



**GULL POINT SUITES, THE
BEACHCROFT HOTEL, CLYDE
ROAD, FELPHAM, PO22 7AH**

Proposed Hotel

Framework Travel Plan

**Prepared on behalf of
The Beachcroft Hotel Ltd**

IVON/17/3855

October 2017

RGP – Transport Planning and Infrastructure Design Consultants

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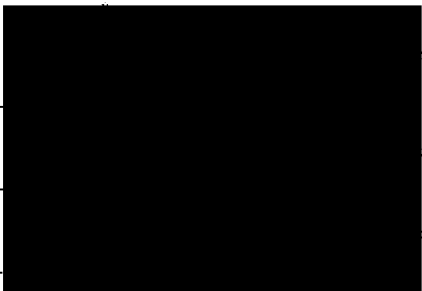
Project: Gull Point Suites, The Beachcroft Hotel, Clyde Road, Felpham, PO22 7AH
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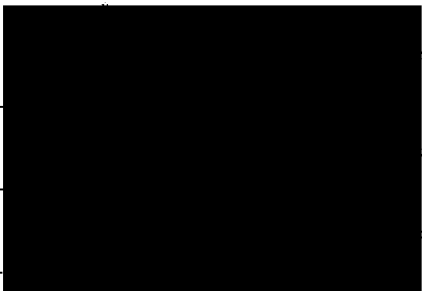
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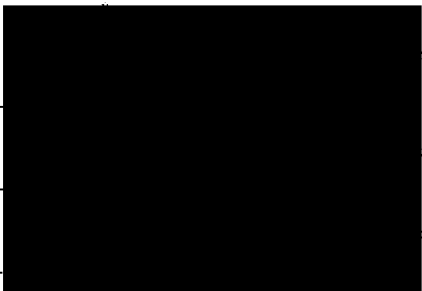
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PLANS

Plan 01 Site Location and Accessibility Plan

1 INTRODUCTION

- 1.1.1 This Travel Plan (TP) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of The Beachcroft Hotel to set out a sustainable travel strategy for both The Beachcroft Hotel and the proposed Gull Point Suites at Clyde Road, Bognor Regis.
- 1.1.2 This TP has been designed to mitigate any long-term effect of traffic impacts associated with the existing hotel and the proposed development and to encourage new/existing staff to use sustainable travel methods as an alternative to private car use. Building on the accessible location of the hotel, this TP sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented prior to the opening of the new suites.
- 1.1.3 In developing this Travel Plan, RGP has reviewed relevant national guidance and best practice. In addition, the production of this TP meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credit TRA5: Travel Plan, as well as contributing towards TRA1: Public Transport Accessibility, TRA2: Proximity to Amenities, TRA3: Cyclist Facilities and TRA4: Maximum Car Parking Capacity.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range benefits to individuals and the local community, including financial savings.
- 1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.
- 1.2.3 In addition, the key lifetime event of starting a new job represents an ideal opportunity for new staff to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.
- 1.2.4 For ~~staff~~, a TP can:
- (i) improve access to essential services and employment opportunities;
 - (ii) help provide less stressful options for travel, particularly in relation to regular commuter journeys;

- (iii) present opportunities to incorporate physical exercise into daily routines;
- (iv) reduce journey times to local destinations;
- (v) reduce the cost of travel, or eliminate the need to buy a car; and
- (vi) provide a more vibrant community to live in.

1.2.5 For the **local community**, a TP can:

- (i) make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) enhance public transport services and associated infrastructure;
- (iii) improve the environment and the routes available for cycling and walking; and
- (iv) help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For **developers**, a TP can:

- (i) satisfy the requirements of local planning and highway authorities, permitting development; and
- (ii) enhance an establishment's image ('green credentials' and 'social corporate responsibility').

1.3 The "Life Cycle" of a Travel Plan

1.3.1 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from staff. **Figure 1.1** below illustrates the "life-cycle" of the Travel Plan from its inception, through to the implementation and monitoring stages.

