

# 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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| <b>Contents</b>                         | <b>Page</b> |
|-----------------------------------------|-------------|
| 1.0 Introduction                        | 1           |
| 2.0 Policy Background – Transport Plans | 5           |
| 3.0 Site Context in Transport Terms     | 6           |
| 4.0 The Residential Travel Plan         | 11          |
| 5.0 Summary and Conclusions             | 14          |

### **List of Figures**

|            |                                             |
|------------|---------------------------------------------|
| Figure 1.1 | Site Location and Wider Area                |
| Figure 1.2 | Illustrative Masterplan Extract             |
| Figure 3.1 | The Pagham South Site and Local Area        |
| Figure 3.2 | Pagham Harbour Cycle Route Plan Extract     |
| Figure 3.3 | Proposed Link to Pagham Harbour Cycle Route |
| Figure 3.4 | Existing bus stops on Pagham Road           |

### **List of Appendices**

|            |                                             |
|------------|---------------------------------------------|
| Appendix 1 | Illustrative Masterplan                     |
| Appendix 2 | Pagham Harbour Cycle Route Plan             |
| Appendix 3 | Proposed Link to Pagham Harbour Cycle Route |
| Appendix 4 | Plan Showing Local Services and Amenities   |
| Appendix 5 | Walking Isochrone Mapping                   |
| Appendix 6 | Cycling Isochrone Mapping                   |
| Appendix 7 | Bus Route 600 Timetable and Route Map       |

## 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.

- 1.6 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, and has links to local bus stops. The masterplan confirms that one of the proposed access locations is to the south of Summer Lane and the other to the south of Sea Way. The illustrative masterplan is contained in **Appendix 1** and an extract is shown below in **Figure 1.2**.

