

Highgate*Transportation*

Pagham South

**Proposed Residential Development and Community Hub
Pagham Road, Pagham**

**Residential Travel Plan
(P/140/16/OUT)**

TP/01/A

March 2017

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1.0 Introduction

- 1.1 Highgate Transportation Limited have been appointed by Hanbury (PM) Limited to prepare a Residential Travel Plan to support their planning application (P/140/16/OUT) for the development of land at Pagham South, west of Pagham Road, for a mix of residential dwellings and the creation of a community hub. The planning application is submitted in outline with all matters reserved except for access.
- 1.2 This Residential Travel Plan (TP/01/A) has been prepared in accordance with the Planning Practice Guidance (2014), further to submission of TP/01 which accompanied the planning application and subsequent discussions with the WSCC highway officer. Key changes in this document are the inclusion of details on travel vouchers for each dwelling upon first occupation, the agreement with WSCC that the car trip rate should be reduced by 10% as a result of the Travel Plan, and that monitoring should be carried out using TRICS Standard Assessment Methodology.
- 1.3 The aim of the Residential Travel Plan is to set out an approach to facilitate and encourage modes of travel by means other than the private car. This strategy will be based on a package of travel plan measures, modal shift targets and a monitoring regime.
- 1.4 The location of the application site and wider area is shown in **Figure 1.1** below.

Figure 1.1 – Site location and wider area



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1.5 The application proposals comprise:

- i. Up to 400 residential dwellings.
- ii. A care home with up to 70 beds.
- iii. A Local Centre comprising up to 2,000sqm GFA.
- iv. A single form entry primary school (210 pupils), up to three sports pitches and a Scout Hut.
- v. An area for allotments with up to 20 plots.
- vi. Access to the development from two new junctions with Pagham Road and associated pedestrian facilities.
- vii. The safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester with Pagham Road via the site.
- viii. The provision of fibre optic connections throughout the site to give future occupant the opportunity to have broadband.

- ### Figure 1.2 – Illustrative masterplan extract



- 1.7 The Transport Assessment confirms that the residential element of the development is expected to generate the following trips, as set out in **Table 1.1** below.

Table 1.1 – Residential Trips

Mode of Travel		Units	Forecast Trip Attraction (per unit)			
			AM Peak Hour		PM Peak Hour	
			Arrival	Departure	Arrival	Departure
Cycle	<i>Trip Rates</i>	/unit	0.002	0.015	0.014	0.009
	Total Trips	400	1	6	7	4
Walk	<i>Trip Rates</i>	/unit	0.039	0.158	0.083	0.039
	Total Trips	400	16	63	33	16
Public Transport	<i>Trip Rates</i>	/unit	0.002	0.009	0.010	0.002
	Total Trips	400	1	4	4	1
Car Driver	<i>Trip Rates</i>	/unit	0.144	0.359	0.299	0.179
	Total Trips	400	58	144	120	72
Total People	<i>Trip Rates</i>	/unit	0.219	0.700	0.495	0.284
	Total Trips	400	88	280	198	114

- 1.8 From the TRICS assessment it can be seen that there may be up to around 370 people movements associated with the proposed residential development at Pagham South in the AM peak hour, and up to around 310 in the PM peak hour. From this it can therefore be seen that pedestrian trips would be typically 22% and car trips 56% of these journeys during the AM peak hour, with 16% and 62% typically in the PM peak hour respectively.

2.0 Policy Background – Transport Plans

National Policies

- 2.1 The government have set out their planning policies for England, and how these are to be applied, in the National Planning Policy Framework (NPPF) 2012 and in the Planning Practice Guidance 2014.
- 2.2 In transport planning terms the NPPF seeks to manage patterns of growth by making the fullest possible use of public transport, walking and cycling and to focus development in locations which are or can be made sustainable.
- 2.3 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes giving people a real choice about how they travel.
- 2.4 Paragraph 35 goes of the NPPF advises that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- 2.5 Paragraph 36 of the NPPF confirms that Travel Plans are seen as a key tool in:
 - i. giving priority to pedestrian and cycle movements;
 - ii. providing high quality access to public transport;
 - iii. minimising conflict between traffic and cyclists or pedestrians; and
 - iv. providing facilities for electric vehicles.
- 2.6 In transport planning terms the Planning Practice Guidance describes travel plans as ways of assessing and mitigating the negative transport impacts of development by promoting sustainable transport.

