

Highgate *Transportation*

Proposed Development of up to 190 dwellings at
Sunnyside, Yapton Road, Barnham

Residential Travel Plan
(HTp/2413/TP/01/A)

June 2026

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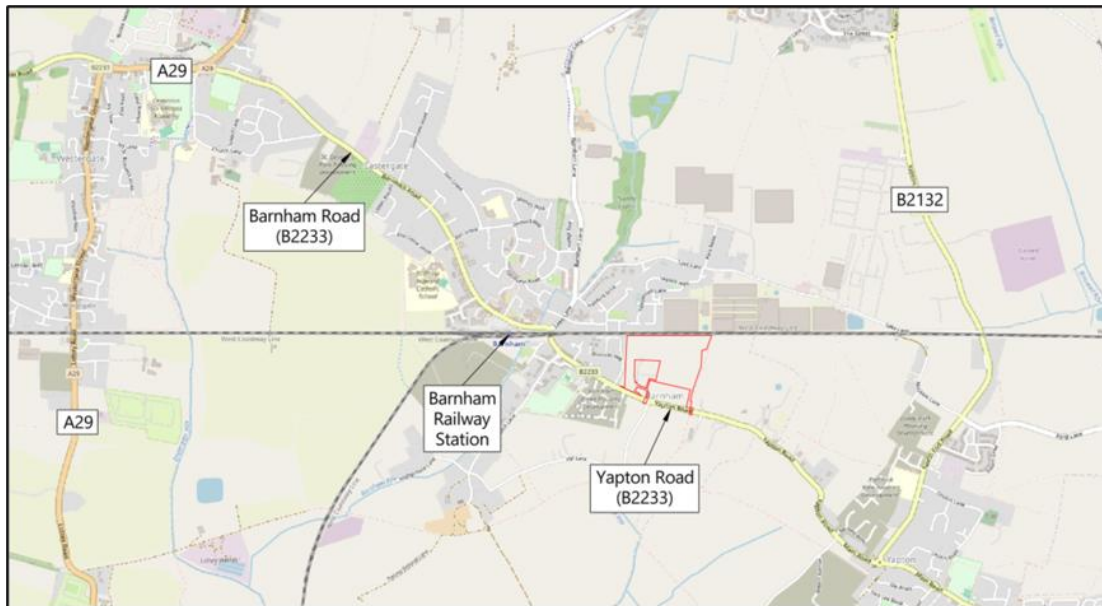
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1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Residential Travel Plan to support the planning application for residential development of 190 dwellings at Sunnyside, Yapton Road, Barnham
- 1.2 The application site location and wider area are shown in **Figure 1.1**.

Figure 1.1 – Site location and wider area



- 1.3 The site is to the north of Yapton Road, situated between the villages of Barnham and Yapton to the north-west and south-east respectively. The site is located on the outskirts of the West Barnham suburb, where the surrounding land is largely residential and agricultural, and the access currently serves five dwellings, a campsite, caravan storage and nursery.
- 1.4 The site is around 11.0km east of central Chichester, 6.0km north-east of Bognor Regis, and around 7.0km north-west of Littlehampton.
- 1.5 This Residential Travel Plan should be read in conjunction with HTp's Transport Assessment (reference: HTp/2413/TA/01/A, dated June 2026).
- 1.6 The main purpose of this Residential Travel Plan is to set out an approach to facilitate and encourage modes of travel by means other than the private car which will be assisted by a close proximity of the local centre and school. This strategy will be based on a package of travel plan measures, modal shift targets and a monitoring regime.

- 1.7 This Residential Travel Plan has also been produced to reflect the main policy themes set out in the Department for Transport (DfT) Circular 01/2022 as follows:
- i. The Residential Travel Plan includes targets and commitments to manage down the traffic impact of development
 - ii. The design of the proposed development maximises the accessibility of the site and the wider area by walking, wheeling, cycling, public transport and shared travel
 - iii. The targets within this Residential Travel Plan for achieving modal shift to sustainable transport will be subject to sustained monitoring and management by an appointed travel plan co-ordinator
- 1.8 The application proposals will build on and integrate with existing sustainable infrastructure from the outset, including shared pedestrian/cycle paths from the site access, to provide onward movement to the existing shared paths on the southern side of Yapton Road, as well as providing connections into the existing Public Right of Way (PRoW) network.
- 1.9 The vision of the development is guided by the holistic aim of reducing the need to travel by private car while recognising the present and future opportunities.
- 1.10 The development proposals are shown on the Illustrative Masterplan (ref: DLA.2242.L14.S08) provided at **Appendix 1**, with an extract shown in **Figure 1.2**.

