individual sustainable modal shares achieved.
- 7.2.3 Initial targets for FARGRO staff travel to work will therefore be as set out below:

Proportion of all staff travel to work as car driver

Existing (Toddington) site – actual	81.7%
Relocated site – anticipated	88.3%
Relocated site – Initial Target	80.0%

- 7.2.4 The staff questionnaire included results relating to ‘Interest in Travel To Work Schemes’. As Table 6.1 shows, 36 of the 41 staff expect to be travelling to work as car driver when FARGRO relocate to the application site.

7.2.5 Of those 36, 19 expressed interest in potential travel alternatives as follows:

Total Staff	41	100.0%	
of which travel to work as Car driver	36	87.8%	100.0%
of which show interest in Car Share	6	14.6%	16.7%
Subsidised cycle loan	6	14.6%	16.7%
Subsidised motorcycle loan	6	14.6%	16.7%
<i>Total</i>	<i>18</i>	<i>43.8%</i>	<i>50.0%</i>

HGVs

7.2.6 The principal target for HGV traffic associated with the site will be to manage route choices to minimise any potential adverse impacts on the local highway network.

8 TRAVEL PLAN MEASURES

8.0.1 The application proposals include on-site parking to accommodate demands without risk of overspill onto any public road, but not of a scale that would undermine the Travel Plan objectives. The site will have cycle parking in excess of Adur DC minimum standards and on-site vehicle parking less than Adur CC maximum standards.

8.0.2 Other key measures will include:

- a) Identification of a Travel Plan Co-ordinator from company management;
- b) Support for the TPC and the process by management and through regular consultative processes;
- c) Encouragement of car sharing by FARGRO staff for the journey to work by establishing, maintaining and promoting a car share database and supporting system;
- d) Encouragement of cycle to work and PTW use through provision of on-site changing / showers facilities, and through consideration of subsidised cycle/ PTW purchase schemes;
- e) Direction of staff HGV drivers, and encouragement of suppliers drivers, to use designated access routes to the new site, if considered appropriate by the Highways Agency to include prohibiting use of the central reservation gap to the west of the site on A27.

9 TRAVEL PLAN MANAGEMENT

9.0.1 The applicant will undertake to manage delivery of the Plan by the following:

- an appropriate member of the office staff (or agreed 3rd Party) will be nominated to act as Travel Plan Co-ordinator, liaising as necessary with local authority / Highways Agency Travel Plan Officers on procedures, roles, responsibilities and timetabling / reporting. Key responsibilities of the Co-ordinator will include:
 - o Being the main point of contact for staff at the proposed offices for Travel Plan related matters, and for liaison with the local authorities and Highways Agency;
 - o Maintaining support for a sustainable transport approach from the whole client community;
 - o Securing appropriate resourcing for agreed surveys and monitoring, implementation measures, and marketing and promotion.
- establishment of a Travel Plan Steering Group, with management and staff representation in addition to the Travel Plan Co-ordinator,

9.0.2 The Travel Plan Co-ordinator will also be responsible for ensuring that:

- To encourage and promote safe, sustainable transport use at all times, travel packs will be prepared and continuously updated, and distributed to all staff. This will include summary details of local pedestrian and cycle routes and linkages, and of local bus and rail services and fares, including discount schemes, together with information on links to Adur DC, West Sussex CC and other relevant websites;
- All agreed Travel Plan travel surveys and reporting is carried out to the requirements and satisfaction of Adur DC / West Sussex CC / Highways Agency.

10 TRAVEL PLAN ACTION PLAN

10.0.1 The Plan includes a number of specific measures and mechanisms, all to be delivered in accordance with the following Action Plan timetable

10.0.2 The applicant and the nominated Travel Plan Co-ordinator will be responsible for delivering the Plan in accordance with the following:

a) Prior to Implementation of the Approved Development

- o Applicant, local authorities and Highways Agency to agree Travel Plan.

b) Prior to Occupation of the Development

- o Agreed on-site cycle parking spaces to be provided, together with shower / changing / locker facilities);
- o Agreed on-site vehicle parking spaces to be provided. Siting and details of PTW parking spaces to be agreed;
- o Identification of Travel Plan Co-ordinator from amongst FARGRO staff or agreed 3rd party.
- o Preparation of travel information (Travel Packs) for distribution to staff prior to relocation of FARGRO.
- o Establishment of Travel Plan Steering Group comprising Travel Plan Co-ordinator, and FARGRO management and staff representatives;
- o Staff car share database to be established and potential matches identified and explored by the Travel Plan Co-ordinator;
- o HGV routeing advice documentation prepared by Travel Plan Co-ordinator for distribution to drivers.

c) On Occupation of the Development

- o Travel Packs and HGV routeing documentation (already distributed) to be displayed and promoted via notice boards, staff newsletter etc.
- o Initial travel surveys by 6 months from first occupation to confirm baseline for Travel Plan target setting;

d) Continuous

- o Travel Plan Co-ordinator to advertise and promote the Travel Plan through internal notice boards, newsletters, and meetings of the Travel Planning Group;
- o Travel Plan Co-Ordinator to manage, maintain and promote the staff car share database;
- o Travel Plan Co-ordinator to update sustainable transport information in the Travel Packs as necessary.
- o Travel Plan Steering Group to meet regularly.