**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 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.

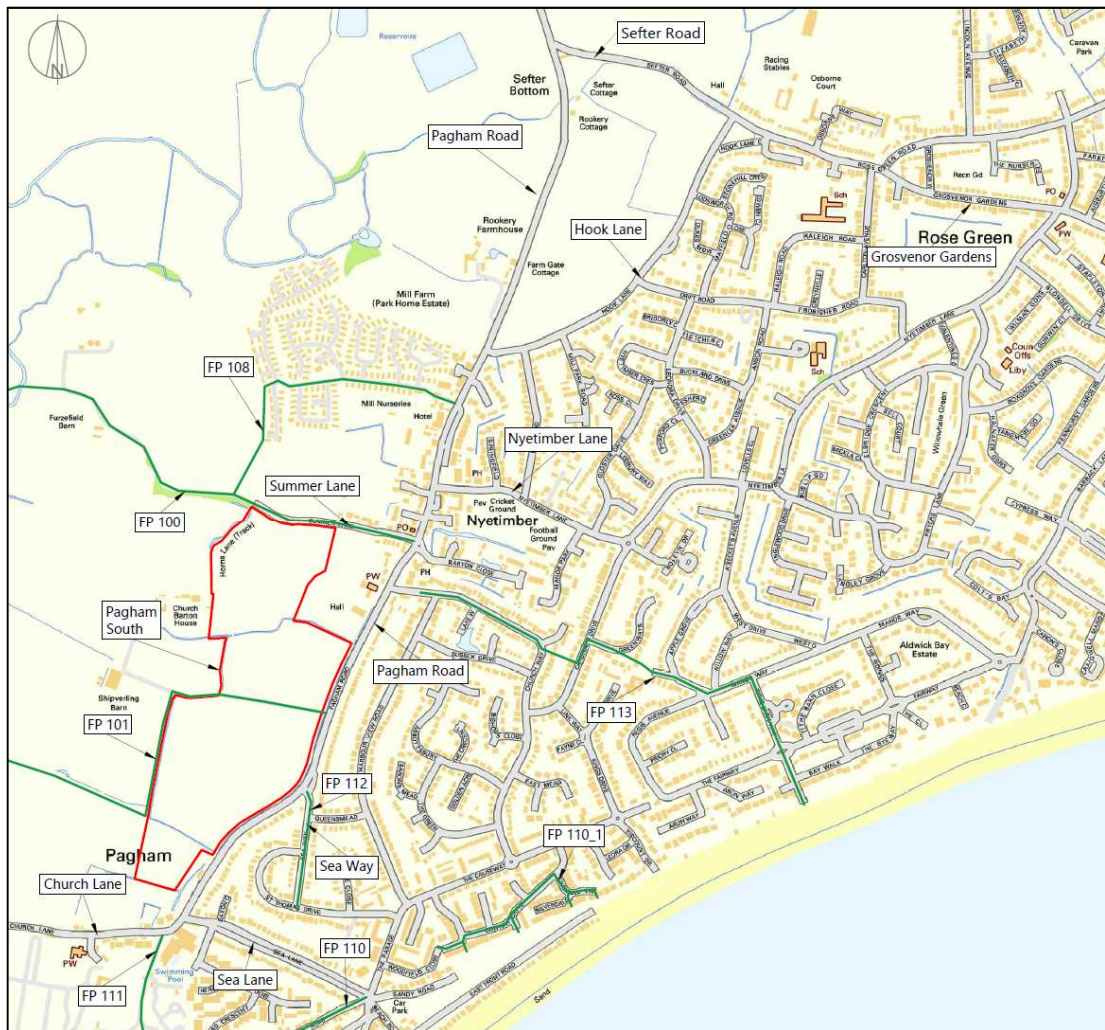
### **Local Policies**

- 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.

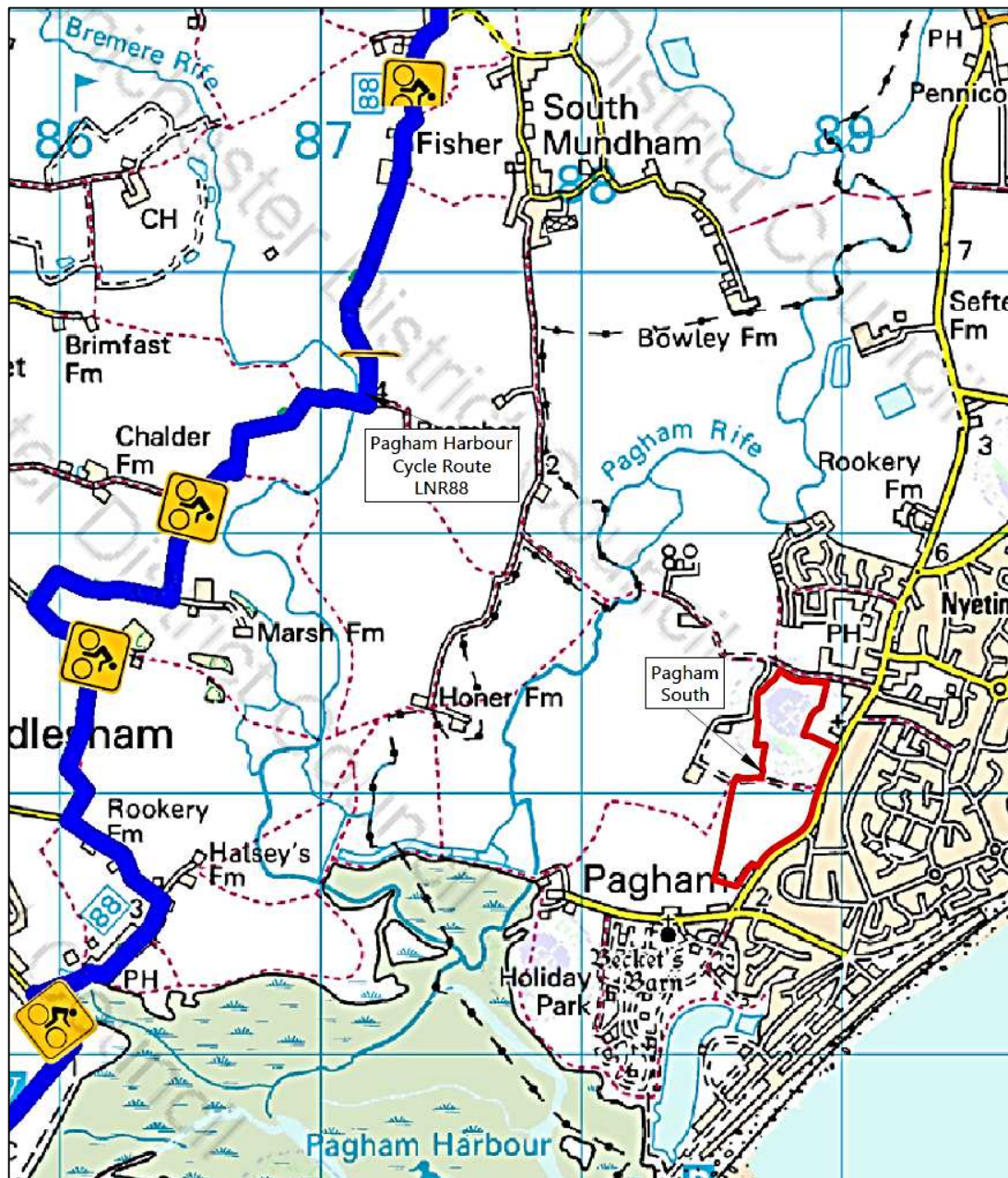
**Figure 3.1 – Pagham South site and local area**



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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.