Figure 1.2 – Illustrative masterplan



2.0 Existing Situation

- 2.1 The site is located to the north of Yapton Road. Yapton Road is a single carriageway road subject to a speed limit of 30mph with street lighting and is typically 6.1 metres wide in the vicinity of the existing access. **Figure 2.1** shows the site location and the local area.

Figure 2.1 – Site location and local area (bus stops shown in blue)



- 2.2 Yapton Road (looking north-west) is shown in **Photograph 1**.

Photograph 1 – Yapton Road (looking north-west)



- 2.3 Yapton Road serves a number of existing dwellings including the relatively new Mill Gate and Windmill View housing developments south of Yapton Road.
- 2.4 The simple priority junction access of Edward Tompkins Lane with Yapton Road, leading to the Mill Gate development, is around 35 metres to the north-west of the existing access to the site.
- 2.5 Presently, there is a 1.0 metre wide footway on the northern side of Yapton Road, connecting to the A259 in the south-east and Barnham to the north-west.
- 2.6 On the southern side of the carriageway, a shared path of around 2.2 metres wide with tactile paving begins at the access to the Mill Gate housing development and continues north-west for around 160 metres, past the Redrow Mill View development.
- 2.7 The shared path then splits into an on-road cycleway and a separated footway with tactile paving, as can be seen in **Photograph 2**.

Photograph 2 – End of shared path on Yapton Road



- 2.8 **Photograph 2** also shows that a bus cage with clearway markings is provided in the north-westbound lane of Yapton Road while a flag and pole bus stop with a timetable is situated opposite, serving the south-eastbound lane.

Existing Site Access

- 2.9 The existing site access is shown in **Photograph 3**.

Photograph 3 – Existing site access junction



Google Maps image (2022)

- 2.10 The existing site access is a dropped kerb crossover with a 3.3 metre wide access road which serves the existing land uses: Sunnyside Campsite, caravan storage, five dwellings and a nursery. It can be noted that visibility from the existing access is currently constrained.

