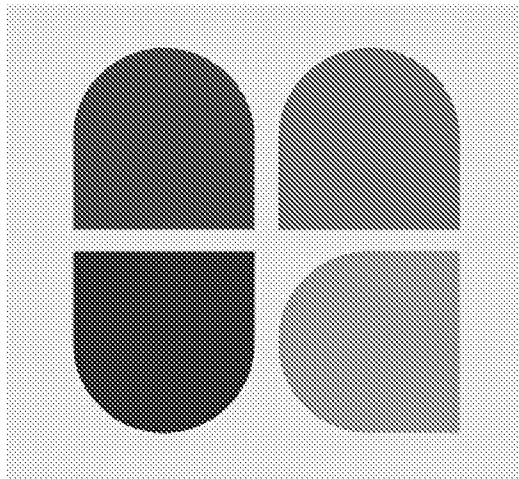




B R I G H T P L A N

BURDELL ROAD, YAPTON

RESIDENTIAL DEVELOPMENT

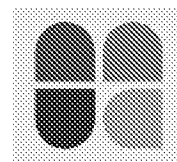
Transport Statement

Prepared on Behalf of

Driftstone Homes

6145

March 2021



DOCUMENT CONTROL

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Residential Development

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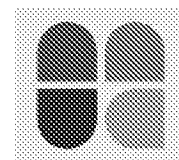
Date: 13/07/2020

Status:

Issue	Date	Status	Issued by
1.	13/07/2020	Draft	EJD
2.	02/10/2020	Final Draft	SMO
3.	16/11/2020	Final	EJD
4.	18/03/2021	Final 02	EJD
5.			
6.			

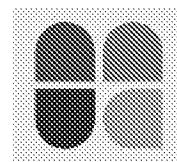
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PLANS

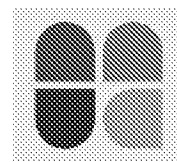
Plan 01 Accessibility Plan

DRAWINGS

- 001** Access Overview and Visibility Splays
- 002** Proposed Access Road, Overview and Dimensions
- 003** Access Swept Path Analysis
- 004** Access Road Swept Path Analysis
- 005** Pedestrian Visibility Splays
- 007** Refuse Vehicle Swept Path Analysis
- 008** Fire Tender Vehicle Swept Path Analysis
- 009** Car Parking Vehicle Swept Path Analysis

APPENDICES

- Appendix A** Site Layout
- Appendix B** TRICS Output



1 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of Driftstone Homes Ltd to support a planning application for a residential development on land at Burndell Road, Yapton. The application site is located to the southwest of the Burndell Road approximately 800m from Yapton village centre. The site's location within the context of the local road network is shown in **Figure 1.1**.

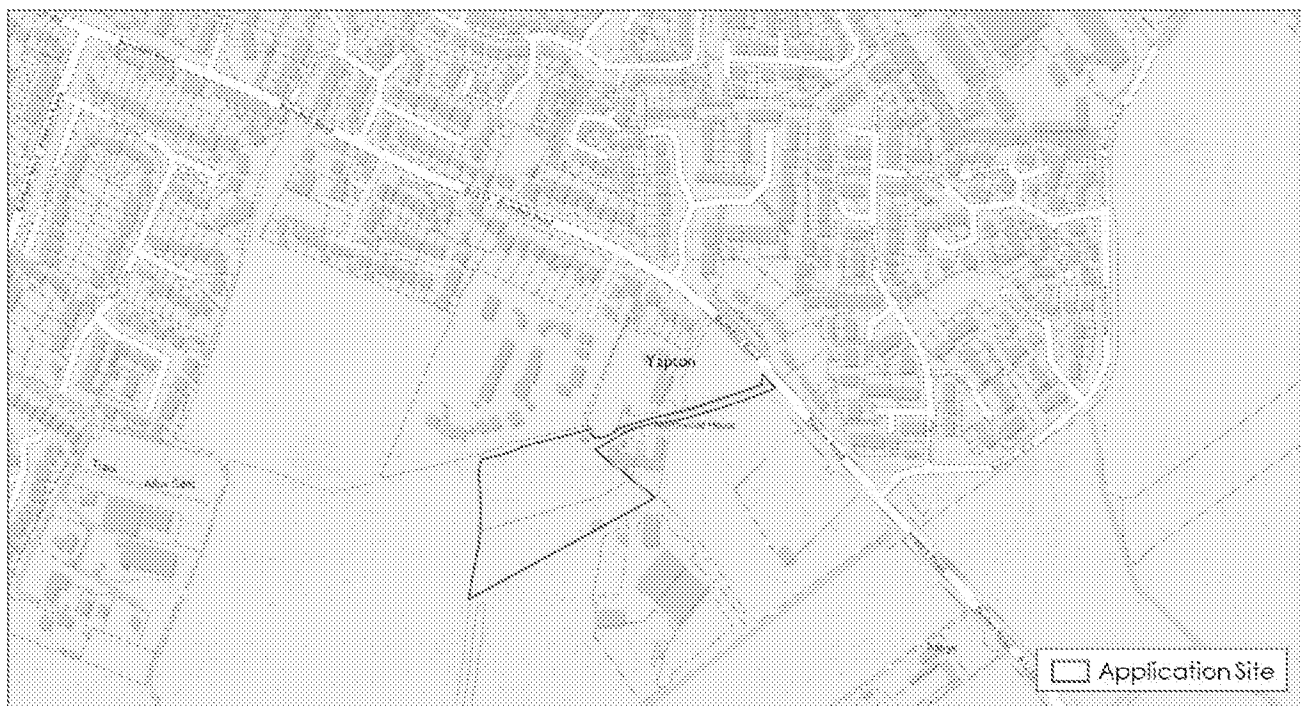
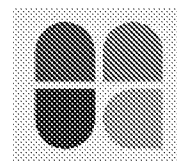