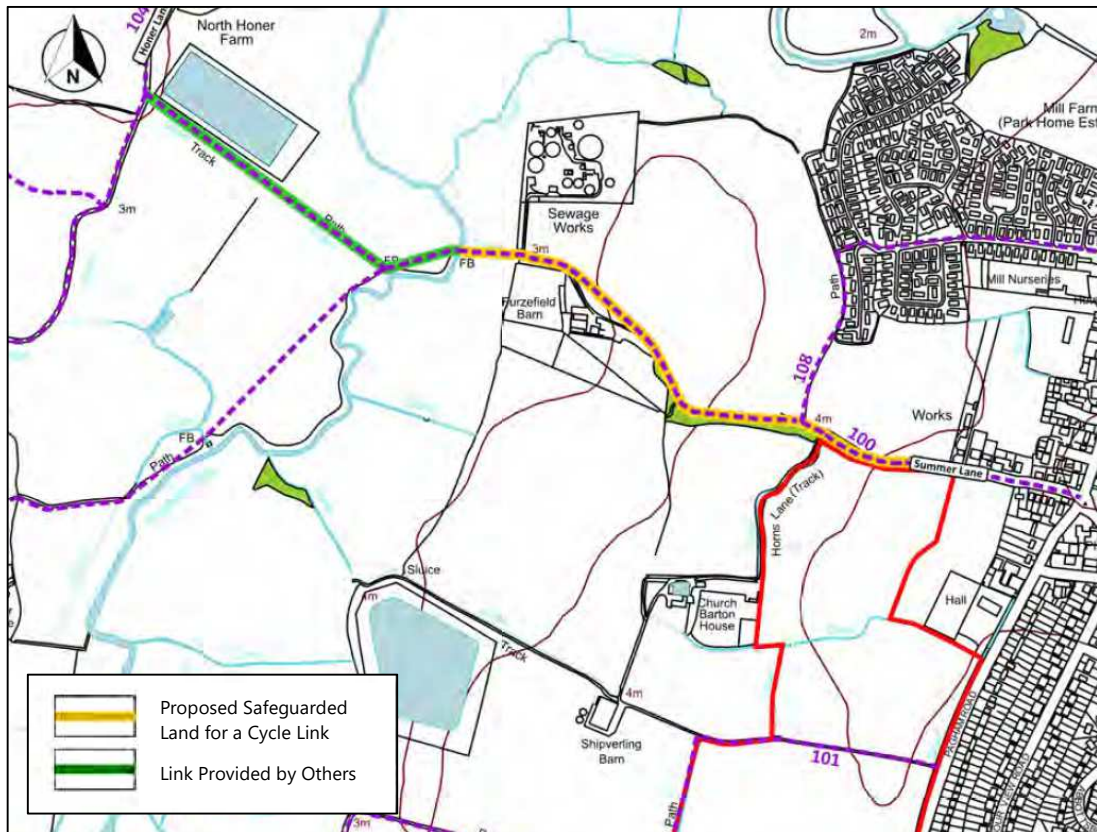
**Figure 3.2 – Pagham Harbour Cycle Route extract**



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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**

| <b>Amenities/Facilities</b>                                           | <b>Distance</b> |
|-----------------------------------------------------------------------|-----------------|
| 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**

| <b>Mode</b> | <b>Measure</b>                  | <b>Task</b>                                                                                                                                                        | <b>When</b>                                                                             | <b>By</b>          |
|-------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------|
| 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:



PROJECT:  
**Proposed Mixed Use Development at Pagham South**

DRAWING TITLE:  
**Illustrative Block Plan**

Produced by:  
**DAVIESLANDSCAPE**  
ARCHITECTS  
Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GL8 3AN  
t: 01453 766380 e: info@d-la.co.uk w: www.d-la.co.uk

DATE: February 2017 SCALE: 1:2500@A3  
REPORT REFERENCE: DLA.1731.L003.09.Rev B

V:\Server DATA\1731 Pagham Phase 2\Landscape\Drawings\Planning\L003.09\Rev B - Illustrative Block Plan.Rev B.CDR