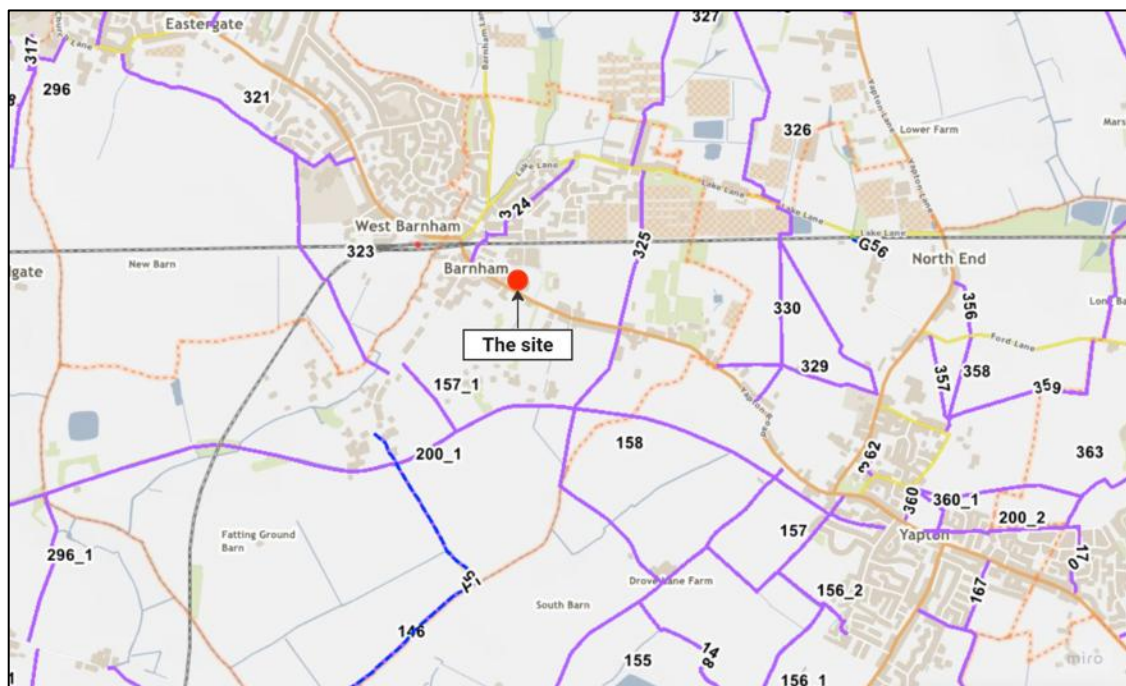
3.0 Site Context in Transport Term

Connectivity by Foot and Cycle

Pedestrian Facilities

- 3.1 As set out in **Section 2.0**, there are footways on either side of Yapton Road.
- 3.2 There are a number of PRow in the local area, the closest being:
- i. PRow 158 which connects Yapton Road to PRow 195_1 and Drove Lane to the south of the site
 - ii. PRow 325 which connects Yapton Road with Lake Lane to the north of the site
 - iii. PRow 324 Which connects Yapton Road with Lake Lane near the centre of Barnham
- 3.3 These PRow routes provide onward connectivity to a high density of other PRow in the area. **Figure 3.1** provides an extract of the online WSCC PRow map.

Figure 3.1 – PRow map extract (WSCC)



Cycle Facilities

- 3.4 As set out in **paragraph 2.6** and **2.7**, there is a shared path on the southern side of Yapton Road. The start of this shared path is located around 30 metres west of the site access and provides a safe route across the access junctions to the nearby Mill Gate and Windmill View housing estates before rejoining the road in the direction of Barnham centre.
- 3.5 The nearest National Cycle Route is Route 2, which runs between Dover and St. Austell.

- 3.6 Route 2 is situated around 2.8km to the south of the site on the A259 and can be reached in around 12 minutes by cycle.

Connectivity by Public Transport

- 3.7 There are a number of bus stop located within walking distance of the site access. The nearest bus stops and the services accessible from them are described in **Table 3.1**, with the timetables contained in **Appendix 2**.

Table 3.1 – Local bus facilities

Bus stop	Distance from site (m)	Services	Frequency	Supports Local Commuting
Village Hall (E&W)	250	<u>500</u> Littlehampton – Yapton – Barnham – Fontwell – Tangmere – Chichester	Mon- Sat: Two/three buses per hour Hourly buses on Sundays	Yes – provides services every 20 to 30 minutes in the peak hours, enabling commuters to travel to Eastergate, Tangmere, Shopwhyke, Chichester and Littlehampton
Windmill (E&W)	350	<u>66A</u> Bognor Regis – Bognor Regis (Clockwise)	Mon – Sat: Three services per day between 0800 and 1800 hrs	Yes – provides one service in the AM peak hour to enable commuters to travel to Bognor Regis, Barnham and Walberton
		<u>66C</u> Bognor Regis – Bognor Regis (Anti-clockwise)	Mon – Sat: Four services per day between 0700 and 1830 hrs	Yes – provides one service in the PM peak hour to enable commuters to travel from Bognor Regis, Barnham and Walberton
Dial Close (N&S)	600	<u>85A</u> Arundel – Barnham – Chichester	Mon-Fri: Two buses per day	No – bus services are outside the typical peak hours for commuting

- 3.8 The bus stops set out in **Table 3.1** can be accessed safely by foot via connected, lit footways, and pedestrian crossings.
- 3.9 Bus service 500 operates from 05:46 to 00:20 at Barnham railway station, with services every 20 to 30 minutes, and would enable future residents to access Chichester in around 20 minutes (during off-peak hours) which demonstrates that the route is a viable and good quality service given the location of the application site.

- 3.10 Barnham railway station is located around 700 metres north-west of the site. Google Maps calculations show that this is a 10-minute walk or a three-minute cycle from the application site.
- 3.11 The station can be accessed from the site safely via connected and lit footways along Yapton Road and pedestrian crossings, the locations of which are marked in orange in the figure.
- 3.12 Barnham railway station is provided with 62 cycle parking spaces and step-free access.
- 3.13 The station provides services to London Victoria, via Horsham and Gatwick Airport, Brighton via Worthing, and Littlehampton via Ford to the east. Westbound, there are services to Bognor Regis, Portsmouth and Southsea, and Southampton. These services also provide connectivity to a number of other stations in the surrounding area, including Chichester, enabling residents and commuters to access Chichester in around 15 minutes.
- 3.14 There are frequent services to these destinations Monday to Sunday, with increased provision during peak travel times and reduced provision on Sunday. During normal hours, trains to each destination operate with around a 10-minute interval however this can vary.