Figure 1.1: Site Location

- 1.1.2 The site encompasses an area of approximately 1.289 hectares, comprised of a large open field formerly used as a paddock to keep livestock. The proposed development would involve the construction of 23 residential dwellings.

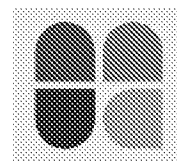
1.2 Planning history and context

- 1.2.1 The proposed site has not been subject to any planning applications that are of relevance to this proposal. There are two approved developments in close proximity to the site: -
- The land adjacent to the site has been recently been developed by Crayfern Homes providing 45 dwellings. The site is known as 'Five Acres' and can be found under Arun District Council (ADC) references F/7/15/OUT and F/5/18/RES.
 - The land adjacent to the Five Acres site has also been recently been developed by Bovis Homes providing 108 dwellings. The site is known as 'Yapton View' and can be found under ADC planning application references Y/19/16/OUT and Y/98/18/RES.



1.3 Report Structure

- 1.3.1 This Transport Statement has been prepared in accordance with West Sussex County Council's (WSCC) 'Transport Assessment Methodology' (2007), the Department for Transport's 'Manual for Streets' (MfS) guidance and the Design Manual for Roads and Bridges (DMRB) guidance CD123 and CD109.
- 1.3.2 The remainder of this report is comprised of the following: -
- i. **Section 2** provides an overview of the site's transport planning context including, site accessibility, the local road network conditions, and highway safety;
 - ii. **Section 3** provides an assessment of the proposed development including the proposed access, internal layout, and offsite infrastructure proposals;
 - iii. **Section 4** considers the proposed developments anticipated impact on the local highway network supported by trip generation assessment;
 - iv. **Section 5** provides a summary of the report's main conclusions.



2 SITE CONTEXT

2.1 Existing Site & Access

- 2.1.1 The application site is 1.289 hectares located south west of Burndell Road to the rear of three dwellings known as Northwood house, Meadow Cottage and Paynters Croft. The site is bordered by the Yapton View development to the north; agricultural land to the west; Northwood House, Meadow Cottage and Paynters Croft to the east, and a waste and recycling depot to the south. The site's context is demonstrated in **Figure 2.1**.

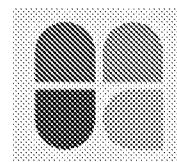


Figure 2.1: Aerial View of Site

- 2.1.2 The existing site is served by a driveway adjoining Burndell Road which serves as a shared access to Northwood House, Meadow Cottage and Paynters Croft. The access takes the form of an unmade drive measuring c.3.2m in width. The site access arrangements are shown in **Figure 2.2**.



Figure 2.2: Existing Access Point

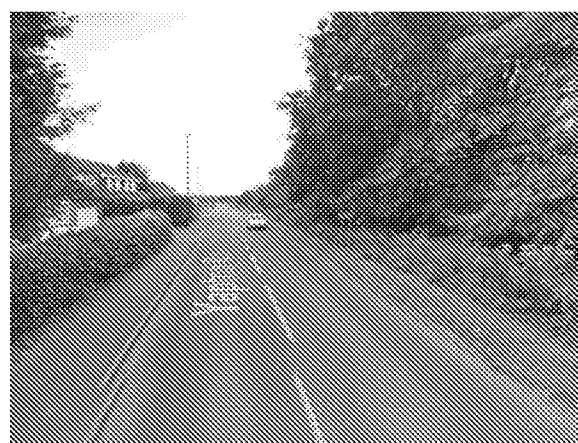


2.2 Local Road Network

- 2.2.1 Burndell Road is a two-way single carriageway subject to a 30mph speed limit in the vicinity of the site, increasing to 40mph c.200m to the southeast of the site. Burndell Road transitions to Yapton Road to the south east of the site access. The carriageway has a 6.2m width in the vicinity of the site and is flanked by a 2.0m wide footway on its northwest side.
- 2.2.2 Burndell Road is not parking restricted however the abundance of off-street parking facilities means parking on-street does not typically occur. The carriageway features in the vicinity of the site are shown in **Figure 2.3**.