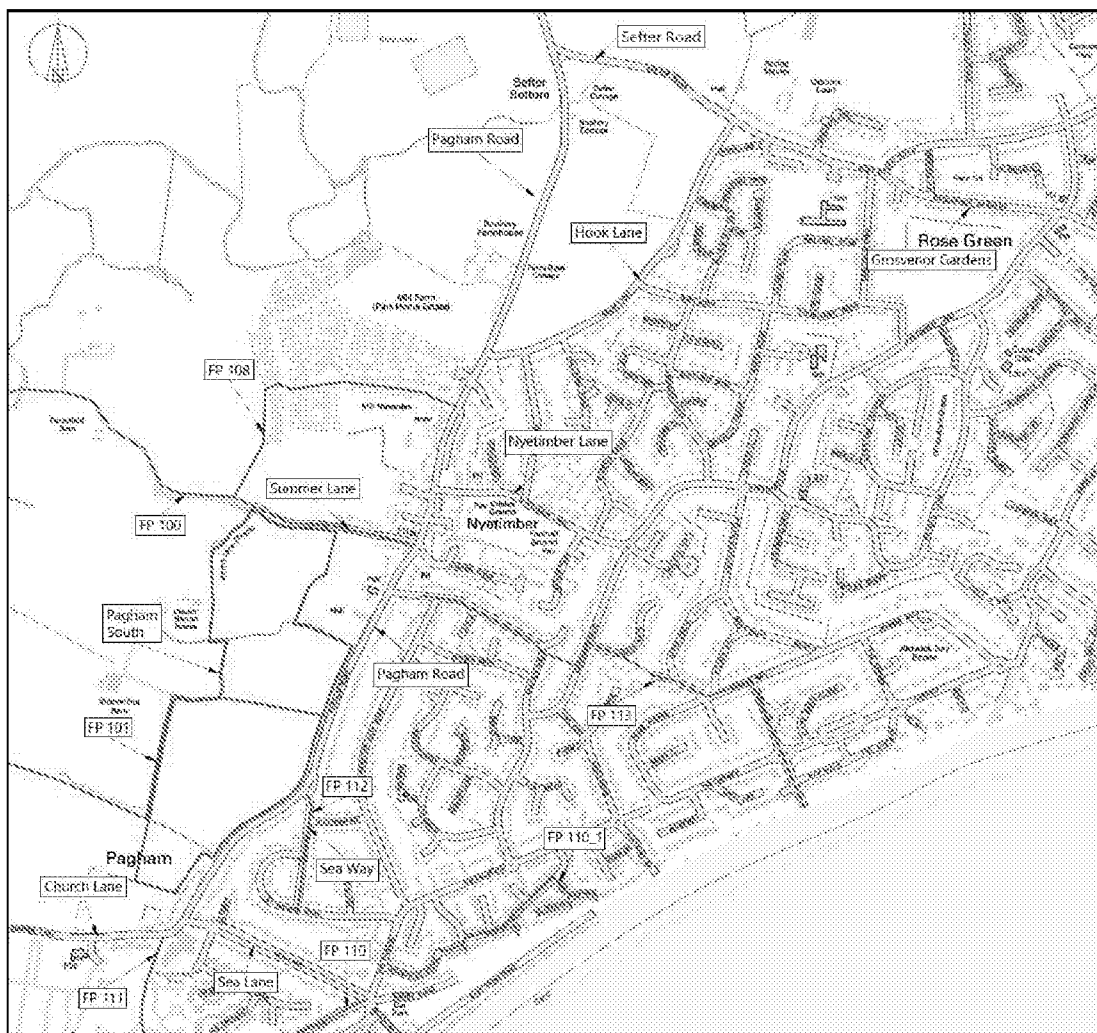
Local Policies

- 2.7 In terms of new development, West Sussex Local Transport Plan and the Arun Local Plan aim to encourage more sustainable alternatives to travelling alone by car and Travel Plans are seen as a means of securing a package of measures that can help deliver this.
- 2.8 In principle, highway officers have confirmed that they are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

3.0 Site Context In Transport Terms

- 3.1 The Pagham South site is located to the south of Summer Lane and to the west of Pagham Road. The immediate area is predominately residential in character although there is a church and a small parade of shops to the north of the site. The nearest primary school is located around 1.5 kilometres also to the north of the site. The topography of Pagham is flat and is conducive to walking and cycling.
- 3.2 Summer Lane also forms PROW FP 100 which connects to FP 108 to the north and to the south is FP101, which bisects the application site and has an access point with Pagham Road. Because of the extensive provision of the local pedestrian network, this location is considered to be well connected by existing footways to the wider Pagham area and beyond.
- 3.3 **Figure 3.1** below shows the Pagham South site in the context of the local area including the existing PROW.

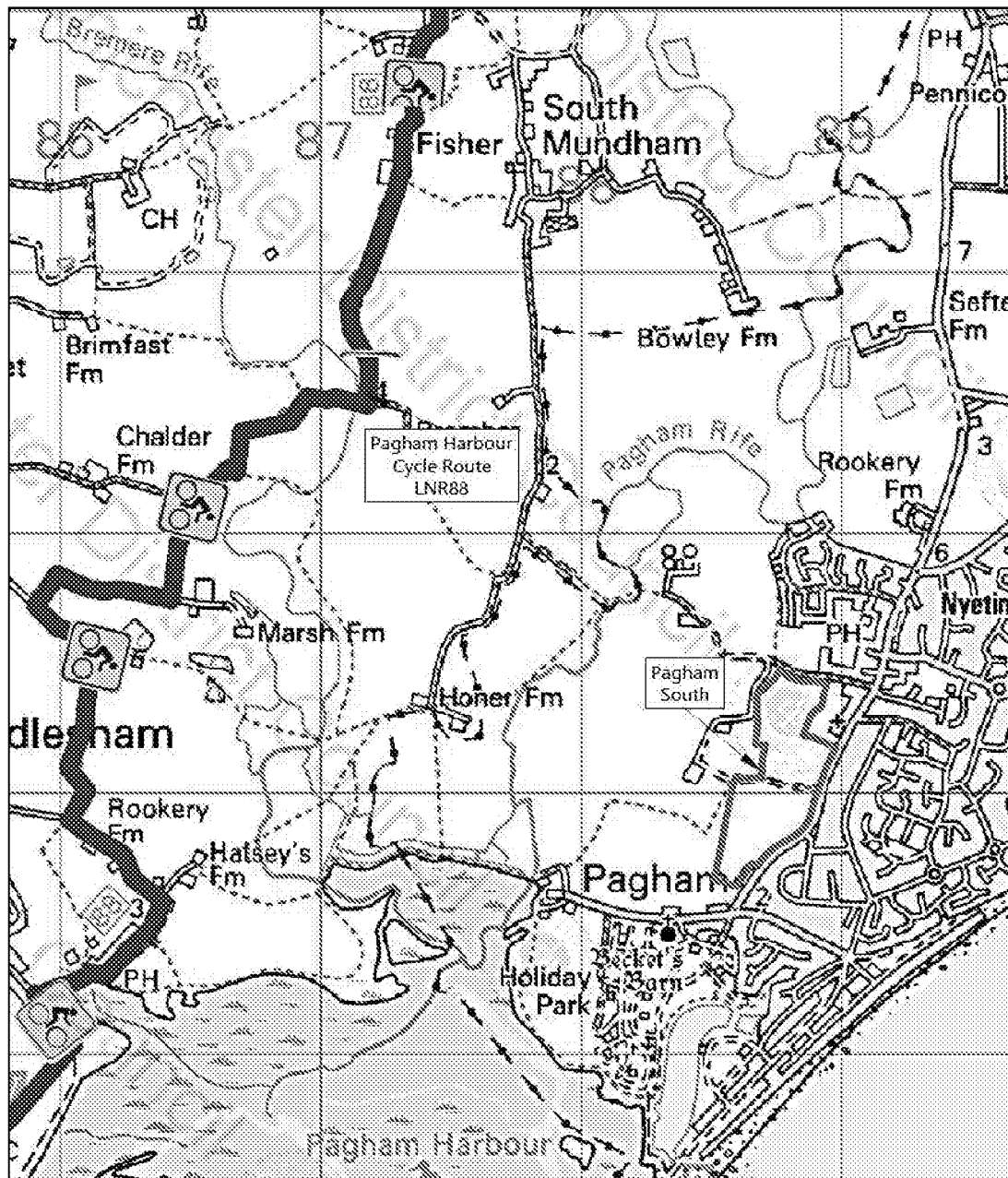
Figure 3.1 – Pagham South site and local area



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- 3.4 The Pagham Harbour cycle route is classified as LNR 88 and links Pagham Harbour with Chichester via North Mundham and provides an alternative to the B2145 and B2166 route which is narrow in places. It is located approximately 1.2 kilometres from the Pagham South site.
- 3.5 The Pagham Harbour Cycle Route plan is contained in **Appendix 2** and an extract also showing the location of the Pagham South site forms **Figure 3.2** below.