DfT Connectivity Tool

- 3.15 The DfT Connectivity Tool has been utilised to assess the site connectivity, demonstrating how well located the site is to everyday destinations, including jobs, schools, shops, healthcare and leisure, using sustainable modes of travel.
- 3.16 The report is contained in **Appendix 3**, with the overall score summarised in **Table 2.3**.

Table 2.3 – Summary of DfT Connectivity Tool – Overall score

Type of Travel	Site Score	Comparison to National Average
Overall (except driving)	57	Slightly above average
Public Transport	63	Above average
Walking	48	Slightly below average
Cycling	58	Slightly above average
Driving	79	High

- 3.17 From **Table 2.3**, it can be seen that the site location is slightly above the national average for the overall type of travel to everyday destinations.
- 3.18 Given that the application proposals include improvements to the pedestrian connectivity, both at the site access, and off-site; including proposed tactile paving at the Murrell Arms west crossing and the proposed widening of the existing footway at the Village Hall westbound bus stop, it is considered that the walking score could be improved from the existing situation.

- 3.19 When compared to the context of development in Arun, the Arun District Council's document 'Settlement Hierarchy Study' November 2025 identifies Barnham as a higher-order settlement within the district's rural hierarchy, with a range of services and facilities and strong public transport connections, including a mainline railway station. The study confirms that such settlements are appropriate locations for housing growth.
- 3.20 Given that the application site is well positioned to the existing infrastructure and housing provision within Barnham, as well as access to services and facilities by sustainable modes, including high-quality public transport, including Barnham railway station, it is considered that the site is aligned with the objectives of the ADC Settlement Hierarchy Study.

4.0 The Residential Travel Plan

- 4.1 The aim of this Residential Travel Plan is to set out a long term strategy to facilitate and encourage modes of travel by means other than the private car. This strategy is based on good travel plan management, a package of travel plan measures, modal shift targets, a monitoring regime and an action plan as set out below.
- 4.2 The Illustrative Masterplan extract that forms **Figure 2.2** shows that the development has an appropriate level of connectivity and integration with the proposed and the adjacent sites and the internal layout follows the guidance set out in Manual for Streets to ensure a layout that encourages walking and cycling and has good links to local bus stops and Barnham railway station.

Travel Plan Management

- 4.3 There will be a site management company and one of its responsibilities will be the management of the Residential Travel Plan and this will include the appointment of the Travel Plan Coordinator (TPC). The TPC's role will be to develop and implement the Residential Travel Plan, liaise with planning and highway officers, provide updated travel information to residents and monitor the effectiveness of the travel plan measures. The TPC also has the responsibility for maintaining the records file for the Residential Travel Plan, including survey information.

Travel Plan Measures

- 4.4 The development's sustainable transport credentials will be made aware to residents and other users through general marketing and promotion including on noticeboards within the site.
- 4.5 A Travel Information Pack will be provided to each household on first occupation and will include the following:
- i. A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities, etc
 - ii. Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking
 - iii. Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
 - iv. Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel + parking
 - v. Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience
 - vi. Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating
 - vii. Contact details of the TPC

4.6 Further measures proposed prior to occupation include for the following:

- i. Ensure that cycle storage is compliant with the Council's applied parking ratio
- ii. Ensure the provision of good connectivity to walking and cycling links and permeability through the site to the wider highway network
- iii. Ensure the provision of good connectivity to public transport links
- iv. Provision of a travel voucher offered for each residential unit to the value of £150, which will cover a range of sustainable travel incentives such as contribution towards a new bike and/or accessories, contribution towards a bus season ticket, cycle training, etc. These will be made available for take-up for a period of 12 months following first occupation
- v. The provision of a second and final promotion of the £150 travel vouchers for residents of the development to claim if the trip rate target is missed

Targets

- 4.7 WSCC Travel Plan Guidance sets out a target of reducing the initial baseline 7am-7pm car trip rate by 10%.
- 4.8 This target provides a commitment to manage down the traffic impact of the development in alignment with the policy aims of the DFT Circular 01/2022.
- 4.9 Given it is expected that trip generation will be lower over a five year period from the traditional results obtained from TRICS with the Travel Plan measures in place, as well as a National Policy drive for an increase in sustainable transport uses, i.e. increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035¹, it is considered that an additional percentage reduction can be applied to the trip generation, to forecast what the expected impact on the local highway network would be in the future, rather than carrying out a traditional predict and provide analysis.
- 4.10 Therefore, a 25% reduction has been applied to the trip generation associated with this development, albeit this is not part of the Travel Plan target.
- 4.11 This baseline is taken from the trip generation set out in the submitted Transport Assessment, and summarised in **Table 4.1** for reference. A 10% and 25% reduction has also been included for completeness.