Burndell Road Looking Northwest



Burndell Road Looking Southeast

Figure 2.3: Local Carriageway Features

- 2.2.3 The most immediate road junctions to the proposed development site are the Drake Grove loop road which serves 5 dwellings; Fordwater Gardens / Burndell Road junction a residential side road located 130m to the northwest; Rollastone Park / Burndell Road junction a residential side road located 135m to the southeast; access to Northwood Farm located 175m to the southeast which serves the nearby waste and recycling depot. The local road junctions in the vicinity of the site are shown in **Figure 2.4**.

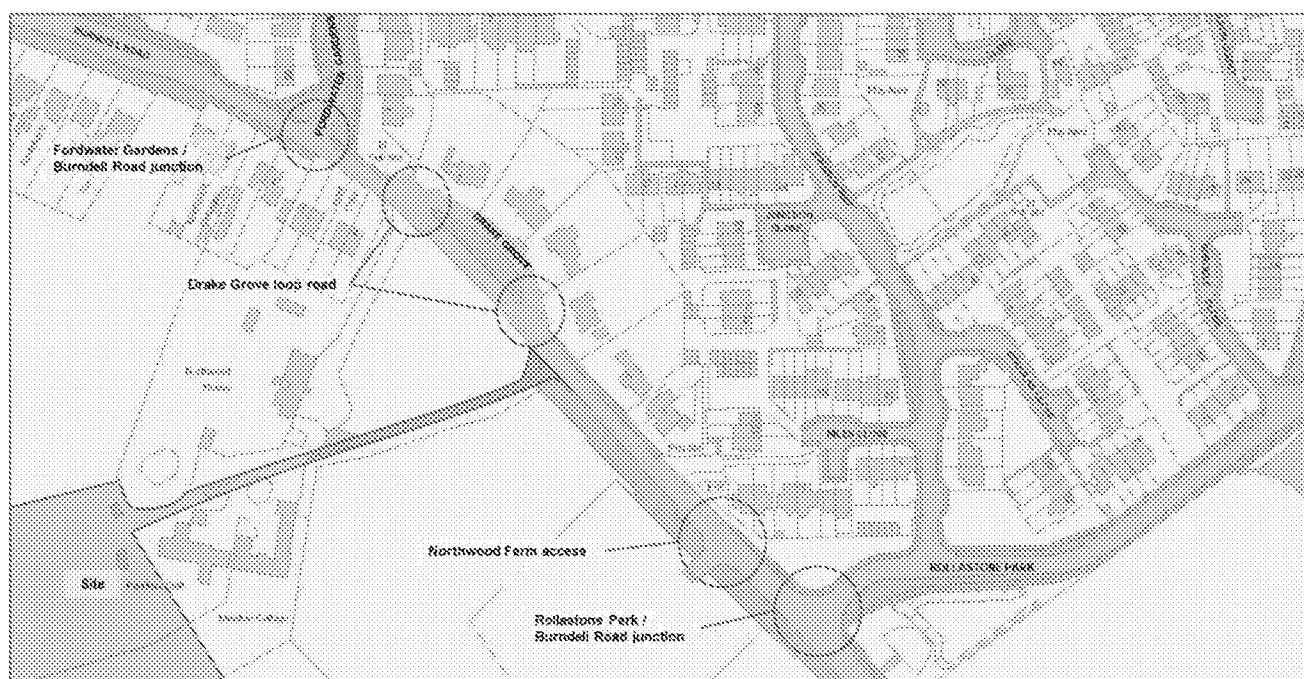
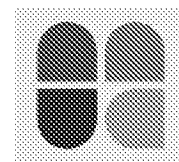


Figure 2.4: Local Road Junctions



2.1 Wider Road Network

- 2.1.1 The B2330 Burndell Road provides a connection between local settlements of Yapton, Barnham and Eastergate. The B2330 Burndell Road also provides a key link to the B2132 which connects to the A259 and the A27, the latter forming part of Highways England's Strategic Road Network. The A259 and A27 provide links to Chichester, Worthing and Brighton. The wider road network is demonstrated in **Figure 2.5**.



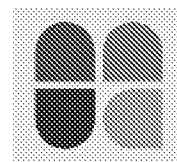
Figure 2.5: Key Road Network

2.2 Accessibility Credentials

- 2.2.1 The application site is located approximately 800m to the south of Yapton village centre (equating to a 10-minute walk), and c.3km to the south of Barnham. The CIHT guidance states that facilities situated within 2km and 8km are accessible to pedestrians and cyclists respectively. The proximity of public transport, shopping services and other local amenities are demonstrated in **Plan 01** and **Figure 2.6**.