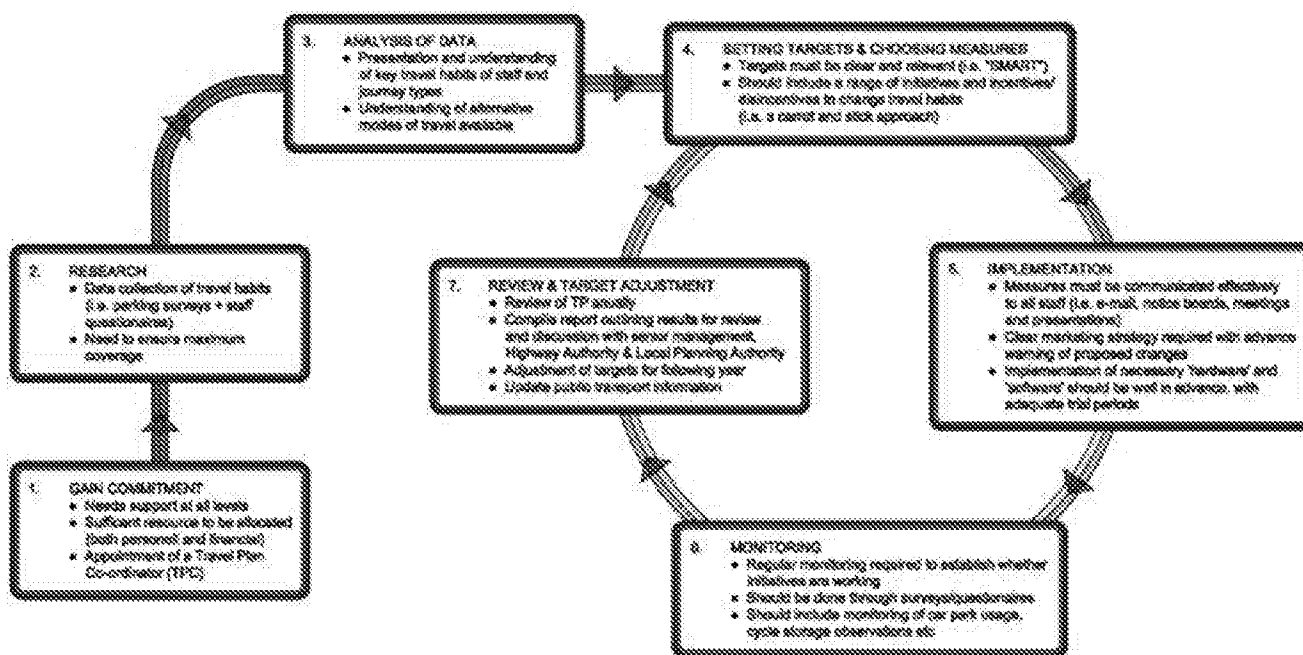


Figure 1.1: Travel Plan 'Life Cycle'

1.3.2 As illustrated by **Figure 1.1**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.

1.4 Travel Plan Coordinator

1.4.1 One aspect that will be vital to the success of the Travel Plan is the role of Travel Plan Coordinator (TPC). The role of the TPC is imperative to the success of the Travel Plan and is further discussed in **Section 6** of this report.

2 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 Introduction

- 2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

2.2 Site Description

- 2.2.1 The application site is located on the southern side of Clyde Road c.1.3km to the east of Bognor Regis town centre. As shown in **Plan 01** the site is accessible by 'active' modes of transport as well as by public transport.

2.3 Accessibility Credentials

Pedestrian Accessibility

- 2.3.1 Pedestrian access to the site is facilitated by c.1.5m wide footways flanking Clyde Road. The footways connect with the wider footway network providing a continuous pedestrian link to Bognor Regis and Felpham. In addition, Bognor Regis Promenade borders the site to the east and provides a traffic-free pedestrian route along the coast. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.1**.



Figure 2.1: Pedestrian Footways Flanking Clyde Road

- 2.3.2 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in **Plan 01**, Bognor Regis town centre as well as the neighbourhoods of Felpham and South Bersted are accessible on-foot from the application site based on the CIHT guidance. It is also noted that Bognor Regis railway station is situated 1.5km from the site and therefore accessible on foot.