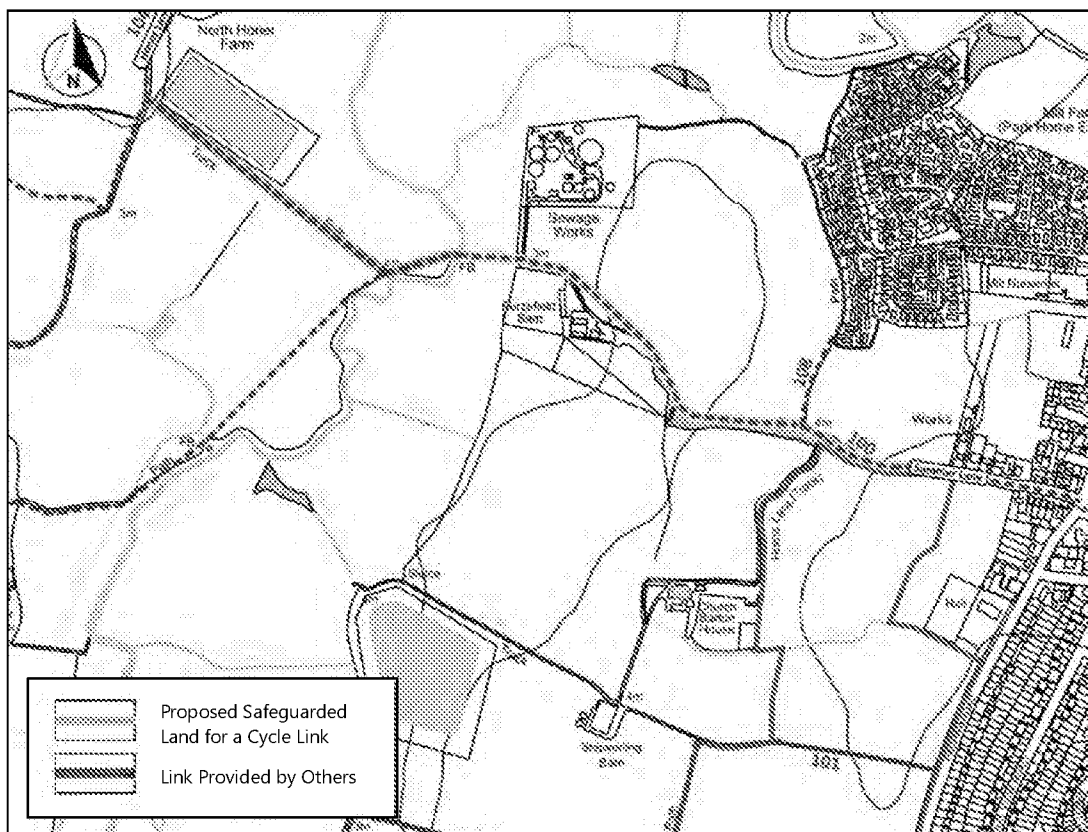
Figure 3.2 – Pagham Harbour Cycle Route extract



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- 3.6 The application proposals include the safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester, with Pagham Road via the site, will comprise around an 800m length of the 1.8km gap as shown in **Appendix 3** and in **Figure 3.3** below.

Figure 3.3 – Link to Pagham Harbour cycle route



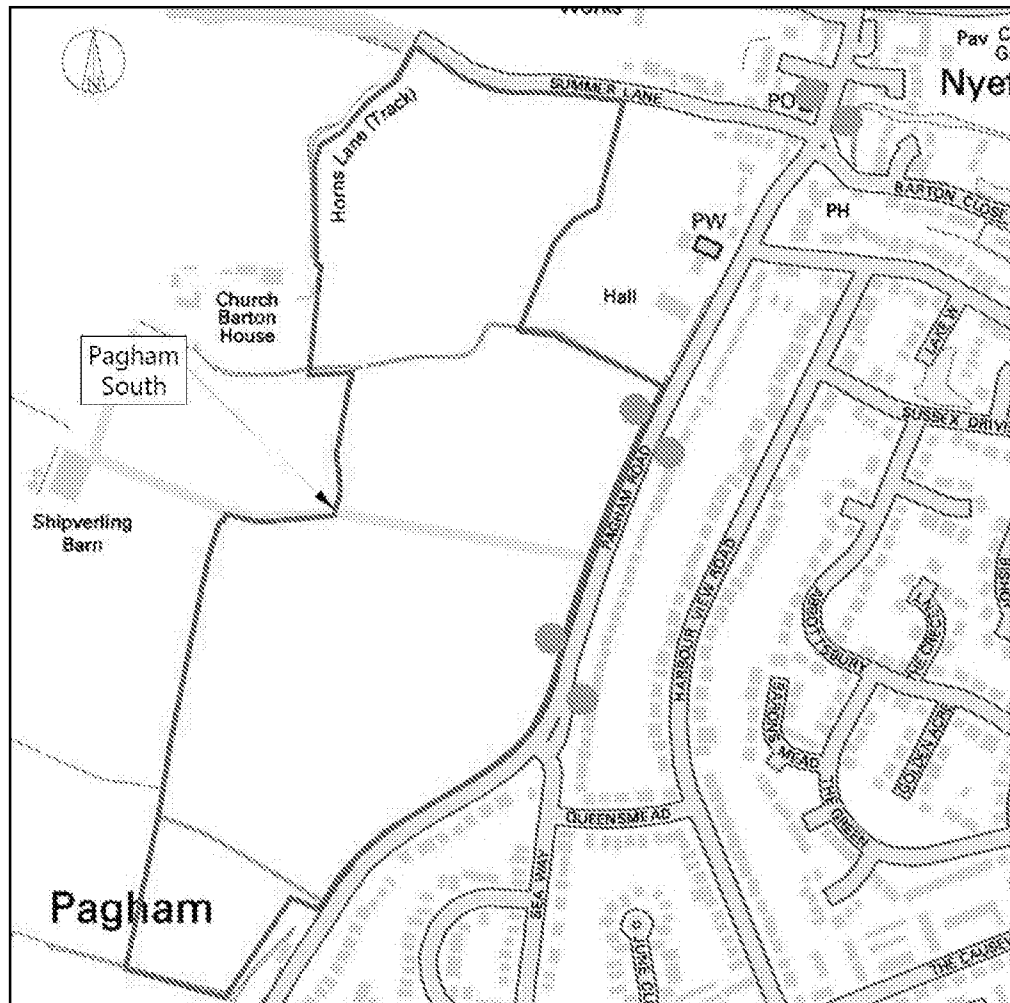
- 3.7 A range of services and amenities are found close to the application site and these are set out in **Table 3.1** below and shown in the plan that forms **Appendix 4**.