Destination	Distance from Site	Walk / Cycle Time
Convenience Shop	0.95 km	12mins walk
Post Office	0.95 km	12mins walk
GP	1.5 km	20mins walk
Public House (Oystercatcher)	1.7 km	21mins walk
Bus Stop	0.2 km	3min walk
Train Station (Barnham)	3.6 km	11mins cycle
ATM	0.95 km	12mins walk
Nearest Primary School (Yapton CE Primary School)	1.7 km	22mins walk
Nearest Secondary School (St Philip Howard Catholic School)	4.2 km	13mins cycle

Figure 2.6: Site Proximity to Amenities



2.3 Pedestrian Accessibility

- 2.3.1 Burndell Road is supported by lit footways, providing a connection to the local footway network. The footway network provides access to local bus stops, convenience shopping facilities, day-to-day amenities and the established residential areas within Yapton village.
- 2.3.2 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown on **Plan 01**, local bus stops and convenience shopping facilities are within 1km of the site.

2.4 Cycle Accessibility

- 2.4.1 Burndell Road forms part of a local cycle route between Climping and Middleton-on-Sea and connects with National Cycle Network Route (NCNR) 2. NCNR2 provides a connection to wider destinations including Littlehampton, Felpham and Bognor Regis. The local cycle network is shown in **Figure 2.7**.

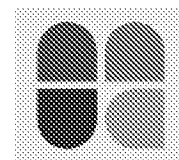


Figure 2.7: Local Cycle Route Network

- 2.4.2 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The surrounding destinations including Barnham (including Barnham railway station), Middleton, Littlehampton and Bognor Regis are therefore accessible by bicycle.

2.5 Accessibility by Bus

- 2.5.1 The Rollaston Park Bus Stop is located in the immediate vicinity of the site on Burndell Road. The bus stop is served by no.700 Coastliner which operates on a frequent basis Monday to Sunday, providing access to local destinations including Chichester and Littlehampton. A summary of available bus services is provided in **Figure 2.8**.



Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
700 Coastliner	Littlehampton – Yapton – Bognor Regis – Chichester	Mon-Sun: 1 every 30 min	Mon-Fri: 05:23 – 21:48 Sat: 06:18 – 21:48 Sun: 07:53 – 21:02

Figure 2.8: Bus Service Available from Rollaston Park Bus Stop

2.6 Accessibility by Train

- 2.6.1 Ford rail station and Barnham railway station are located approximately 2.3km to the northeast and 3km to the northwest of the site respectively. The stations provide access to regular rail services to a range of local and regional destinations as identified in **Figure 2.9**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

Figure 2.9: Rail Services Available from Barnham Railway Station

2.7 Accident Data

- 2.7.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period between May 2015 and April 2020 using the Sussex Safer Roads Partnership online data portal. The area considered extends along Burndell Road/Yapton Road approximately 400m to the north and south of the site.
- 2.7.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to identify underlying highways design issues. The distribution of the incidents relative to the site is displayed in **Figure 2.10**.

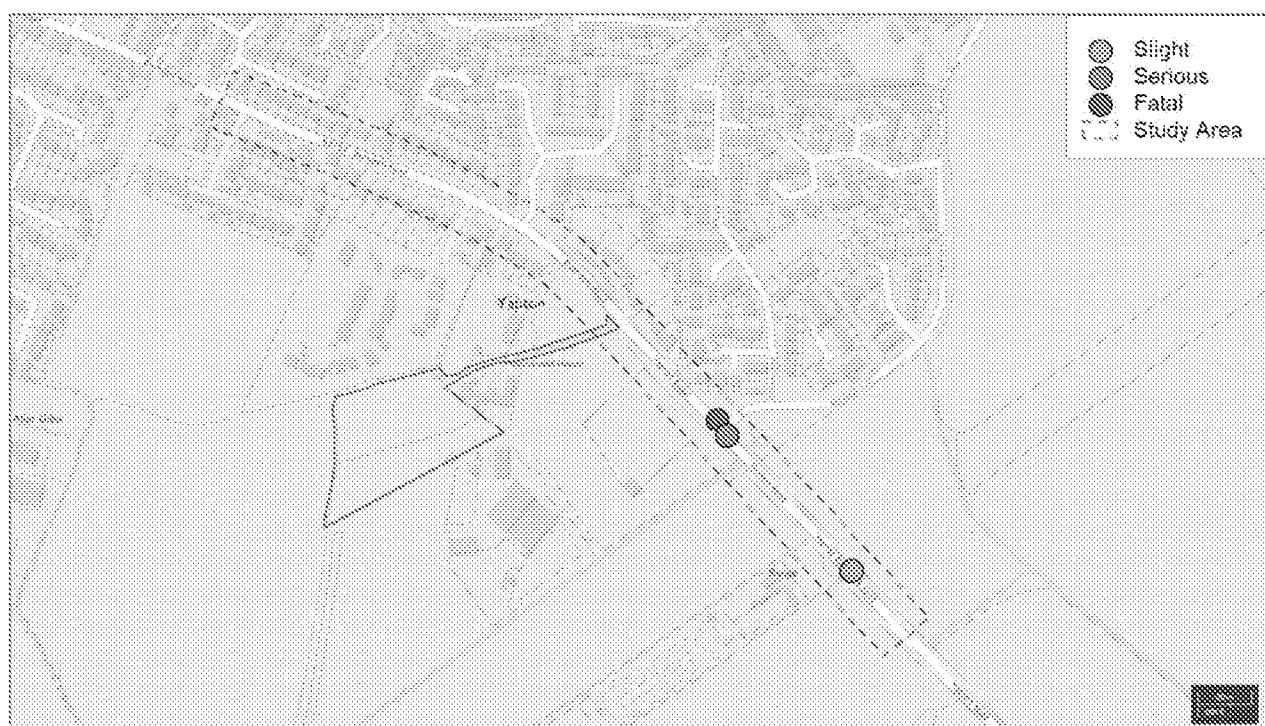
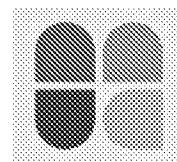
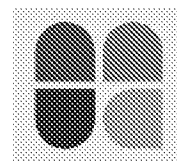