## **Appendix 2**

### Pagham Harbour Cycle Route Plan



Chichester District Council

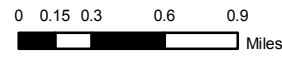


# Pagham Harbour Cycle Route



03 Nov 2009

D Garrigan



Pagham Route

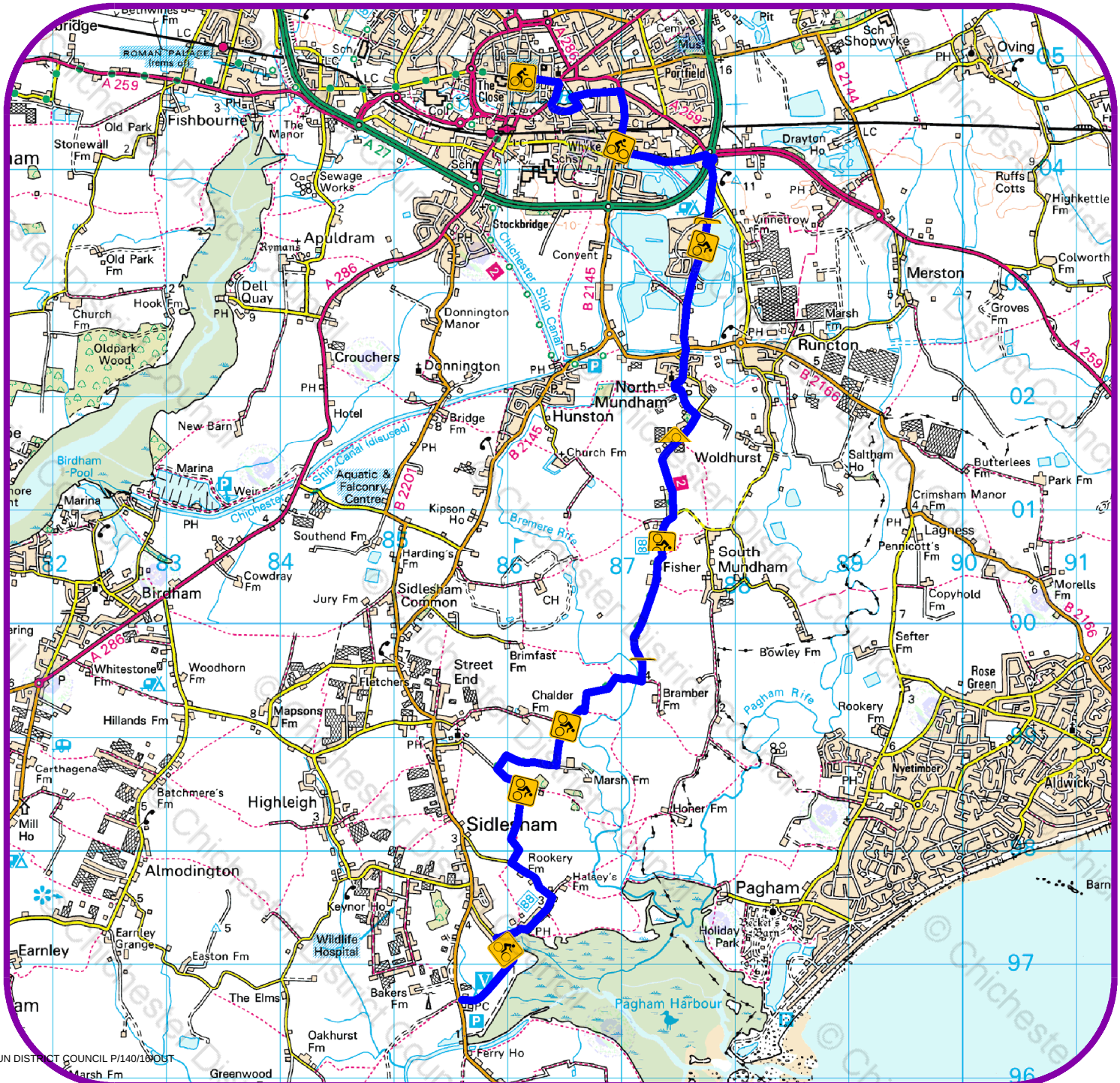
Difficulty:

Distance: 26 Km

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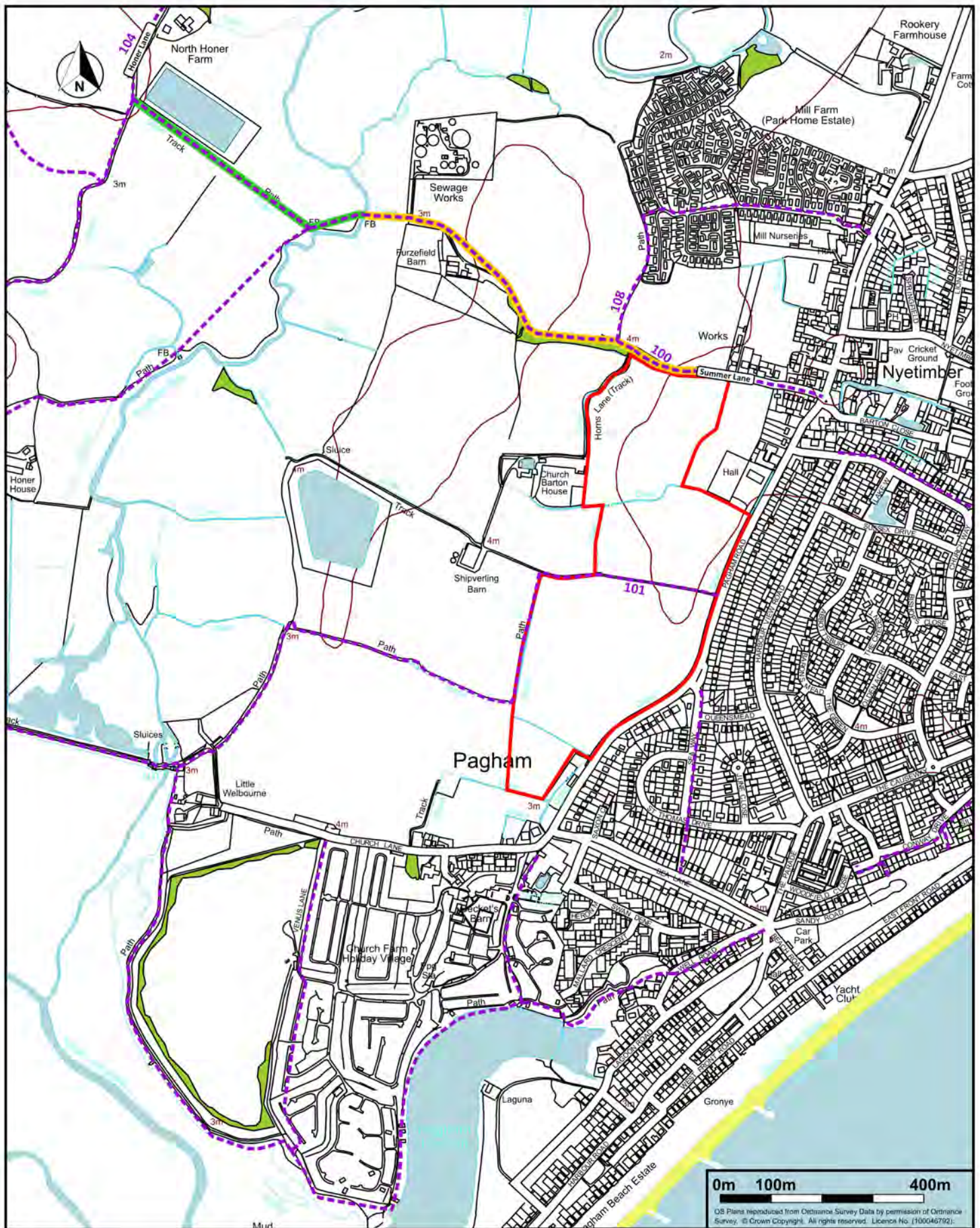
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## **Appendix 3**

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  
ARCHITECTS**

Suite F1, Stroud House, Russell Street, Stroud, G15 3 AN  
t: 01453 760380 e: info@d-la.co.uk w: www.d-la.co.uk