Cycle Accessibility

- 2.3.3 Bognor Regis Promenade forms part of the National Cycle Route No.2 and provides a traffic-free route to Bognor Regis town centre as well as a route to Littlehampton to the east. In addition, there are a number of local cycle routes available in the vicinity of the site which are shown in **Plan 01**.
- 2.3.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Bognor Regis as well as a number of smaller settlements, including Barnham and Westergate, are therefore accessible by bicycle from the site.

Accessibility by Bus

- 2.3.5 The application site is within a desirable walking distance of the 'Snooks Corner' bus stop c.170m to the north west of the site. The stop serves the No.600 stagecoach service which provides regular journeys to Chichester via Bognor Regis. Additionally, the 'Hotham Park' bus stop, situated c.650m to the north west of the site, provides additional services to Bognor Regis, Chichester and Portsmouth. A summary of services available from local bus stops is provided in **Figure 2.2**.

Service	Route Summary	Typical Frequency	Operating Hours
67	Bognor Regis – North Felpham – Glenwood Estate – Bognor Regis	Mon-Sat: 4 per day	Mon-Sat: 09:52 – 16:12
600	Elmer – Bognor Regis – Chichester	Mon-Sat: every 20min	Mon-Fri: 07:07 – 21:12 Sat: 07:52 – 21:12
700 Coastliner	Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth	Mon-Sat: every 20min	Mon-Fri: 06:25 – 21:40 Sat: 07:08 – 21:40
U7	Bognor Regis Hotham Park – Chichester University – Chichester	Mon-Fri: every 1hr 30min	Mon-Fri: 07:15 – 18:50

Figure 2.2: Services Available from Local Bus Stops

Accessibility by Train

- 2.3.6 Bognor Regis railway station is located c.1.5km to the west of the application site and offers services to a range of locations including Portsmouth, Chichester, Brighton and London. A summary of services from Bognor Regis railway station is provided in **Figure 2.3**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7min	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	18 – 22min	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 25min	4 every hour
Horsham	Bognor Regis – Barnham – Horsham	36 – 44min	4 every hour
Portsmouth (change at Barnham)	Bognor Regis – Barnham – Chichester – Havant – Portsmouth	47 – 52min	4 every hour
Brighton (change at Barnham)	Bognor Regis – Barnham – Worthing – Shoreham-by-sea – Brighton	52min – 1hr 12min	2 every hour
London Victoria	Bognor Regis – Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 31min – 1hr 44min	4 every hour

Figure 2.3: Services Available from Bognor Regis Railway Station

- 2.3.7 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.

Accessibility by Taxi

- 2.3.8 The following taxi firms operate within the Bognor Regis area and can be pre-booked in advance.

- (i) Ace Taxis
- (ii) Airport Cars (Helen's Taxis)
- (iii) Five Star Taxis Ltd
- (iv) Yellow Star Taxis

Summary

- 2.3.9 The site is located within a desirable walking distance of a number of residential neighbourhoods. Local cycleways in the vicinity of the site, offer further opportunities for 'active' travel. In addition, local bus stops provide regular services into Chichester, Bognor Regis and Felpham, and Bognor Regis railway station facilitates longer journeys.

3 PROPOSED DEVELOPMENT AND EXISTING SITE

3.1 Overview

- 3.1.1 The Beachcroft Hotel currently provides 36 bedrooms on the northern side of Clyde Road. The proposed development would have an operational link to The Beachcroft Hotel and would involve the construction of 9 new accommodation suites to be known as 'Gull Point Suites' on the southern side of Clyde Road.

3.2 Vehicular Access

- 3.2.1 Vehicle access to The Beachcroft Hotel is served from 2 vehicle crossovers on the northern side of Clyde Road. Access to the Gull Point Suites would be served from a 4.5m wide vehicle crossover adjoining the southern side of Clyde Road.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the hotels is served from c.1.5m pedestrian footways flanking both sides of Clyde Road.