Table 3.1 – Services and amenities and proximity to Pagham South site

Amenities/Facilities	Distance
The Village Pre-School	280m
Pagham Village Hall	280m
Pagham United Reformed Church	340m
The Lamb Inn	450m
Crown Racing (bookmakers), Post Office, Nyetimber Stores (newsagents)	500m
Indian and Chinese Takeaway	530m
The Bear Inn	550m
Tesco Express, Hair Salon, Tea Shop	610m
The Lion	620m
Pagham Cricket Club	630m
The Co-operative food, Dentist, Barber, Cafe	650m
Inglenook Hotel	680m
Pagham Football Club	700m
Fish and Chip Cafe	900m
Rose Green Primary Schools	1.9km
Craigweil News (newsagents), Hair Studio, Beauty Salon	2.4km
The Southern Co-Operative, Florists	2.5km
The Co-operative food, Lloyds Pharmacy, Rose Green Post Office	2.5km
Vaaru Cycles	4.7km
Bognor Regis Rail Station	5.9km
Chichester Rail Station	9.8km

- 3.8 It can be seen from **Table 3.1** that there is a wide range of services within walking and cycling distance of the application site. Walking and cycling isochrones are provided in **Appendix 5** and **Appendix 6** respectively.
- 3.9 Pagham Road is a bus route with existing bus stops close to the junction with Summer Lane as well as south of the Village Hall and north of the junction with Sea Way. These bus stops are served by route number 600, operated by Stagecoach as a new, comprehensive and high quality service between Chichester and Bognor Regis. A route plan and timetables are contained in **Appendix 7**. Service 600 operates from early morning into the evening at 20 minute intervals Monday to Saturday, with an hourly service after 1900 hours. It also operates as an hourly service on Sundays.
- 3.10 Bus route 600 also provides access to Chichester rail station, which includes direct services to a number of locations including London, Gatwick, Brighton, Portsmouth and Southampton. There is also a rail station at Bognor Regis which is in easy cycling distance of the site. **Figure 3.4** below shows existing bus stops on Pagham Road in the vicinity of the site frontage.

Figure 3.4 – Existing bus stops on Pagham Road in the vicinity of the site frontage (shown blue):



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- 3.11 It is therefore reasonable to conclude that the site is already well served by public transport and the illustrative masterplan shows good links to existing bus stops. Furthermore, it can be concluded that the frequency and journey duration is such that the bus service could realistically replace car trips from the site to Bognor Regis and Chichester, as well as for more local trips within Pagham.

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 1.2** shows that the development has an appropriate level of connectivity between the proposed and the adjacent uses and that 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.

Travel Plan Management

- 4.3 There will be a site management company and one of its responsibilities will be the management of the 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 Travel Plan, liaise with planning and highway officers, provide update 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 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 Welcome 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 (including cycle shops) and the health benefits of walking and cycling. It will contain links to travel related and foodstore delivery websites, taxi firms and the contact details of the TPC.
- 4.6 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 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, 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, Monitoring and Reporting

- 4.7 It has been agreed with highway officers that the Travel Plan will have a target of reducing the initial baseline 7am-7pm car trip rate by 10%.
- 4.8 In order to establish accurate baseline figures an initial travel survey of residents will take place within six months of the first residential occupation and will be arranged by the TPC. The TPC will arrange further surveys at the end of Years 1, 3 and 5. The surveys will include questions related to car ownership as well as car usage together with the wider travel habits of residents.
- 4.9 The TPC will be responsible for assessing the results of the survey, the effectiveness of the RTP and suggesting changes to the travel plan targets and reporting to officers.

Action Plan

- 4.10 The Action Plan confirms how the RTP will be implemented, monitored and reviewed and is set out in **Table 4.1** below.

Table 4.1 – Action Plan

Mode	Measure	Task	When	By
All	TPC	Appoint a TPC	Prior to first occupation	Management
All	Resources	Ensure that the TPC has the funding and time allocated to undertake duties	Ongoing	Management
All	Noticeboard	Post travel related information on to noticeboards in communal areas	On first occupation	TPC
All	Welcome Pack	Prepare and disseminate Welcome 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 or car ownership	On first occupation	TPC
All	Baseline and subsequent surveys	Carry out baseline and subsequent surveys as set out in the monitoring schedule	Within six months of first occupation and at the end of year 1, 3 and 5 post occupation	TPC

5.0 Summary and Conclusions

- 5.1 This Residential Travel Plan has been prepared to support the planning application for residential development and creation of a community hub on land at Pagham South.
- 5.2 The site is located adjacent to a predominately residential area and the topography of Pagham is flat and is conducive to walking and cycling. There is a wide range of services within walking and cycling distance of the application site.
- 5.3 Because of the extensive provision of the local pedestrian network, this location is considered to be well connected by existing footways to the wider Pagham area and beyond.
- 5.4 In principle, highway officers have confirmed that they are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.
- 5.5 An illustrative masterplan has been prepared and one of the guiding principles has been to ensure that the development has an appropriate level of connectivity between the proposed and the adjacent uses. 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.
- 5.6 The application proposals include the safeguarding of land to help link the existing cycle route between Pagham Harbour and Chichester, with Pagham Road via the site.
- 5.7 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.
- 5.8 A Travel Plan Coordinator 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.
- 5.9 A Welcome 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.
- 5.10 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. Monitoring will be carried out to ensure that the projected trip rate reductions are met.

Conclusions

- 5.11 It is concluded that:
- i. The application site is already sustainably located.
 - 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.
- 5.12 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.

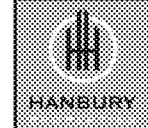
Appendix 1

Illustrative Masterplan



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On behalf of:



Produced by:
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PROJECT:
Proposed Mixed Use Development at Pagham South

DRAWING TITLE:
Illustrative Block Plan

DATE: February 2017 SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.09.Rev B