¹ The second cycling and walking investment strategy (CWIS2), updated March 2023

Table 4.1 – Baseline Trip Generation and Target Reduction

	Trip Generation (190 dwellings)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Vehicles (Baseline)	28	68	62	30	824
Vehicles (10% Reduction)	25	61	56	27	742
Vehicles (25% Reduction)	21	51	47	23	618

Monitoring

- 4.13 The Travel Plan will have a five-year lifespan, monitored by WSCC. A Travel Plan monitoring fee of £3,815 will be secured by a S106 agreement.
- 4.14 Surveys will be carried out by the site management company to monitor how the agreed target of reducing car movements is being met.
- 4.15 All surveys will be undertaken in accordance with TRICS Standardised Assessment Methodology (SAM). The commissioning of the SAM surveys will be secured through a Section 106 agreement.
- 4.16 It is proposed that the initial survey is conducted broadly to coincide with first occupation of 50% of the dwellings (with the expected daily vehicular movements applied pro-rata to the estimated occupancy for comparison purposes). This forms the Year 1 Survey. Due consideration will however be required to avoid atypical times of the year such as Christmas etc.
- 4.17 Additional surveys will be undertaken 2 and 4 years later (at broadly the same time as the Year 1 Survey), these will form the Year 3 and Year 5 (final) survey.
- 4.18 It will be the responsibility of the TPC to arrange for all SAM surveys, and they will notify WSCC of the intended survey date once arranged. The results of the survey will also be shared with WSCC as soon as they are available, for WSCC to review under their monitoring agreement.
- 4.19 In the event that the five-year private car trip generation reduction is not achieved, fallback option penalty measures will be implemented.
- 4.20 The fallback option measures will include the provision of a second round of travel vouchers for each household for redemption towards bus season tickets, bus 'taster' tickets, bicycle purchase, active travel personal planning, or additional on-site bicycle parking.

Action Plan

4.21 The Action Plan confirms how the Residential Travel Plan will be implemented, monitored and reviewed and is set out in **Table 4.2**. The measures proposed as part of the Action Plan reflect the guidance within the DfT Circular 01/2022.

Table 4.2 – Action Plan

Mode	Measure	Task	When	By
All	TPC	Appoint a TPC	Prior to first occupation	Management Company
All	Resources	Ensure that the TPC has the funding and time allocated to undertake duties	Ongoing	Management Company
All	Noticeboard	Post travel related information on to noticeboards in communal areas	On first occupation	TPC
All	Travel information Pack	Prepare and distribute Travel Information Packs to each household containing information on walking and cycling routes, public transport services, concessionary fares, etc.	On first occupation	TPC
All	National and local campaigns	Promote and encourage residents' participation in events such as Bike Week and other national or local events	Ongoing	TPC
All	Local retailers	Publicise and promote local retailers (e.g. supermarkets) that provide low cost or free home deliveries	On first occupation	TPC
All	Internet provision	Ensure that the site is ready to support internet access, which will enable residents to access media and online retailers without the need to travel	Prior to first occupation	Management Company
Cycle	Cycle parking	Ensure that cycle parking is provided on site	Prior to first occupation	Developer
Cycle	Cycle discount	Negotiate cycle equipment discount with a local cycle retailer	Prior to first occupation	TPC
Cycle	Cycle training	Encourage residents to sign up to subsidised cycle training and cycle maintenance training offered by WSCC and retailers such as Halfords	On first occupation	TPC
Bus	Bus travel vouchers	Negotiate bus travel vouchers with the local service operator (Stagecoach)	Prior to first occupation	TPC