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



## **Appendix 5**

### Walking Isochrone Mapping



## **Appendix 6**

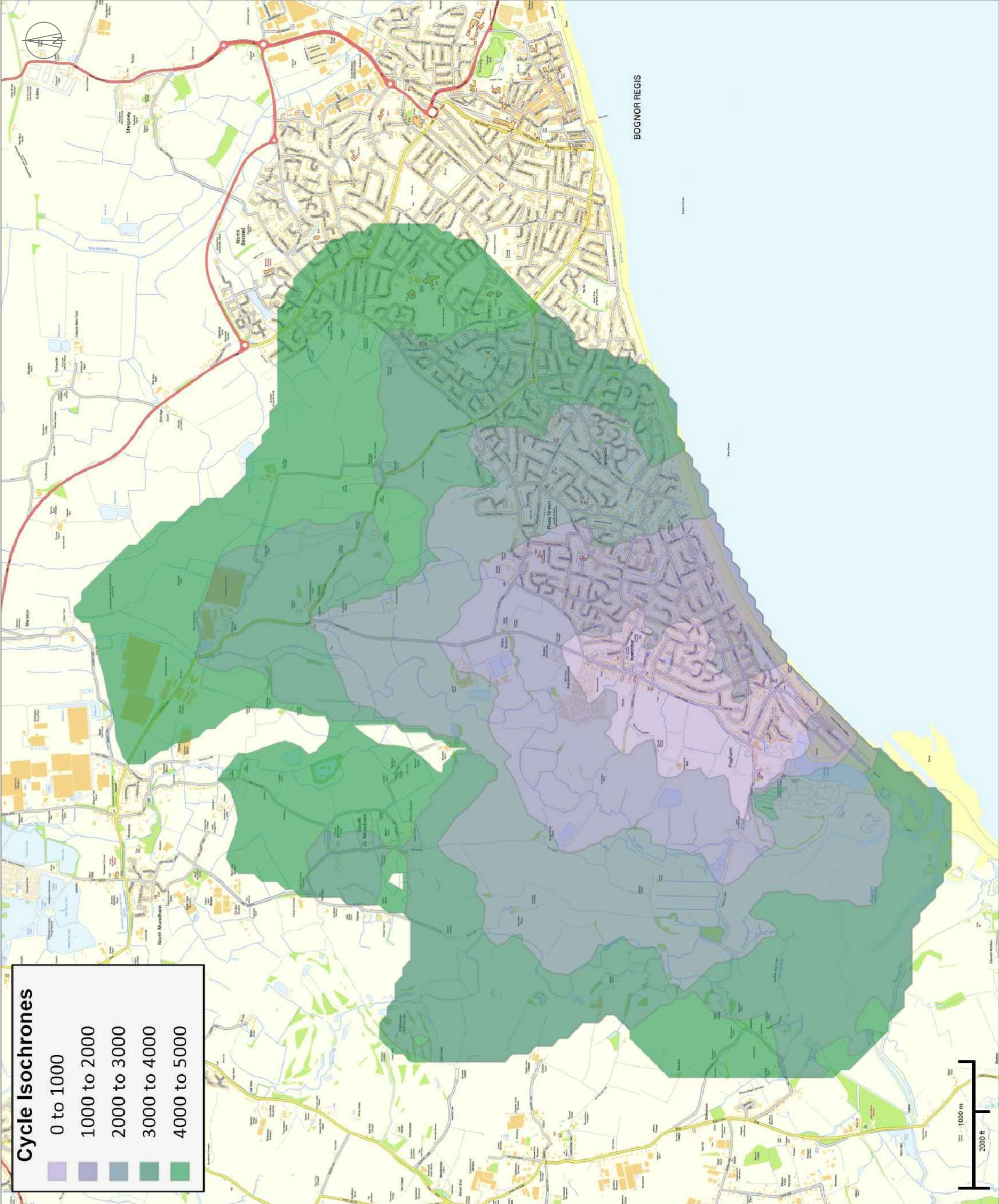
### Cycling Isochrone Mapping

NOTES:  
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|       |                     |      |
|-------|---------------------|------|
|       |                     |      |
| ISSUE | REASON FOR REVISION | DATE |

|                                         |                           |                           |
|-----------------------------------------|---------------------------|---------------------------|
| PROJECT:<br><br>PAGHAM SOUTH,<br>PAGHAM |                           |                           |
| CLIENT:<br><br>HANBURY PROPERTIES       |                           |                           |
| PROJECT REFERENCE:<br><br>1616          | DRAWING NUMBER:<br><br>09 | SCALE:<br><br>SCALE SHOWN |

|                                                                                                                                                                                                          |                     |                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------|
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## **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](http://www.stagecoachbus.com).



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



| ROUTE       | TOWARDS                                                                          | TOWN CENTRE STOPS                                 |
|-------------|----------------------------------------------------------------------------------|---------------------------------------------------|
| <b>Star</b> | North & South Bersted                                                            | <b>A E H J O</b>                                  |
| <b>U7</b>   | Bognor Regis Campus<br>Chichester Campus and Tesco                               | <b>D F K U</b><br><b>A E J O S W</b>              |
| <b>61</b>   | Aldwick, Stroud Green, West Meads<br>Sainsbury's                                 | <b>B K M O T</b><br><b>C J N P S</b>              |
| <b>62</b>   | Aldwick, Rose Green<br>Sainsbury's                                               | <b>B K M O T</b><br><b>C J N P S</b>              |
| <b>600</b>  | Felpham, Elmer<br>Aldwick, Pagham, Chichester                                    | <b>D P S U W</b><br><b>B T O X Q</b> Sundays only |
| <b>700</b>  | Littlehampton, Worthing,<br>Shoreham, Brighton<br>Chichester, Havant, Portsmouth | <b>C F K U W</b><br><b>E J O R V X</b>            |