3.4 Car and Cycle Parking Provision

- 3.4.1 The Beachcroft Hotel currently provides 24 parking spaces in the main car park, including 2 disabled spaces, as well as 9 staff parking spaces in a rear car park. The Gull Point Suites would provide a total of 9 car parking spaces including 1 disabled space and 5 electric car charging points, and would be located in an undercroft car park. The proposed provision is in line with Arun District Council's (ADC) parking standards which require 1 parking space per bedroom. The car park would have access to internal stairs and a lift allowing pedestrians, including wheelchair users to enter the hotel from the car park, eliminating the need for pedestrians to use the vehicle access.
- 3.4.2 The proposed Gull Point Suites would provide 2 cycle parking spaces in line with ADC's minimum cycle parking standards. The spaces would be located adjacent to the internal stairs in the undercroft level of the proposed hotel and would take the form of a covered loop rack. In addition, The Beachcroft Hotel currently provides 5 cycle parking spaces.

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead the approach has to be to reduce the need to travel by increasing travel choice.
- 4.1.2 Research has shown that modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. In addition, it is known that once travel patterns of individuals have been established it is more difficult to encourage them to change. A vital element is therefore to encourage new staff to consider the benefits of using sustainable transport prior to starting a new job by providing information (i.e. public transport timetables and walk/cycle route maps) and incentives.
- 4.1.3 The overall aim of this Travel Plan therefore is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.
- 4.1.4 This is most effectively achieved through the provision of clear and concise information, including:
- (i) routing, timetable and ticketing information for bus and train services;
 - (ii) cost data comparing public transport and private car journeys;
 - (iii) the health benefits of walking and cycling, safety advice and recommended routes; and
 - (iv) details of West Sussex's Car Share scheme.
- 4.1.5 Without such information, the car is often perceived to be the easiest travel option, even if from a cost and duration of journey perspective this may not be the case. Similarly, if staff are unaware of the availability of local services then they may choose to travel a greater distance than they need to, which would undoubtedly impact upon their modal choice.
- 4.1.6 The objectives of this TP can therefore be summarised as follows:
- (i) To minimise the number of staff travelling as single occupancy car drivers for various journey purposes to and from the hotels:

- (ii) To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private car trips to and from the hotels, thereby leading to a corresponding increase in the proportion of staff travelling by sustainable modes such as public transport, car sharing, walking and cycling;
- (iii) To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
- (iv) To address the needs of guests with regards to accessing a full range of facilities and services providing retail, food and drink, tourist attractions and leisure opportunities;
- (v) To promote the TP and encourage participation amongst new staff within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

4.2.1 Targets are important since they give the Travel Plan direction from its inception, providing a measurable goal to aim for. The DfT's 'Making Residential Travel Plans Work: Guidelines for New Development' (2007) document, states that targets are required as they provide the TP with a clear and measurable direction over the initial 5-year lifecycle.

4.2.2 Site specific targets have been based on the DfT's "SMART" criteria so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

4.2.3 The principal target for this TP would be to reduce the percentage of staff of both the existing hotel and the proposed suites travelling to work by private car by 10% over a 5-year period.

5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 To assist in achieving these targets this section considers the Travel Plan initiatives that will be introduced, refined and expanded upon during the initial 5-year life of the TP.
- 5.1.2 As with any Travel Plan, it is important to identify a range of measures which will actively encourage staff to travel by alternatives to the private car for a variety of journey purposes. It is also necessary to ensure that selected measures are appropriate to the sites location, with regard to the existing provision of transport infrastructure/ services within the surrounding area.
- 5.1.3 The implementation of 'hard' measures relate to the provision of on-site facilities to support sustainable travel behaviour. 'Soft' measures generally involve the distribution of travel information including health and financial benefits for staff.

5.2 Measures and Initiatives

Travel Information

- 5.2.1 Research has demonstrated that modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. This would primarily relate to staff commuting to the hotel. Furthermore, the lifetime event of starting a new job which is of relevance to new staff of the Gull Point Suites, represents a change in the situational context, providing a 'window of opportunity' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.
- 5.2.2 When this is combined with the provision of information on sustainable alternatives (e.g. public transport timetables and walking/cycling maps), it is likely that staff will be more pre-conceived to changing their travel behaviour towards the use of sustainable modes such as public transport, walking and cycling.
- 5.2.3 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be provided to staff on notice boards installed on site. The information will include:
- (i) An outline of the main aims / objectives and the role of individuals in achieving the aspirations of the TP;
 - (ii) Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - (iii) Local walking and cycling route maps;

- (iv) Public transport fares and maps showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables;
- (v) Details of local facilities / services within the surrounding area; and
- (vi) Contact details of the appointed Travel Plan Co-ordinator.