Figure 2.10: PIA Distribution

- 2.7.3 The study revealed 3 incidents in the study area, comprised of 1 slight, 1 serious and 1 fatal incident. The fatal and serious incidents occurred at the junction of Rollastone Park and Burndell Road, and the slight incident occurred on Yaptown Road 350m south of the site access.
- 2.7.4 The fatal incident at the junction of Rollastone Park / Burndell Road involve a collision between a right turning HGV and a proceeding motorcycle. The serious incident occurred at the same junction and had similar incident circumstances whereby a right turning HGV has collided with a proceeding motorcyclist.
- 2.7.5 There is no evident reason for these similar incidents to have occurred at this junction. The Rollastone Park / Burndell Road junction affords visibility of c.110m looking in the primary direction (looking northwest into the 30mph zone) and 250m+ in the secondary direction (looking towards the unrestricted speed limit). It is however notable that the bus stop is located in the secondary direction splay. Whilst these incidents have similar circumstances, incident frequency is otherwise low in the study area.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The planning application proposes the construction of 23 residential dwellings served from a reformed access adjoining Burndell Road. The proposed site layout is attached at **Appendix A** and the site's accommodation schedule is shown in **Figure 3.1**.

Dwellings Type	No. Units
2 Bed House	1
3 Bed House	14
4 Bed House	8
Total	23

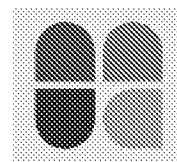
Figure 3.1: Accommodation Schedule

3.2 Proposed Access

- 3.2.1 The site would be served from a reformed access located in the existing access position adjoining the B2333 Burndell Road. The existing access would be formalised, taking the form of a T-junction with a simple priority arrangement. The access would have a combined lane width of 4.8m with a 1.0m service margin supported by 8.0m corner radii. The proposed vehicle access's geometric arrangement is shown on **Drawing 2020/6145/001**.
- 3.2.2 The access would be flanked by a 1.5m pedestrian footway on the southern side of the carriageway, widening to a 2.0m on the western side of Burndell Road where the footway is terminated. A pedestrian crossing facility would be provided to connect the site's footway with the existing footway on the opposite side of the B2333 Burndell Road. The pedestrian access is shown on **Drawing 2020/6145/001**.
- 3.2.3 A vehicle swept path analysis has been undertaken demonstrating that the proposed site access can accommodate concurrent movements by two large estate cars, and can accommodate a large refuse freighter. The vehicle swept path analysis is shown on **Drawing 2020/6145/003**.
- 3.2.4 The bellmouth junction would lead to an 190m long access road which links to the main body of the site. To reduce vehicle speeds on the access road, two buildouts with a priority working arrangement have been provided. A vehicle swept path analysis has been undertaken showing two-way vehicle movement between a car and refuse freighter along the access road and their negotiation of the traffic calming features in **Drawing 2020/6145/004**.

3.3 Visibility Requirements

- 3.3.1 Due to the restrictions on movement implemented by the government associated with the Coronavirus pandemic when this document was prepared (March -June 2020), typical traffic patterns along Burndell Road could not be established via a 7-day ATC Speed Surveys.
- 3.3.2 To account for potential variance of the vehicular speeds Bright Plan have therefore provided visibility splays for two design speeds:
- The posted 30mph speed limit. Using MfS calculation coefficients a stopping site distance of 43.0m would be required in both directions.
 - The maximum MfS design speed of 60kph (37.3mph). Using MfS calculation coefficients a stopping site distance of 59.0m would be required in both directions.