## Mondays to Fridays except public holidays

|  |  |  |  |  |  |  |  |  |  |                                          |    |    |      |       |      |      |      |      |      |      |      |
|--|--|--|--|--|--|--|--|--|--|------------------------------------------|----|----|------|-------|------|------|------|------|------|------|------|
|  |  |  |  |  |  |  |  |  |  | then<br>every<br><b>20</b><br>mins<br>at | 01 | 21 | 41   | until | 1701 | 1721 | 1741 | 1801 | 1901 | 2001 | 2101 |
|  |  |  |  |  |  |  |  |  |  |                                          | 04 | 24 | 44   |       | 1704 | 1724 | 1744 | 1804 | 1904 | 2004 | 2104 |
|  |  |  |  |  |  |  |  |  |  |                                          | 07 | 27 | 47   |       | 1707 | 1727 | 1747 | 1807 | 1907 | 2007 | 2107 |
|  |  |  |  |  |  |  |  |  |  |                                          | 11 | 31 | 51   |       | 1711 | 1731 | 1751 | 1811 | 1911 | 2011 | 2111 |
|  |  |  |  |  |  |  |  |  |  |                                          | 20 | 40 | 00   |       | 1720 | 1740 | 1800 | 1820 | 1920 | 2020 | 2120 |
|  |  |  |  |  |  |  |  |  |  | 23                                       | 43 | 03 | 1723 | 1743  | 1803 | 1823 | 1923 | 2023 | 2123 |      |      |
|  |  |  |  |  |  |  |  |  |  | 29                                       | 49 | 09 | 1729 | 1749  | 1809 | 1829 | 1928 | 2028 | 2128 |      |      |
|  |  |  |  |  |  |  |  |  |  | 31                                       | 51 | 11 | 1731 | 1751  | 1811 | 1831 | 1930 | 2030 | 2130 |      |      |
|  |  |  |  |  |  |  |  |  |  | 36                                       | 56 | 16 | 1736 | 1756  | 1816 | 1836 | 1935 | 2035 | 2135 |      |      |
|  |  |  |  |  |  |  |  |  |  | 40                                       | 00 | 20 | 1740 | 1800  | 1820 | 1840 | 1938 | 2038 | 2138 |      |      |
|  |  |  |  |  |  |  |  |  |  | 47                                       | 07 | 27 | 1747 | 1807  | 1827 | 1847 | 1945 | 2045 | 2145 |      |      |
|  |  |  |  |  |  |  |  |  |  | 00                                       | 20 | 40 | 1800 | 1820  | 1840 | 1900 | 1953 | 2053 | 2153 |      |      |
|  |  |  |  |  |  |  |  |  |  | 07                                       | 27 | 47 | 1807 | 1827  | 1847 | 1958 |      |      | 2058 |      |      |

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

|           |      |      |      |      |                                          |    |    |      |      |      |      |      |      |      |
|-----------|------|------|------|------|------------------------------------------|----|----|------|------|------|------|------|------|------|
| 0741 0801 |      |      |      |      | then<br>every<br><b>20</b><br>mins<br>at | 21 | 41 | 01   |      | 1741 | 1801 | 1901 | 2001 | 2101 |
| 0744 0804 |      |      |      |      |                                          | 24 | 44 | 04   |      | 1744 | 1804 | 1904 | 2004 | 2104 |
| 0747 0807 |      |      |      |      |                                          | 27 | 47 | 07   |      | 1747 | 1807 | 1907 | 2007 | 2107 |
| 0751 0811 |      |      |      |      |                                          | 31 | 51 | 11   |      | 1751 | 1811 | 1911 | 2011 | 2111 |
| 0700      | 0720 | 0740 | 0800 | 0820 |                                          | 40 | 00 | 20   |      | 1800 | 1820 | 1920 | 2020 | 2120 |
| 0703      | 0723 | 0743 | 0803 | 0823 |                                          | 43 | 03 | 23   |      | 1803 | 1823 | 1923 | 2023 | 2123 |
| 0709      | 0729 | 0749 | 0809 | 0829 |                                          | 49 | 09 | 29   |      | 1809 | 1829 | 1928 | 2028 | 2128 |
| 0711      | 0731 | 0751 | 0811 | 0831 |                                          | 51 | 11 | 31   |      | 1811 | 1831 | 1930 | 2030 | 2130 |
| 0716      | 0736 | 0756 | 0816 | 0836 |                                          | 56 | 16 | 36   |      | 1816 | 1836 | 1935 | 2035 | 2135 |
| 0720      | 0740 | 0800 | 0820 | 0840 |                                          | 00 | 20 | 40   |      | 1820 | 1840 | 1938 | 2038 | 2138 |
| 0727      | 0747 | 0807 | 0827 | 0847 | 07                                       | 27 | 47 | 1827 | 1847 | 1945 | 2045 | 2145 |      |      |
| 0740      | 0800 | 0820 | 0840 | 0900 | 20                                       | 40 | 00 | 1840 | 1900 | 1953 | 2053 | 2153 |      |      |
| 0747      | 0807 | 0827 | 0847 | 0907 | 27                                       | 47 | 07 | 1847 |      | 1958 | 2058 |      |      |      |