Car Sharing

- 5.2.4 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel if car sharers live and work in similar locations.
- 5.2.5 As part of the Travel Plan, West Sussex's car sharing website www.westsussexcarshare.liftshare.com, part of www.liftshare.com (the UK's largest car share database) will be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.
- 5.2.6 Liftshare is the UK's largest car share database with over 400,000 registered members. Liftshare operates over 1200 car share schemes around the UK. Typically, around 45% of registered members regularly car share, often as part of their journey to and from work.
- 5.2.7 The Liftshare website provides a 'savings calculator' to enable members to work out the cost savings of car sharing as part of a regular journey. It is noteworthy that for journeys comprised of 5 miles, an individual can potentially save in the order of £350 per annum if travelling within a standard sized vehicle (i.e. between 1.4 and 2.0 litres).

Public Transport

- 5.2.8 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would also be sought from bus operators and displayed on on-site noticeboards. This would include a list of services and destinations available from local stops.
- 5.2.9 Rail service information for Bognor Regis railway station would be provided, listing available destinations as well as typical journey times and frequencies.

Walking and Cycling

- 5.2.10 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2 kilometres in length) to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.

- 5.2.11 To encourage travel on-foot, information on local walking routes will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week' and 'Bike Week'.
- 5.2.12 Staff members may also be eligible to purchase a bicycle through the 'cycle-to-work' scheme. A cycle training scheme, such as Arun District Council's free adult Bikeability course, may also be offered to all staff to help those with a lack of confidence and safety concerns to encourage staff to consider cycling as a viable method of travelling to work.

On-site Infrastructure

- 5.2.13 In accordance with local planning policy, the Gull Point Suites would provide 2 secure and sheltered cycle spaces. In addition, The Beachcroft Hotel currently provides a further 5 cycle spaces.
- 5.2.14 The provision of secure storage increases the likelihood of staff using their bicycles. Further information about cycle routes and storage facilities at other local destinations will be displayed on the on-site noticeboards.

5.3 Effectiveness of Travel Plan Measures

- 5.3.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.

5.4 Remedial Measures

- 5.4.1 In the event that the Travel Plan target has not been achieved after the 5th year of Travel Plan implementation, the TPC will initiate the following remedial measures:
- (i) Promote WSCC's Carshare scheme to all staff; and
 - (ii) Provide increased funding to the Travel Plan Co-ordinator for the purposes of organising initiatives in conjunction with national travel awareness events.
- 5.4.2 The remedial measures listed above represent the final attempt to influence travel behaviour and patterns amongst staff.

6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

- 6.1.1 This section of the report sets out a strategy for managing the implementation of 'hard' and 'soft' measures, as well as a framework for monitoring and reviewing the TP.

6.2 Management

Travel Plan Co-ordinator

- 6.2.1 The TPC is responsible for implementing and promoting the Travel Plan. This includes carrying out biennial (i.e. end of Years 1, 3 and 5) staff travel surveys, ensuring up to date travel information is displayed and communicating with WSCC's Travel Plan Officer. It is envisioned that a member of hotel staff would be appointed for the role which is anticipated to require 1-2 hours of work per week.

- 6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:

- (i) On-going promotion / marketing of the TP and associated measures including displaying travel information on on-site notice boards;
- (ii) Organising the implementation of travel surveys to be undertaken on a biennial basis, following the establishment of baseline travel patterns and behaviour;
- (iii) Preparing biennial TP Monitoring reports highlighting the main results of each survey; and
- (iv) Acting as the main point of contact for staff, WSCC's Travel Plan Officer and other relevant stakeholders.

- 6.2.3 To ensure effective communication between staff and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be displayed on on-site noticeboards.

6.3 Monitoring and Review

- 6.3.1 In accordance with WSCC's Workplace Travel Plan guidance, the TP will be monitored on a biennial basis for an initial 5-year period. A baseline staff travel survey will be undertaken with follow up surveys being undertaken on the anniversary of the baseline survey. Data gathered from the surveys will be used to inform future mode share targets.