Car	Car sharing	Publicise and promote the journey matching service, West Sussex Car Share	On first occupation	TPC
Car	Taxi/minicab	Publicise and promote local taxi/minicab firms as enabling necessary car access without the burden of car ownership	On first occupation	TPC
All	Baseline and subsequent surveys	Carry out baseline and subsequent SAM surveys and provide the results to WSCC	Year 1, 3 and 5 (see paragraphs 4.14-4.15)	TPC

5.0 Summary and Conclusions

- 5.1 This Residential Travel Plan has been prepared to support the planning application for residential development of up to 190 dwellings on land at Sunnyside, Yapton Road, Barnham.
- 5.2 The site is to the north of Yapton Road, situated between the villages of Barnham and Yapton to the north-west and south-east respectively. There is a wide range of services within walking and cycling distance of the application site. The proposed development will build on and integrate with the surrounding footway and cycle network.
- 5.3 An Illustrative Masterplan has been prepared for the planning application, and one of the guiding principles has been to ensure that the development has an appropriate level of connectivity between the proposed and existing infrastructure, as well as to the wider area of Barnham. The internal layout follows the guidance set out in Manual for Streets to ensure a development that encourages walking and cycling. The site is already well served by public transport and the illustrative masterplan shows good links to existing bus stops and Barnham railway station.
- 5.4 The aim of this Residential Travel Plan is to set out a long term strategy to facilitate and encourage modes of travel by means other than the private car. This strategy is based on good travel plan management, a package of travel plan measures, modal shift targets, a monitoring regime and an action plan.
- 5.5 A Travel Plan Co-ordinator will be appointed whose role will be to develop and implement the Travel Plan, liaise with planning and highway officers, provide update travel information to residents and monitor the effectiveness of the travel plan measures going forward.
- 5.6 The Residential Travel Plan will be monitored in accordance with the TRICS SAM methodology. A Travel Plan monitoring fee to WSCC of £3,815 will be secured by a S106 agreement.
- 5.7 This Residential Travel Plan aligns with the policy set out in the DfT Circular 01/2022.
- 5.8 A Travel Information Pack will be provided to each household on first occupation and will contain information on local public transport and best value ticketing, the accessibility of nearby services and facilities and the health benefits of walking and cycling. Further measures proposed prior to occupation include for the following:
 - i. Ensure that cycle storage is provided for residents at a ratio to meet or exceed the Council's minimum parking ratio
 - ii. Ensure the provision of good connectivity to walking and cycling links and permeability through the site to the wider highway network
 - iii. Ensure the provision of good connectivity to public transport links in the surrounding area
 - iv. Provision of a travel vouchers offered for each residential unit upon first occupation, to the value of £150, which will cover a range of sustainable travel incentive such as contribution towards a new bike and/or accessories, contribution towards a bus season ticket, etc

- v. The provision of a second and final promotion of the £150 travel vouchers for residents of the development to claim if the trip rate target is missed, i.e. fallback options

5.9 The development's sustainable transport credentials will be made aware to residents and other users through general marketing and promotion. Monitoring will be carried out to ensure that the projected trip rate reductions are met.

Conclusions

5.10 It is concluded that:

- i. The application site is sustainably located with the provision of pedestrian/cycle links to connect to the existing local highway infrastructure
- ii. The proposed development will encourage walking and cycling as well as bus use, giving future residents a realistic choice about how they choose to travel without there being reliance upon the use of the private car
- iii. The Travel Plan aligns with the details set out in the DfT circular 01/2022 vision

5.11 It is finally concluded that this Residential Travel Plan will be effective in setting out a long term strategy to facilitate and encourage modes of travel by means other than the private car.

Appendix 1

Illustrative Masterplan





0m 20m 50m 100m

006	21.05.25	Red line added	PP	M
007	23.01.26	Drainage amended	HB	M
006	07.01.26	Layout amended	HB	M
005	21.11.25	Layout amended	HB	M
004	02.10.25	Tree location amended	NP	M
Rev	Date	Details	By	G

CLIENT

Hanbury Properties

PROJECT

Sunnyside,
Barnham

TITLE

Illustrative Masterplan

STATUS

Sketch

Origin	Project	Type	Design	Number	Revision
DLA	2242	DR	L	14	S08

SCALE 1:2,000 SIZE A3 DATE 02.10.2025

LUKEN BECK

 **HANBURY PROPERTIES**

DAVIES LANDSCAPE ARCHITECTS

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V:\Data\Server\DATA\PROJECT FILES\2242 Sunnyside, Barnham\Landscaping\Drawings\Sketch\DLA.2242.L14 Illustrative Masterplan