Appendix 2

Pagham Harbour Cycle Route Plan



Chichester District Council



Pagham Harbour Cycle Route



03 Nov 2009

D Garrigan

0 0.15 0.3 0.6 0.9 Miles



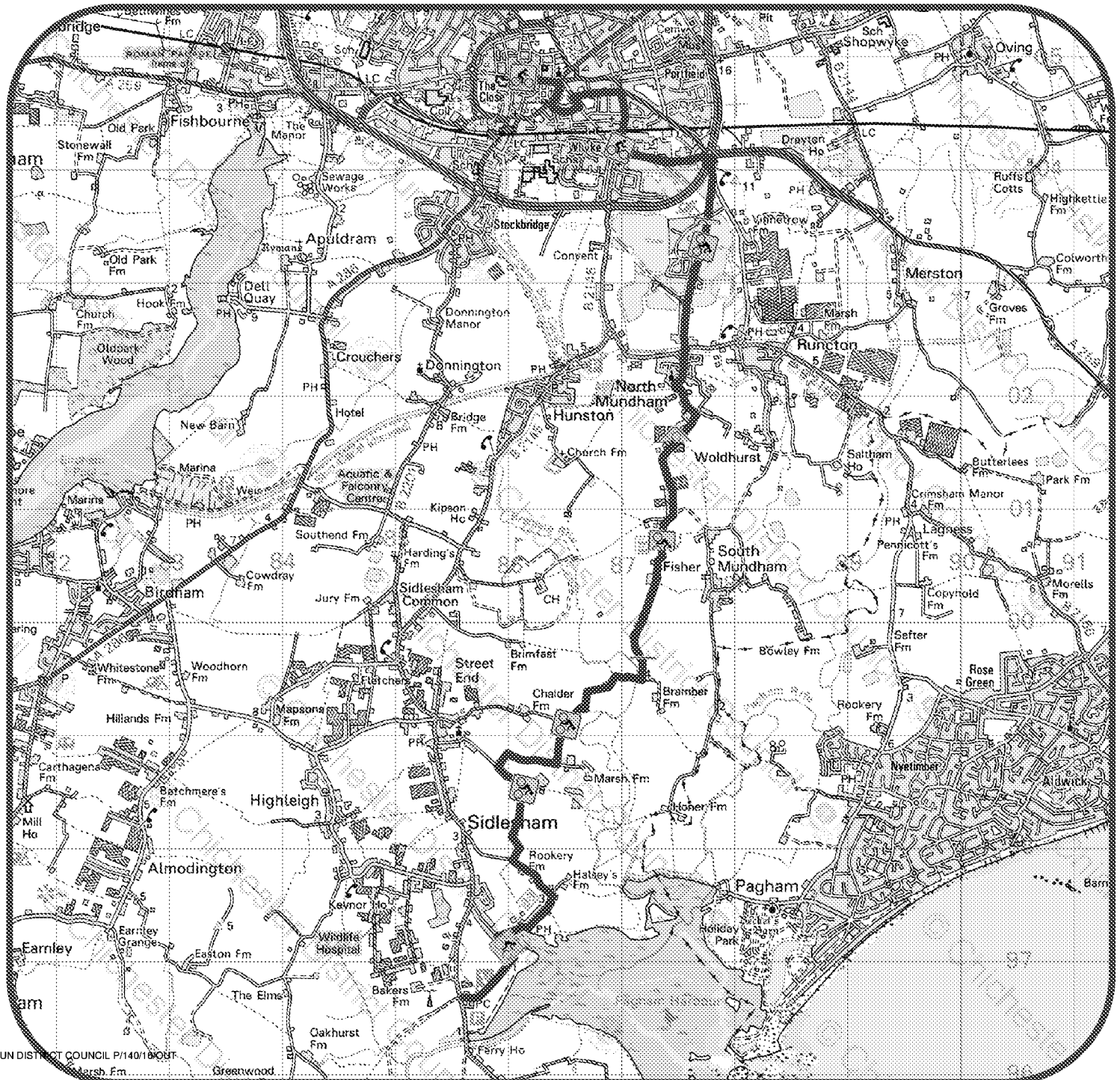
Pagham Route

Difficulty: Distance: 26 Km

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Appendix 3

Proposed Link to Pagham Harbour Cycle Route



LEGEND

- | | |
|---|---|
|  Application Boundary |  Safeguarded Land for a Cycle Link |
|  Existing PROW |  Link Provided by Others |

Landscape & Visual Assessment

On behalf of:

Hanbury Properties

Produced by:

**DAVIESLANDSCAPE
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PROJECT

**Land South of Summer Lane,
Pagham**

DRAWING TITLE

**Potential cycle link to
Honer Lane**

DATE: August 2016

SCALE: 1:10,000 @ A4

REPORT REFERENCE: DLA.1731.L001.07.Rev A

Appendix 4

Plan Showing Local Services and Amenities



NOTES

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Site boundaries shown as approximate only.

- KEY.
- Education
 - Community
 - Convenience Retail
 - Sports Facilities
 - Food and Drink
 - Local Centre Facilities