- 3.3.3 Visibility splays measuring both 2.4m x 43.0m and 2.4m x 59.0m in both directions are demonstrated as achievable on **Drawings 2020/6145/001**. It is also worth noting that visibility of 250m + could be achieved looking towards the national speed limit where there is potential for vehicles to take time to reduce their speed.

3.4 Pedestrian Access

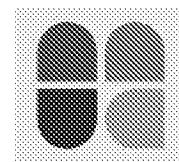
- 3.4.1 Pedestrian access to the site would be served from a 1.5m wide footway flanking the south side of the site access road, connecting with the existing footways on the B32333 Burndell Road. Crossing facilities in the form of dropped kerbs and tactile paving would be provided to facilitate pedestrian movements across the Burndell Road and connect to the existing footway network.
- 3.4.2 Based on the stopping site distances used in **Section 3.3**, pedestrian visibility has been demonstrated from the proposed pedestrian crossing on **Drawing 2020/6145/005**.
- 3.4.3 The footway would terminate 120m along the access road, where a pedestrian crossing in the form of dropped kerbs and tactile paving would be provided connecting to a second footway flanking the northern side of the access road. The second footway would provide a connection to footways within the main body of the site.

3.5 Internal Layout

- 3.5.1 The proposed access road would transition to an internal estate road from which properties, side roads and parking courts are served. The site's internal carriageways would not be offered for adoption by the local highway authority.
- 3.5.2 The site estate road would provide a width of 4.8m enabling two-way movements between cars and allowing a car and refuse freighter to pass along the majority of the estate road. A vehicle swept path analysis demonstrating two-way vehicle movements is shown on **Drawing 2020/6145/007**.
- 3.5.3 Footways would flank the main estate road providing access to secondary footpaths and shared surface cul-de-sacs facilitating pedestrian movements to dwellings. The use of shared surface arrangements would accord with MfS guidance, which identifies that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas, and where vehicle flows are below 100 movements per hour.

3.6 Emergency Access

- 3.6.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed accesses and internal carriageways. In accordance with Building Regulations part B the following design compliances are met:
- i. Fire tenders would be able to access within 45.0m of dwellings
 - ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m
 - iii. A minimum carriageway width of 3.7m is maintained throughout the site (excluding short lengths through traffic calming features).
- 3.6.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, the internal carriageways and performing turning manoeuvres on **Drawing 2020/6145/008**.



3.7 Servicing Arrangements

- 3.7.1 The site's access geometries are such that large service vehicles can negotiate the site access and estate road, and perform turning manoeuvres within the site. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the access, estate road and performing turning manoeuvres on **Drawing 2020/6145/007**.
- 3.7.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).

3.8 Car & Cycle Parking

- 3.8.1 Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020) has been consulted to establish the planning authority's expected level of parking demand. A summary of the expected parking demand, and proposed provision is shown in **Figure 3.2**.

Number of Bedrooms	Number of Units	ADC Car Parking Standard (PBZ 1)		Proposed Provision		
		Spaces per Unit	Total Required	Open Spaces	Garages	Total Provision (0.5 spaces per garage)
2	1	2	2	1	0	1
3	14	2	28	26	7	29.5
4	8	3	24	16	13	22.5
Visitor	-	0.2	5 (4.6)	8	-	8
Total	23	-	59	51	20	61

Figure 3.2: Residential Car Parking Standards & Provision

- 3.8.2 Resident's car parking would be provided in a mixture of parking courts, driveways, and garages. Visitor parking would take place within parking courts or on-street parallel parking bays. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2020/6145/009**.

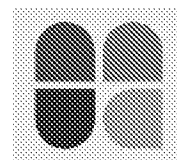
3.9 Cycle Parking

- 3.9.1 Arun District Council's parking SPD has been consulted to establish the planning authorities cycle parking requirements. A summary of the cycle parking standards, the required provision and proposed provision is shown in **Figure 3.3**.

Unit Type	Number of Units	ADC Minimum Cycle Parking Standard	Proposed Provision
1-2 Bed House	2	2	4
3+ Bed House	21	2	42
Totals	23	-	46

Figure 3.3: Residential Cycle Parking Standards & Provision

- 3.9.2 As shown in **Figure 3.3**, ADC's parking standards require a total 46 spaces. The 46 spaces have accordingly been provided at the correct ratio per dwelling. Cycle parking would be provided within garages or rear garden storage.



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Vehicle Trip Generation

4.1.1 To assess the traffic impact of the proposed development, the TRICS database (7.7.1) has been interrogated to assess the likely traffic volumes generated by the development proposal. The current site will only have a limited trip generation associated and so it is reasonable robust to assume that all trips generated by the development will be new to the local network.