Appendix 2

Bus Timetables

66A: Bognor Regis - Barnham - Yapton - Walberton - Bognor Regis**66C: Bognor Regis - Barnham - Walberton - Yapton - Bognor Regis****66A**
66C

Mondays to Saturdays (except Public Holidays)

	NS						
	66A	66C	66A	66C	66A	66C	66A
Bognor Regis , High Street		0815	1015	1235	1445#	1635	1740
Bognor Regis Station, Longford Rd		0818	1018	1238	1448#	1638	1743
Tesco, Shripney Road		0822	1022	1242	1452#	1641	1746
Shripney, Robin Hood		0826	1026	1246	1455#	1644	1749
Westergate, Barnett Close	E	0834	1034	1253	1507B	1651	1756
Barnham, Station	0726	0838	1038	1257	1515	1656	1801
Walberton, Post Office	▼	0843	▼	1302	▼	1701	▼
Yapton, Canal Road	0731	0850	1042	1309	1518	1707	1806
Yapton, Sparks Corner	0735	0853	1045	1312	1522	1709	1808
Walberton, Old Vicarage	0742	▼	1051	▼	1529	▼	1814W
Barnham, Station	0749	0859	1059	1317	1536	1714	
Westergate, Westergate Mews	0753	0904*	1104	1322	1540	1719	
Shripney, Robin Hood	0759	0912*	1112	1330	1547	1726	
Tesco, Shripney Road	0805	0916*	1116	1334	1551	1729	
Bognor Regis Station, Longford Rd	0807	0919*	1119	1337	1554	1732	
Bognor Regis , High Street	0810D	0922*	1122	1340	1557	1735D	

66A - anti-clockwise
via Yapton and
Walberton**66C** - clockwise
via Walberton and
Yapton**NS** - does not operate on Saturdays**B** - on Schooldays operates via Ormiston Six Villages Academy departing 1501**D** - returns to High St via Richmond Rd, Lyon St W, Sudley Rd. - not via Canada Grove, Queensway**E** - commences from Eastergate Memorial, Barnham Road at 0724**W** - continues to Walberton, The Green

- operates 5 minutes later on Saturdays and in School Holidays

* - WSCC Concessionary card accepted from these points

85: Arundel - Walberton - Fontwell - Chichester

85A: Arundel - Walberton - Barnham - Chichester

85
85A

Mondays to Friday (except Public Holidays)

	Sch 85	H 85	85A	85	85A	85
Arundel , Riverbank	0655	0755	0955	1155	1355	1555
Arundel, Jarvis Road	0700	0800	1000	1200	1400	1600
Binsted, Havenwood	0703	0803	1003	1203	1403	1603
Walberton, The Green	0708	0808	1008	1208	1408	1608
Barnham, Station	▼	▼	1012	▼	1412	▼
Fontwell Village	0712	0812	▼	1212	▼	1612
Westergate, The Island	0716	0816	1016	1216	1416	1616
Oving, St Andrews Close	0721	0821	1021	1221	A	A
Shopwhyke Lakes, Kingfisher Gdns	0726	0826	1026	1226	A	A
Chichester, Sainsbury's	0729	0829	1029	1229	1424	▼
St Richards Hospital, Spitalfield Lane	0732	0832	1032	1232	1427	1624
Chichester , West Street (arr)	▼	0838	1038	1238	1433E	1630
Chichester , West Street (dep)	▼	▼	1045	1245	▼	1634
Chichester, Eastgate Square	▼	▼	1049	1249	1430E	1638
Bishop Luffa School	0742					

	85	85	85A	85	85A
Bishop Luffa School				1442S	
Chichester , West Street (dep)	0905	1045	1245	1450	1634
Chichester , Eastgate Square	0908	1049	1249	1456	1638
St Richards Hospital, Spitalfield Lane	0910	1052	1252	1459	1641
Chichester, Sainsbury's	0915	1057	1257	1504	1646
Shopwhyke Lakes, Western Road	0917	1059	1259	1506	1648
Oving, St Andrews Close	0923	1105	1305	1512	1654
Westergate, The Island	0928	1110	1310	1517	1659
Fontwell Village	0931	1114	▼	1521	1712R
Barnham, Station	▼	▼	1314	▼	1703
Walberton, The Green	0935	1119	1319	1526	1708
Binsted, Havenwood	0943	1128	1328	1535	1717
Arundel, Jarvis Road	0946	1131	1331	1538	1720
Arundel , Riverbank	0951	1136	1336	1543	1725