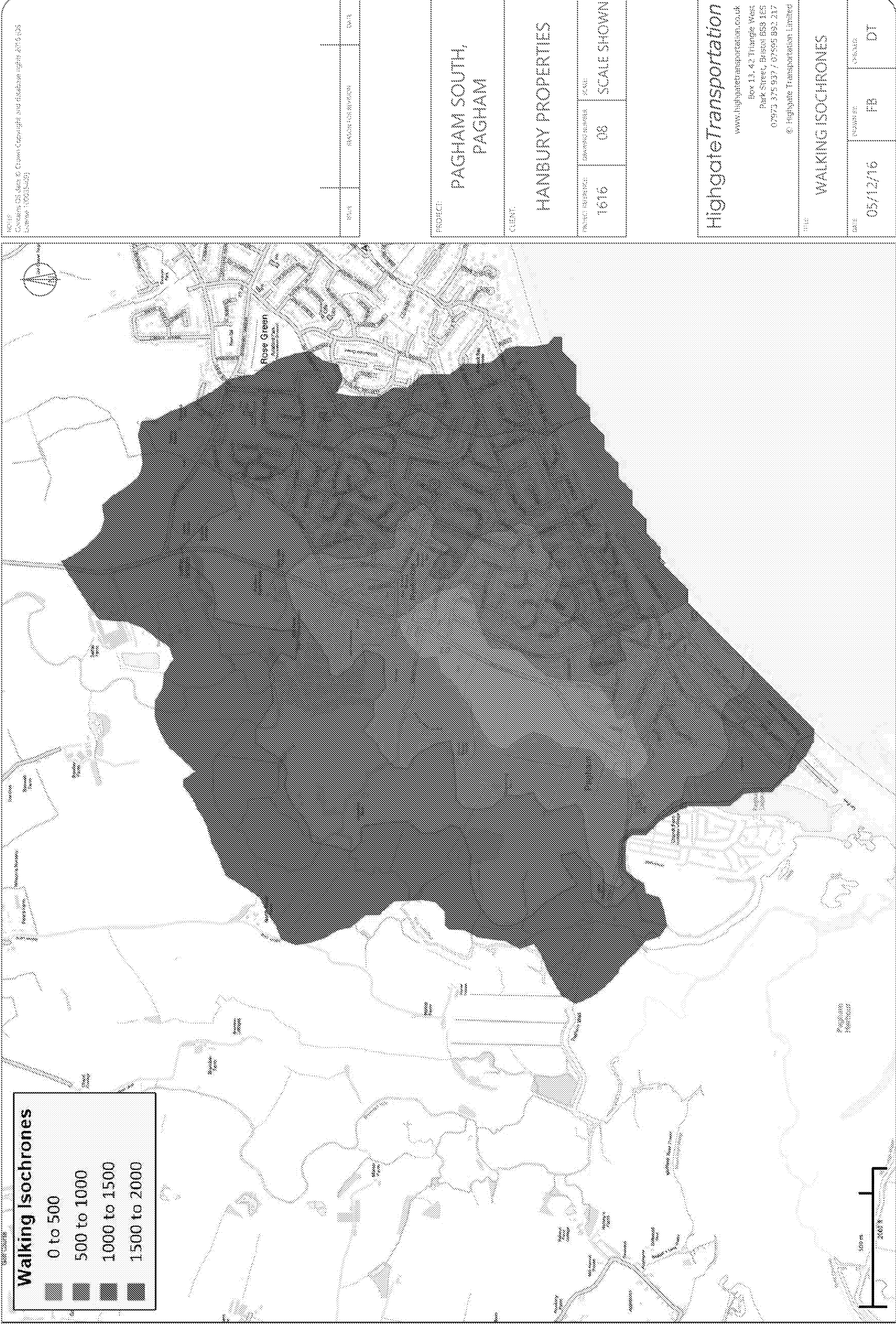
ISSUE	REASON FOR REVISION	DATE

PROJECT:	PAGHAM SOUTH, PAGHAM		
CLIENT:	HANBURY PROPERTIES		
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:	
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TITLE:	LOCAL SERVICES AND AMENITIES		
DATE:	DRAWN BY:	CHECKED:	DT
04/08/16	F8		

Appendix 5

Walking Isochrone Mapping



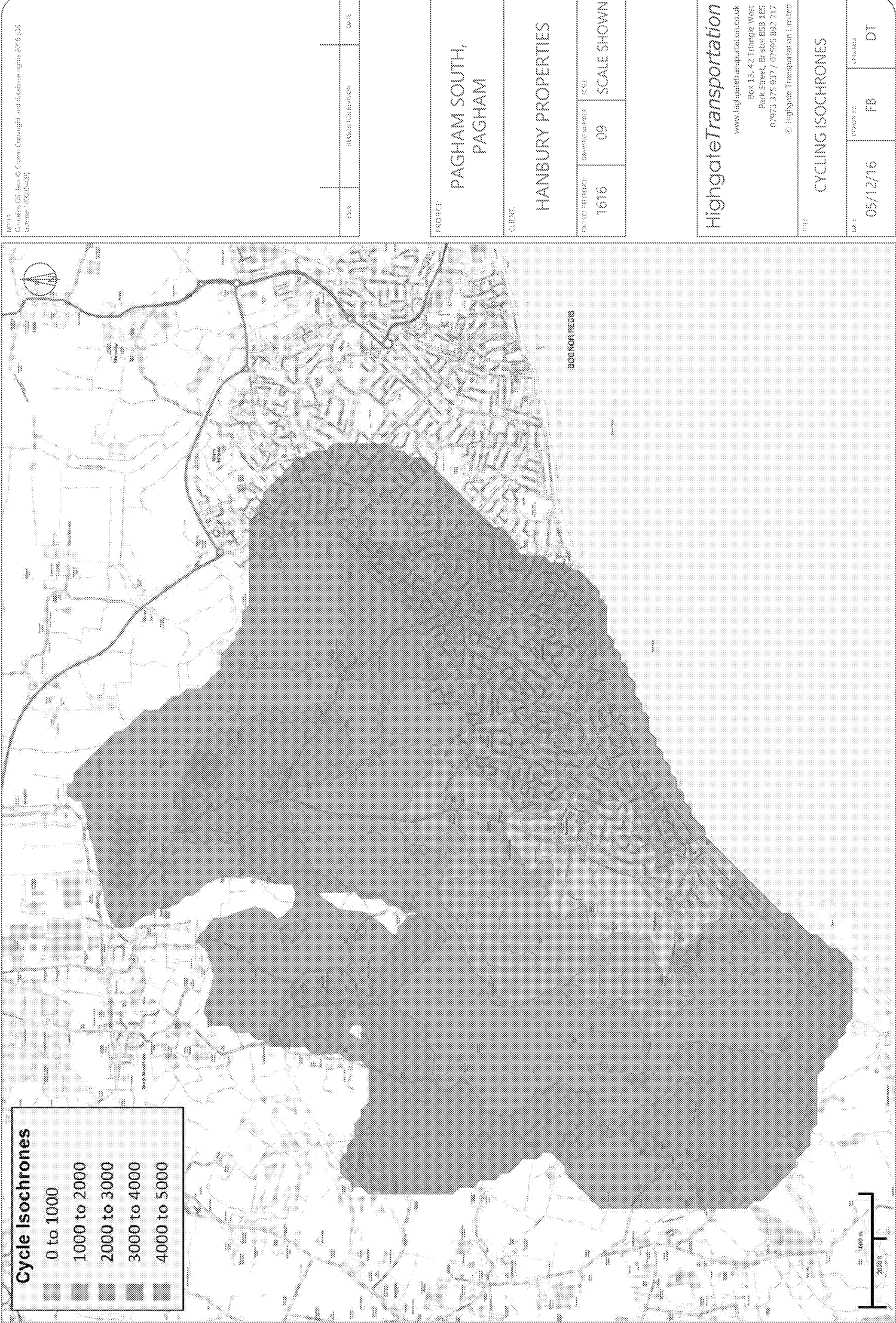
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ISSUE	REASON FOR REVISION	DATE

PROJECT: PAGHAM SOUTH, PAGHAM		
CLIENT: HANBURY PROPERTIES		
PROJECT REFERENCE: 1616	DRAWING NUMBER: 08	SCALE: SCALE SHOWN