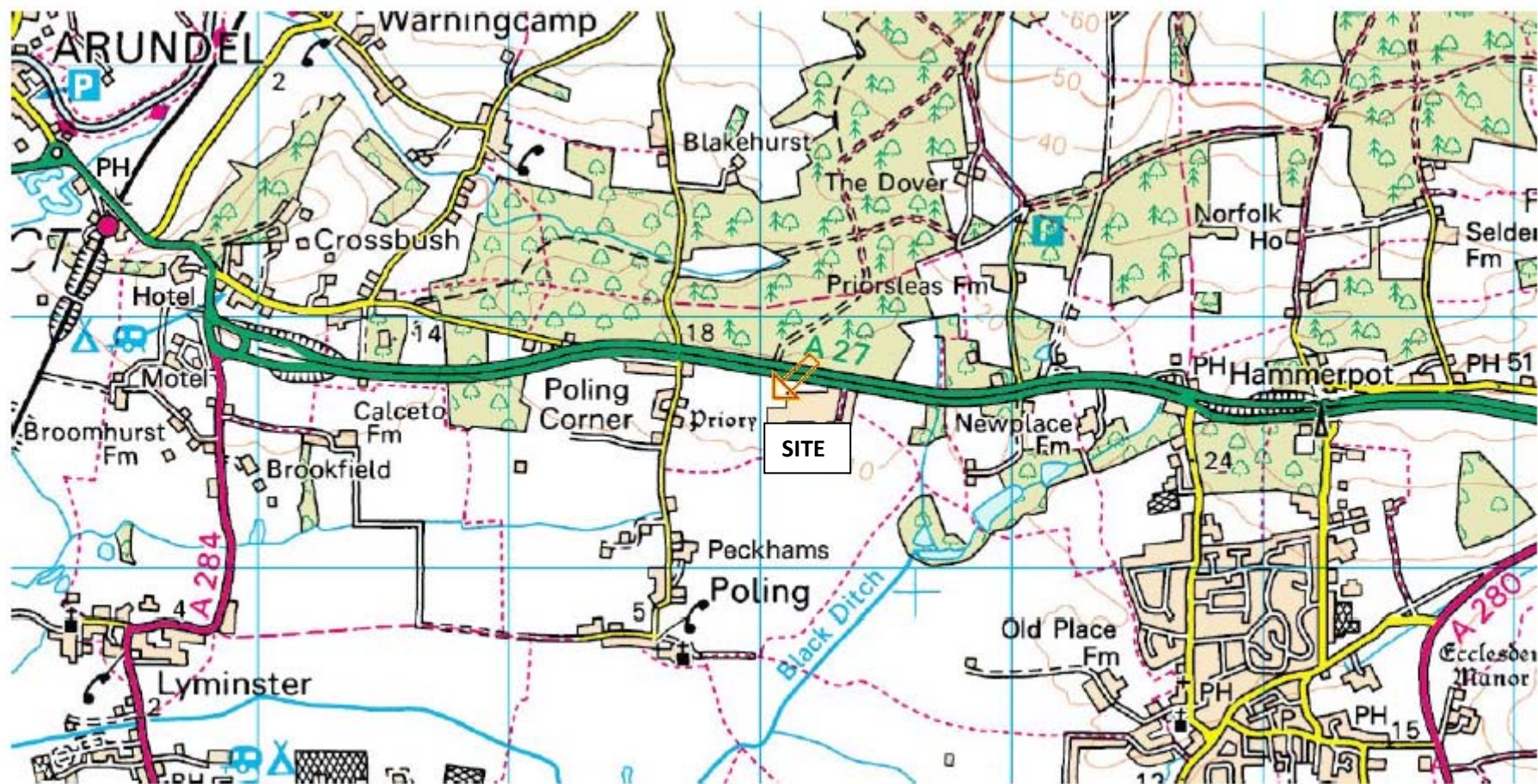
e) 1st Anniversary of First Occupation and Annually thereafter for 3 years

- o Travel Plan Co-ordinator to carry out update travel surveys;
- o Travel Plan Steering Group to consider survey results and consequences for the effective delivery of the Travel Plan;
- o Travel Plan Co-ordinator, on behalf of the Steering Group, to prepare an 'Update on Progress Report' for submission to the local authorities / Highways Agency;
- o Steering Group and local authorities / Highways agency to agree any modifications to the Travel Plan in light of the Progress Report.