4.1.2 To establish the number of the trips which could be generated by the development, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

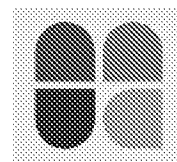
TRICS Version 7.7.1	
Filtering Parameter	Criteria Selected
i. Land Use	Residential, Houses Privately Owned
ii. Selected Regions	England and Wales (Excluding Greater London)
iii. No of Dwellings	7 to 40 Dwellings
iv. Date Range	01/01/12 to 25/09/19
v. Selected Days	Weekdays
vi. Selected Locations	1. Suburban Area – 8 Survey days 2. Edge of Town – 9 Survey days
vii. Sub-categories:	Residential Zone
viii. Population within 1 mile:	1. 1,001 to 5,000 – 2 Survey days
	2. 5,001 to 10,000 – 5 Survey days
	3. 10,001 to 15,000 – 5 Survey days
	4. 15,001 to 20,000 – 2 Survey day
	5. 20,001 to 25,000 – 3 Survey day
ix. Population within 5 miles:	1. 5,001 to 25,000 – 3 survey days
	2. 25,001 to 50,000 – 2 survey days
	3. 50,001 to 75,000 – 6 survey days
	4. 75,001 to 100,000 – 5 survey days
	5. 100,001 to 125,001 – 1 survey day

Figure 4.1: TRICS Filtering Parameters

4.1.3 The TRICS output is provided at **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates is provided in **Figure 4.2**. The vehicle movements associated with the 23 dwellings is provided in **Figure 4.3**.

TRICS Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.142	0.349	0.491
PM Peak Hour	0.301	0.137	0.438
Daily Traffic	2.172	2.268	4.440

Figure 4.2: TRICS Trip Rates



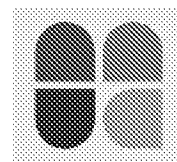
TRICS Vehicle Trip Generation – 23 Dwellings			
	Arrivals	Departures	Two-way Total
AM Peak Hour	3	8	11
PM Peak Hour	7	3	10
Daily Traffic	50	52	102

Figure 4.3: Anticipated Trip Generation

- 4.1.4 The TRICS assessment suggests that the development will generate an additional 102 daily vehicle trips, with an additional 11 and 10 trips in the networks AM and PM peak traffic hours (08:00-09:00 and 17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing egressing the site every c.5 minutes.

4.2 Traffic Impact

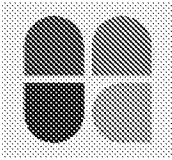
- 4.2.1 WSCC's Transport Assessment guidance identifies that junction capacity testing is required where a development results in a predicted increase in total entry flows to a junction by 30 or more vehicles in any hour - or an increase of 10 or more vehicles if the junction already experiences peak period congestion.
- 4.2.2 As demonstrated in **Figure 4.2**, the site's peak increase in vehicle trips (11 movements during the AM Peak traffic hour) means there would be no additional input flows to any junction on the local road network in excess of the LHA's 30 movement capacity testing threshold.
- 4.2.3 The site's total trip generation would have a negligible impact on the operational of the local road network and does not require a capacity assessment.