- 6.3.2 The staff travel surveys will be comprised of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing TP measures as well as suggest potential improvements. To ensure a reasonable level of response, a paper version of the travel surveys will be distributed to each member of staff.
- 6.3.3 The Travel Plan Co-ordinator will update the TP and compile a Monitoring Report on a biennial basis. The report will outline the results of the annual review and incorporate the findings of on-going monitoring undertaken through the proceeding period. A copy of the report will be issued to WSCC's Travel Plan Officer for comment and discussion as well as being filed for records.
- 6.3.4 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to all staff. This could be done by displaying data on a noticeboard, including an article in a local newsletter or in conjunction with a Travel Plan event e.g. National Liftshare Week (October), European Mobility Week (September) or Cycle to Work events (June) etc.

6.4 Action Plan

- 6.4.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

MEASURES	TIMESCALES
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of Travel Plan
Install on-site cycle parking	2 months prior to opening of Gull Point Suites
Install notice boards displaying up-to-date and relevant travel information within staff room.	2 months prior to opening of Gull Point Suites
Conduct baseline staff travel surveys.	Within the first 3 months of operation
Update TP with mode share targets and submit to WSCC's Travel Plan Officer for review.	Within the first 6 months of operation
Conduct second staff travel survey.	On the second anniversary of the baseline survey
Prepare TP Monitoring Report and submit to WSCC Travel Plan Officer.	Within 3 months of undertaking the second survey
Continue to conduct travel surveys.	Biennial basis for a minimum 5-years

Figure 6.1: Action Plan

6.5 Approval

6.5.1 This Travel Plan is prepared by Russell Giles Partnership Limited on behalf of The Beachcroft Hotel.

6.5.2 I hereby approve this Travel Plan for implementation at the following site:

Gull Point Suites, The Beachcroft Hotel, Bognor Regis

Transport Consultant – Russell Giles Partnership Ltd

Name: Ed Dodd

Signed:  Date: 20/10/2017

Travel Plan Co-ordinator

Name:

Signed: Date:

PLANS

Destination	Route Summary	Typical Journey Time	Typical Frequency
Barnham	Bognor Regis – Barnham	6 – 7min	4 every hour
Littlehampton	Bognor Regis – Barnham – Littlehampton	16 – 22min	2 every hour
Chichester (change at Barnham)	Bognor Regis – Barnham – Chichester	17 – 25min	4 every hour
Horsham	Bognor Regis – Barnham – Horsham	36 – 44min	4 every hour
Portsmouth (change at Barnham)	Bognor Regis – Barnham – Chichester – Havant – Portsmouth	47 – 52min	4 every hour
Brighton (change at Barnham)	Bognor Regis – Barnham – Worthing – Shoreham-by-sea – Brighton	52min – 1hr 12min	2 every hour
London Victoria	Bognor Regis – Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 31min – 1hr 44min	4 every hour

Service	Route Summary	Typical Frequency	Operating Hours
67	Bognor Regis – North Felpham – Glenwood Estate – Bognor Regis	Mon-Sat: 4 per day	Mon-Sat: 09:52 – 16:12
600	Elmer – Bognor Regis – Chichester	Mon-Sat: every 20min	Mon-Fri: 07:07 – 21:12 Sat: 07:52 – 21:12
700 Coastliner	Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth	Mon-Sat: every 20min	Mon-Fri: 06:25 – 21:40 Sat: 07:06 – 21:40
U7	Bognor Regis Hotham Park – Chichester University – Chichester	Mon-Fri: every 1hr 30min	Mon-Fri: 07:15 – 16:50

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  CYCLE ROUTES
-  NATIONAL CYCLE ROUTE
-  2KM WALK ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE



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Client:
 The Beachcroft Hotel Ltd

Project:
 Gull Point Suites

Title:
 Site Location & Accessibility Plan

Plan No: Plan 01	Job No: 3855	Date: September 17	Scale: NTS
Drawn By: EJD	Checked By: ALS	Approved By: PMR	Rev: -