APPENDICES

APPENDIX A

APPLICATION SITE LOCATION



APPENDIX B

EXISTING AND PROPOSED SITES



APPENDIX C

FARGRO STAFF QUESTIONNAIRE RESULTS

HOME	CURRENT LOCATION											NEW LOCATION										
	CURRENT MODE OF TRANSPORT											ANTICIPATED MODE OF TRANSPORT								INTEREST IN TRAVEL TO WORK SCHEM		
Town	Distance from work (miles)	Time to get to work (minutes)	Walk	Cycle	Motor-cycle	Car (drive)	Car (passenger)	Bus	Other	Car Share	Time of arrival AM	Time of departure PM	Walk	Cycle	Motor-cycle	Car (drive)	Car (passenger)	Bus	Other	Car share	Free/low interest bicycle loan	Free/low interest motorcycle loan
WORTHING	8	20				✓				x	8.25	5.00		✓		✓					✓	
WORTHING	8	20				✓				x	6.00- 7.00	4.30-7.00				✓						
GORING-BY-SEA	6	15		✓		✓				x	8.30	5.00		✓		✓						
LITTLEHAMPTON	1.5	20	✓							x	9.00	5.00			NOT SURE (assume car driver)							
LITTLEHAMPTON	1	5	✓			✓				x	9.00	2.00				✓						
ARUNDEL	15	20				✓				x	8.30-9.00	5.00-5.30				✓						✓
BOGNOR REGIS	9	20				✓				x	9.30	6.30				✓						✓
LITTLEHAMPTON	1	10 - 40	✓			✓				x	8.30	5.00				✓						
WORTHING	7	15				✓				x	7.00	4.30				✓						
BOGNOR REGIS	11	20-30				✓				x	9.00	5.30				✓						
YAPTON	5	5 - 10			✓	✓					7.50	5.30			✓	✓						✓
N/R (Assume BN17 south)											8.30	5.30				✓						
WORTHING	11	20				✓				x	8.00-8.30	5.30-6.00				✓						
LITTLEHAMPTON	0.5	3	✓							x	9.00	6.30	✓	✓		✓					✓	
CHICHESTER	15.4	35				✓				x	8.30	5.00				✓						
WORTHING	6.5	15 - 20				✓				x	8.45	6.30				✓						
EAST PRESTON	5	10 -15				✓				x	8.45	3.00				✓					✓	
CHICHESTER	15	30				✓				x	8.25	5.05				✓						
BOGNOR REGIS	8.5	25				✓				x	9.00	5.30				✓				✓		
ANGMERING	3	15				✓				x	5.00-6.00	4.00-6.00				✓						✓
N/R (Assume BN17 south)											8.30	5.30				✓						
PAGHAM	12	25 - 40				✓				x	6.00	5.30 - 7.00				✓						
CHICHESTER	15	25				✓				x	7.00	5.00				✓						✓
LITTLEHAMPTON	1	5	✓			✓				x	9.00	2.00				✓						
LITTLEHAMPTON	1	5 - 10		✓		✓				x	8.30	5.00		✓		✓				✓		
WORTHING	8	15				✓				x	8.30	5.00		✓		✓						
LITTLEHAMPTON	2	10		✓		✓				x	8.00	5.00		✓								
BOGNOR REGIS	10	25				✓				x	8.45-9.00	5.30				✓						
LITTLEHAMPTON	2	5 - 8	✓			✓				x	9.00	5.30		✓		✓	✓			✓		
RUSTINGTON	1.8	3 - 4		✓		✓					8.00	5.00				✓						✓
RUSTINGTON	2	10				✓				x	8.30-8.45	5.00				✓					✓	
LITTLEHAMPTON	3	8 - 10				✓				x	8.30	5.30				✓					✓	
WORTHING	11	25				✓				x	8.50	5.00				✓				✓		
WORTHING	5	20				✓				x	8.30	5.00				✓					✓	
LITTLEHAMPTON	0.5	2 - 10	✓			✓				x	9.00	5.30				✓				✓		
LITTLEHAMPTON	2	10				✓				x	8.30	5.00				✓				✓		
RUSTINGTON	2.7	5				✓				x	8.00	6.00				✓						
WORTHING	6.2	15-20				✓				x	8.30	5.00				✓						
CHICHESTER	22	40				✓				x	7.45-8.00	5.00				✓						
LITTLEHAMPTON	1	5	✓			✓				x	8.30	5.00				✓						
RUSTINGTON	1.5	10				✓				x	5.30-6.00	4.00				✓						
ALL			5	2	0.5	33.5	0	0	0		41 total	41 total	0.33	3.7	0.5	36.2	0.3	0	0	6	6	7
ARRIVE 8-9			5	1	0	23	0	0	0		29 total	29 total	0.3	2.7	0	25.7	0.3	0	0	6	6	2
DEPART 5-6			3	2	0.5	26.5	0	0	0		32 total	32 total	0	3.4	0.5	27.8	0.3	0	0	6	4	5