5 SUMMARY AND CONCLUSIONS

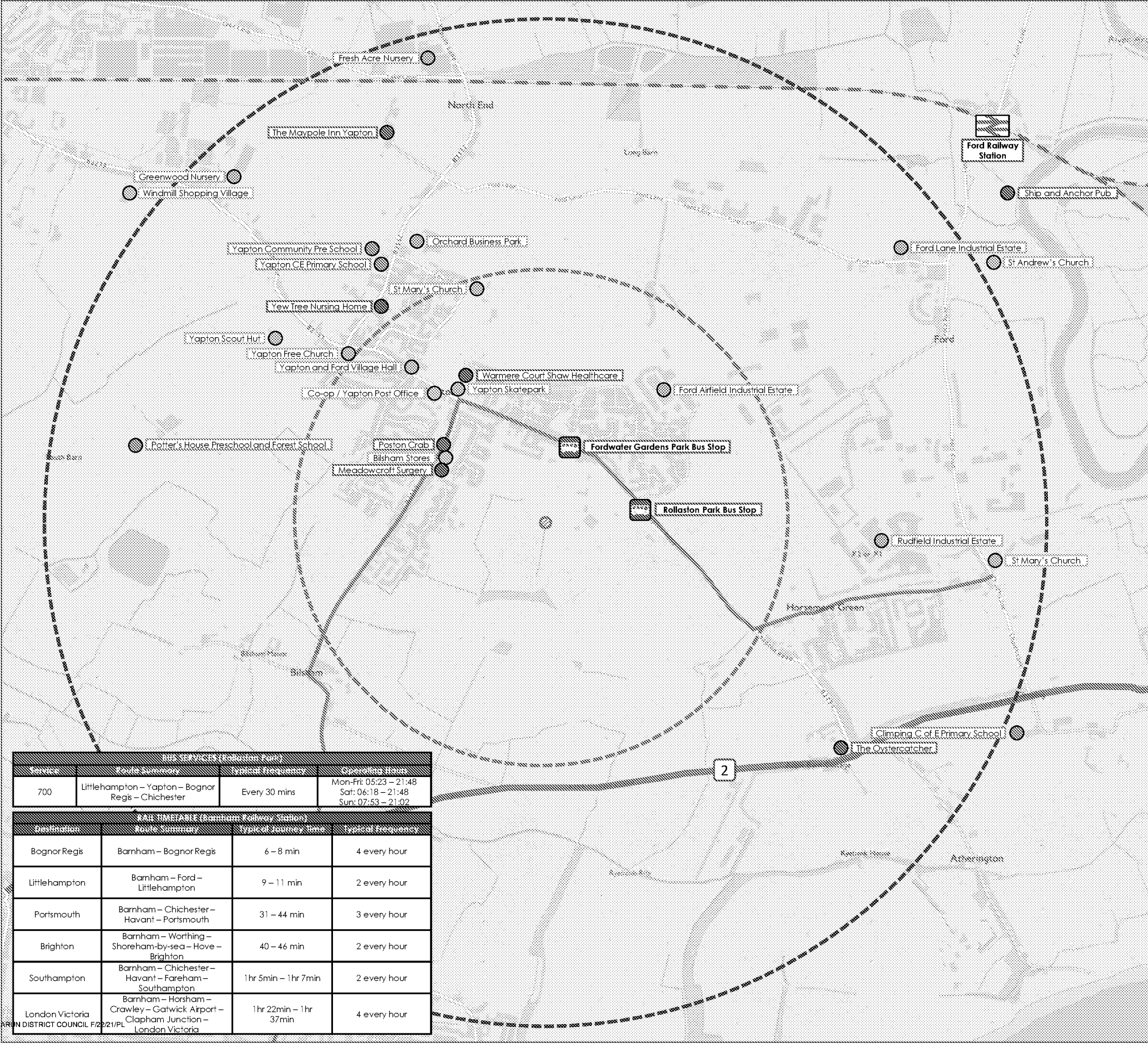
5.1.1 This TS has been prepared by Bright Plan Ltd on behalf of Driftstone Homes to support a planning application for the development of 23 residential dwellings and associated access at Burndell Road, Yapton, West Sussex. The findings from this report are as follows: -

- i. The site is accessibly located within walking distance of local services and amenities within Yapton, and conveniently located bus stops provide frequent services to locations including Chichester, Bognor Regis and Littlehampton. Barnham Station is within a cyclable distance of the site.
- ii. The proposed access would take the form of a priority T-junction arrangement, flanked by a footway on its southern side. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the accesses by cars, service vehicles, and emergency vehicles.
- iii. The proposed vehicle access provides visibility splays in accordance with MfS guidance for design speed of both 30mph and a maximum MfS design speed of 60kph (37.3mph).
- iv. The site's internal carriageways have been subject to vehicle swept path analysis demonstrating appropriate operation. The site's internal carriageways would not be offered for LHA adoption.
- v. Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS.
- vi. Pedestrian access would be served via footways flanking the site's vehicle access tying in with the existing local footway network.
- vii. Car and cycle parking would be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
- viii. A vehicle trip assessment has been undertaken using TRICS, suggesting that the development would generate 102 daily 2-way vehicle movements, of which 11 would occur in the AM peak hour, and 10 would occur in the PM peak hour.
- ix. The number of additional daily vehicle trips resulting from the proposed development would have a negligible impact upon local road network in terms of highway capacity and safety, and does not require capacity assessment.

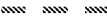
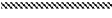
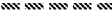


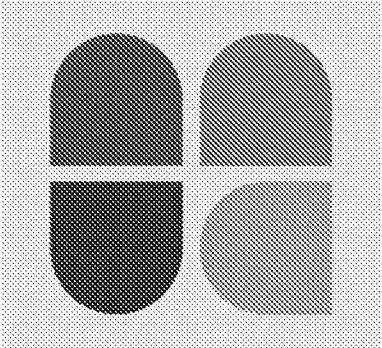
PLANS

Plan 01 Accessibility Plan



LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTES
-  LOCAL CYCLE ROUTES
-  1KM ISOCHRONE
-  2KM ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  FOOD & DRINK
-  EMPLOYMENT



BRIGHT PLAN

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Client: Driftstone Homes Ltd

Project: Burndell Road, Yapton

Title: Accessibility Plan

Scale: NTS	Date: July 2020	Drawn By: EJD	Checked By: ALB
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Plan No: Plan 01	Job No: 6145	Rev: -
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BUS SERVICES (Bognor Regis Ferry)			
Service	Route Summary	Typical frequency	Operating Hours
700	Littlehampton – Yapton – Bognor Regis – Chichester	Every 30 mins	Mon-Fri: 05:23 – 21:48 Sat: 06:18 – 21:48 Sun: 07:53 – 21:02

RAIL TIMETABLE (Barnham Railway Station)			
Destination	Route Summary	Typical journey time	Typical frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

ARUN DISTRICT COUNCIL F/22/21/PL