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TITLE: WALKING ISOCHRONES		
DATE: 05/12/16	DRAWN BY: FB	CHECKED: DT

Appendix 6

Cycling Isochrone Mapping



Cycle Isochrones

- 0 to 1000
- 1000 to 2000
- 2000 to 3000
- 3000 to 4000
- 4000 to 5000

Appendix 7

Bus Route 600 Timetable and Route Map

welcome

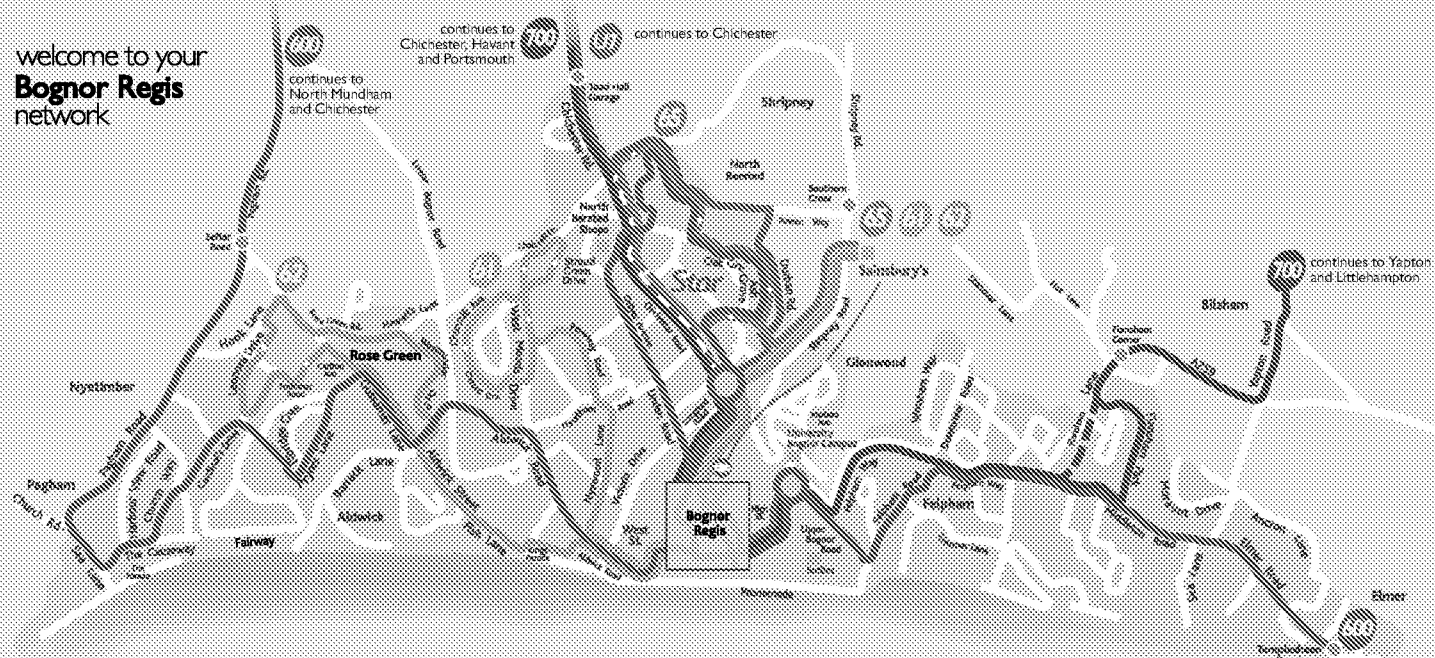
to your guide to Stagecoach buses in and around Bognor Regis. Whether you're going to work, college or the shops, we think you'll find them easy and convenient. Smart, comfortable buses run up to **every 10 minutes** during the day (and up to **every 30 minutes** on Sundays). They are easy to get on and off and have a step-free entrance, perfect for buggies too.

what's new?

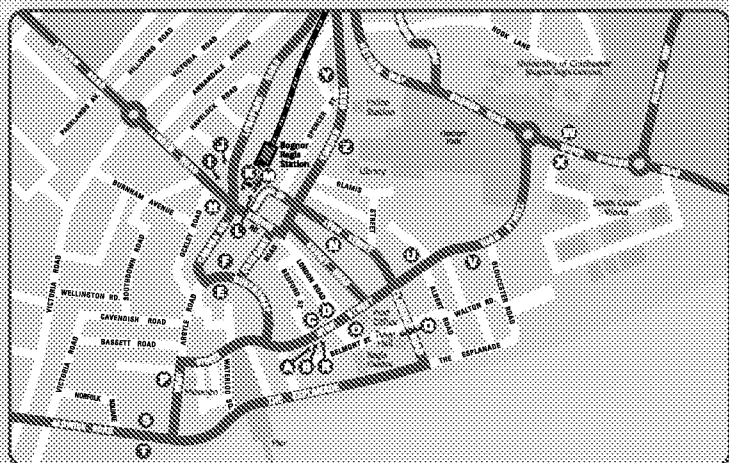
We have made a few changes to the way buses run in and around Bognor Regis. **The Star** will now run up to **every 15 minutes** between North Bersted and Bognor Regis High Street. A brand new route, the **600**, will run up to **every 20 minutes** and offer convenient through links across Bognor Regis. It will replace **The Star** in Elmer, Middleton and Felpham. The **600** also replaces previous route **60** between Bognor Regis, Pagham and Chichester. Finally, a minor change to route **62** will see buses running one way along Westminster Drive and Hewarts Lane to the Rose Green loop, before returning to Bognor Regis Town Centre via Gossamer Lane.

There are also minor changes to the **700 Coastliner** timetable. A summary of all buses between Flansham Park and Chichester is included in this guide. For full details pick up a separate leaflet or see our website www.stagecoachbus.com.

welcome to your Bognor Regis network



where to catch your bus in **Bognor Regis** town centre



ROUTE	TOWARDS	TOWN CENTRE STOPS
Star	North & South Bersted	A E H J O
67	Bognor Regis Campus Chichester Campus and Tesco	D F K U A E J O S W
63	Aldwick, Stroud Green, West Meads Sainsbury's	D K M O T G I N P S
62	Aldwick, Rose Green Sainsbury's	D K M O T G I N P S
600	Felpham, Elmer Aldwick, Pagham, Chichester	D P S U W B T O X Q Sundays only
700	Littlehampton, Worthing, Shoreham, Brighton Chichester, Havant, Portsmouth	G F K U W E J O R V X

Mondays to Fridays except public holidays

Elmer Temple Sheen Road	0656 0711						0731 0751 0811 0836 0901	then every 20 mins at	01	21	41	until	1701	1721	1741	1801	1901	2001	2101			
Middleton Sea Lane	0659 0714						0734 0754 0814 0839 0904		04	24	44		1704	1724	1744	1804	1904	2004	2104			
Felpham The Southdowns	0702 0717						0737 0759 0819 0844 0907		07	27	47		1707	1727	1747	1807	1907	2007	2107			
Felpham Post Office	0706 0721						0741 0805 0825 0850 0911		11	31	51		1711	1731	1751	1811	1911	2011	2111			
Bognor Regis High St	0605	0630	0655	0715	0730	0740	0750	0815	0835	0900	0920		20	40	00	1720	1740	1800	1820	1920	2020	2120
Aldwick Road Post Office	0608	0633	0658	0718	0733	0743	0753	0818	0838	0903	0923		23	43	03	1723	1743	1803	1823	1923	2023	2123
Rose Green St Anthony's Church	0615	0640	0705	0725	0740	0750	0800	0825	0845	0909	0929		29	49	09	1729	1749	1809	1829	1928	2028	2128
Willowhale Library	0617	0642	0707	0727	0742	0752	0802	0827	0847	0911	0931	31	51	11	1731	1751	1811	1831	1930	2030	2130	
Pagham Shopping Parade	0622	0650	0715	0735	0750	0800	0810	0833	0853	0916	0936	36	56	16	1736	1756	1816	1836	1935	2035	2135	
Nyetimber Bear Inn	0626	0655	0720	0740	0755	0805	0815	0838	0858	0920	0940	40	00	20	1740	1800	1820	1840	1938	2038	2138	
North Mundham School	0633	0706	0727	0747	0802	0812	0822	0845	0905	0927	0947	47	07	27	1747	1807	1827	1847	1945	2045	2145	
Chichester Bus Station	0646	0721	0740	0800	0820	0830	0840	0900	0920	0940	1000	00	20	40	1800	1820	1840	1900	1953	2053	2153	
Chichester Cathedral	0653	0729 ^b	0747	0807	0827	0837	0847	0907	0927	0947	1007	07	27	47	1807	1827	1847		1958	2058		