Sch; S - Schooldays only

H - operates school holidays only

A - operates direct via Aldingbourne and A27

E - operates via Eastgate Square and South Street, before West Street

R - serves this point only if requested by passengers already on the bus. Serves Fontwell after Walberton.

explore

life
faith
meaning

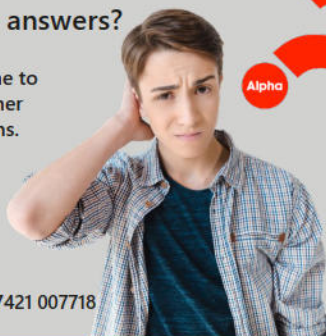
Asking questions?

Looking for answers?

The Alpha Course is an opportunity for anyone to explore the Christian faith in a relaxed manner over ten, thought-provoking weekly sessions.

It's low key, friendly and fun and there's no cost.
It's supported by all the main Christian denominations.
Over 2 million people in the UK and 11 million worldwide have already found it to be a worthwhile experience.

For more information email office@newlifeworthing.com or call 07421 007718



Appendix 3

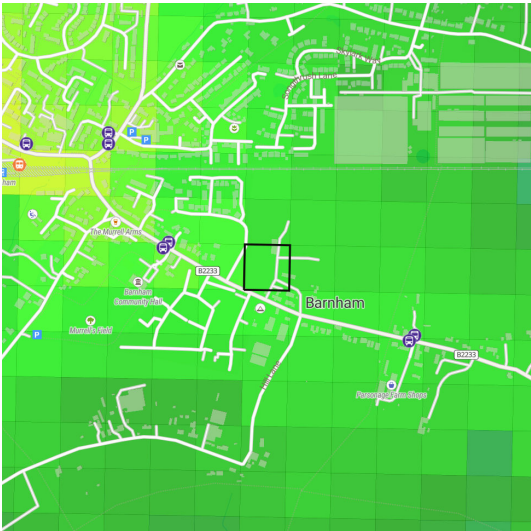
DfT Connectivity Tool Report

Connectivity Tool Lite

Guidance

Explore the score

Square ID	496450_104150
Local authorities	Arun West Sussex
Latitude	50.828862
Longitude	-0.631887



Overall

Type	National score	National distribution
Overall (except driving)	57	Slightly above average (50-60%)
Public transport	63	Above average (60-70%)
Walking	48	Slightly below average (40-50%)
Cycling	58	Slightly above average (50-60%)
Driving	79	High (70-80%)

Education

Type	National score	National distribution
Overall (except driving)	52	Slightly above average (50-60%)
Public transport	63	Above average (60-70%)
Walking	42	Slightly below average (40-50%)
Cycling	63	Above average (60-70%)
Driving	79	High (70-80%)

Leisure

Type	National score	National distribution
Overall (except driving)	51	Slightly above average (50-60%)
Public transport	59	Slightly above average (50-60%)
Walking	40	Slightly below average (40-50%)
Cycling	54	Slightly above average (50-60%)
Driving	76	High (70-80%)

Health

Type	National score	National distribution
Overall (except driving)	46	Slightly below average (40-50%)
Public transport	54	Slightly above average (50-60%)
Walking	35	Below average (30-40%)
Cycling	51	Slightly above average (50-60%)
Driving	72	High (70-80%)

Shopping

Type	National score	National distribution
Overall (except driving)	65	Above average (60-70%)
Public transport	70	High (70-80%)
Walking	58	Slightly above average (50-60%)
Cycling	67	Above average (60-70%)
Driving	82	Very high (80-90%)

Residential

Type	National score	National distribution
Overall (except driving)	60	Above average (60-70%)
Public transport	64	Above average (60-70%)
Walking	55	Slightly above average (50-60%)

Type	National score	National distribution
Cycling	64	Above average (60-70%)
Driving	80	Very high (80-90%)

Workplaces

Type	National score	National distribution
Overall (except driving)	54	Slightly above average (50-60%)
Public transport	60	Above average (60-70%)
Walking	37	Below average (30-40%)
Cycling	53	Slightly above average (50-60%)
Driving	71	High (70-80%)