^b this bus runs on school days only

^b = on school days, this bus continues to Bishop Luffa School via South Street, arriving at 0734

Saturdays

Elmer Temple Sheen Road	0741	0801	then every 20 mins at	21	41	01	until	1741	1801	1901	2001	2101			
Middleton Sea Lane	0744	0804		24	44	04		1744	1804	1904	2004	2104			
Felpham The Southdowns	0747	0807		27	47	07		1747	1807	1907	2007	2107			
Felpham Post Office	0751	0811		31	51	11		1751	1811	1911	2011	2111			
Bognor Regis High St	0700	0720		0740	0800	0820		40	00	20	1800	1820	1920	2020	2120
Aldwick Road Post Office	0703	0723		0743	0803	0823		43	03	23	1803	1823	1923	2023	2123
Rose Green St Anthony's Church	0709	0729		0749	0809	0829		49	09	29	1809	1829	1928	2028	2128
Willowhale Library	0711	0731	0751	0811	0831	51	11	31	1811	1831	1930	2030	2130		
Pagham Shopping Parade	0716	0736	0756	0816	0836	56	16	36	1816	1836	1935	2035	2135		
Nyetimber Bear Inn	0720	0740	0800	0820	0840	00	20	40	1820	1840	1938	2038	2138		
North Mundham School	0727	0747	0807	0827	0847	07	27	47	1827	1847	1945	2045	2145		
Chichester Bus Station	0740	0800	0820	0840	0900	20	40	00	1840	1900	1953	2053	2153		
Chichester Cathedral	0747	0807	0827	0847	0907	27	47	07	1847		1958	2058			

Sundays and public holidays

0900	1000	then every 20 mins at	00	until	1700	1800
0903	1003		03		1703	1803
0909	1009		09		1709	1809
0911	1011		11		1711	1811
0916	1016		16		1716	1816
0920	1020		20		1720	1820
0927	1027		27		1727	1827
0940	1040		40		1740	1840
0947	1047		47		1747	

Mondays to Fridays except public holidays

Chichester Cathedral					0700	0750	0810	0830	0850	0910	0930	0950	then every 20 mins at	10	30	50	until	1750	1810	1830	1900	2000	2100
Chichester Bus Station stand 4	0610	0630	0650	0708	0733	0758	0818	0838	0858	0918	0938	0958		18	38	58		1758	1818	1838	1905	2005	2105
North Mundham School	0620	0640	0700	0720	0744	0809	0829	0849	0909	0929	0949	1009		29	49	09		1809	1829	1849	1913	2013	2113
Nyetimber Bear Inn	0627	0647	0707	0727	0752	0817	0837	0857	0917	0937	0957	1017		37	57	17		1817	1837	1857	1920	2020	2120
Pagham Shopping Parade	0632	0652	0712	0732	0757	0822	0842	0902	0922	0942	1002	1022		42	02	22		1822	1842	1901	1924	2024	2124
Willowhale Library	0637	0657	0717	0737	0802	0827	0847	0907	0927	0947	1007	1027		47	07	27		1827	1847	1906	1929	2029	2129
Rose Green St Anthony's Church	0639	0659	0719	0739	0804	0829	0849	0909	0929	0949	1009	1029		20 mins at	49	09		29	until	1829	1849	1908	1931
Aldwick Road Post Office	0645	0705	0725	0745	0810	0835	0855	0915	0935	0955	1015	1035	55		15	35	1835	1855		1913	1936	2036	2136
Bognor Regis High St	0651	0711	0731	0751	0816	0841	0901	0921	0941	1001	1021	1041	01		21	41	1841	1856		1916	1941	2041	2139
Felpham Post Office	0655	0715	0735	0755	0820	0845	0905	0925	0945	1005	1025	1045	05		25	45	1845			1945	2045		
Felpham The Southdowns	0700	0720	0740	0800	0825	0850	0910	0930	0950	1010	1030	1050	10		30	50	1850			1950	2050		
Middleton Sea Lane	0703	0723	0743	0803	0828	0853	0913	0933	0953	1013	1033	1053	13		33	53	1853			1953	2053		
Elmer Temple Sheen Road	0706	0726	0746	0806	0831	0856	0916	0936	0956	1016	1036	1056	16	36	56	1856		1956	2056				

On school days additional buses run as route 660 from Bishop Luffa School (at 1443) and Chichester High School (at 1530) to Bognor Regis High Street.

Saturdays

Chichester Cathedral	0750				then every 20 mins at	10	30	50	until	1750	1810	1830	1900	2000	2100
Chichester Bus Station stand 4	0658	0718	0738	0758		18	38	58		1758	1818	1838	1905	2005	2105
North Mundham School	0709	0729	0749	0809		29	49	09		1809	1829	1849	1913	2013	2113
Nyetimber Bear Inn	0717	0737	0757	0817		37	57	17		1817	1837	1857	1920	2020	2120
Pagham Shopping Parade	0722	0742	0802	0822		42	02	22		1822	1842	1901	1924	2024	2124
Willowhale Library	0727	0747	0807	0827		47	07	27		1827	1847	1906	1929	2029	2129
Rose Green St Anthony's Church	0729	0749	0809	0829		49	09	29		1829	1849	1906	1931	2031	2131
Aldwick Road Post Office	0735	0755	0815	0835		55	15	35		1835	1855	1913	1936	2036	2136
Bognor Regis High St	0741	0801	0821	0841		01	21	41		1841	1858	1916	1941	2041	
Felpham Post Office	0745	0805	0825	0845		05	25	45		1845		1945	2045		
Felpham The Southdowns	0750	0810	0830	0850	10	30	50	1850		1950	2050				
Middleton Sea Lane	0753	0813	0833	0853	13	33	53	1853		1953	2053				
Elmer Temple Sheen Road	0756	0816	0836	0856	16	36	56	1856		1956	2056				

Sundays and public holidays

1002	then every 20 mins at	02	until	1702	1802
0910		10		1710	1810
0921		21		1721	1821
0929		29		1729	1829
0934		34		1734	1834
0939		39		1739	1839
0941		41		1741	1841
0947		47		1747	1847
0952		52		1752	1850