## Sundays and public holidays

|      |      |                                    |    |       |      |      |
|------|------|------------------------------------|----|-------|------|------|
| 0900 | 1000 | then<br>every<br><b>hour</b><br>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

|                                  |      |      |      |      |      |      |      |      |      |      |      |                                          |    |    |      |       |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------------------------------------------|----|----|------|-------|------|------|------|------|------|------|
| 07000750081008300850091009300950 |      |      |      |      |      |      |      |      |      |      |      | then<br>every<br><b>20</b><br>mins<br>at | 10 | 30 | 50   | until | 1750 | 1810 | 1830 | 1900 | 2000 | 2100 |
| 0610                             | 0630 | 0650 | 0708 | 0733 | 0758 | 0818 | 0838 | 0858 | 0918 | 0938 | 0958 |                                          | 18 | 38 | 58   |       | 1758 | 1818 | 1838 | 1905 | 2005 | 2105 |
| 0620                             | 0640 | 0700 | 0720 | 0744 | 0809 | 0829 | 0849 | 0909 | 0929 | 0949 | 1009 |                                          | 29 | 49 | 09   |       | 1809 | 1829 | 1849 | 1913 | 2013 | 2113 |
| 0627                             | 0647 | 0707 | 0727 | 0752 | 0817 | 0837 | 0857 | 0917 | 0937 | 0957 | 1017 |                                          | 37 | 57 | 17   |       | 1817 | 1837 | 1857 | 1920 | 2020 | 2120 |
| 0632                             | 0652 | 0712 | 0732 | 0757 | 0822 | 0842 | 0902 | 0922 | 0942 | 1002 | 1022 |                                          | 42 | 02 | 22   |       | 1822 | 1842 | 1901 | 1924 | 2024 | 2124 |
| 0637                             | 0657 | 0717 | 0737 | 0802 | 0827 | 0847 | 0907 | 0927 | 0947 | 1007 | 1027 |                                          | 47 | 07 | 27   |       | 1827 | 1847 | 1906 | 1929 | 2029 | 2129 |
| 0639                             | 0659 | 0719 | 0739 | 0804 | 0829 | 0849 | 0909 | 0929 | 0949 | 1009 | 1029 |                                          | 49 | 09 | 29   |       | 1829 | 1849 | 1908 | 1931 | 2031 | 2131 |
| 0645                             | 0705 | 0725 | 0745 | 0810 | 0835 | 0855 | 0915 | 0935 | 0955 | 1015 | 1035 |                                          | 55 | 15 | 35   |       | 1835 | 1855 | 1913 | 1936 | 2036 | 2136 |
| 0651                             | 0711 | 0731 | 0751 | 0816 | 0841 | 0901 | 0921 | 0941 | 1001 | 1021 | 1041 |                                          | 01 | 21 | 41   |       | 1841 | 1858 | 1916 | 1941 | 2041 | 2139 |
| 0655                             | 0715 | 0735 | 0755 | 0820 | 0845 | 0905 | 0925 | 0945 | 1005 | 1025 | 1045 |                                          | 05 | 25 | 45   |       | 1845 |      | 1945 | 2045 |      |      |
| 0700                             | 0720 | 0740 | 0800 | 0825 | 0850 | 0910 | 0930 | 0950 | 1010 | 1030 | 1050 | 10                                       | 30 | 50 | 1850 |       | 1950 | 2050 |      |      |      |      |
| 0703                             | 0723 | 0743 | 0803 | 0828 | 0853 | 0913 | 0933 | 0953 | 1013 | 1033 | 1053 | 13                                       | 33 | 53 | 1853 |       | 1953 | 2053 |      |      |      |      |
| 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

|      |      |      |      |                                          |           |           |           |       |      |      |      |      |      |      |
|------|------|------|------|------------------------------------------|-----------|-----------|-----------|-------|------|------|------|------|------|------|
| 0750 |      |      |      | then<br>every<br><b>20</b><br>mins<br>at | <b>10</b> | <b>30</b> | <b>50</b> | until | 1750 | 1810 | 1830 | 1900 | 2000 | 2100 |
| 0658 | 0718 | 0738 | 0758 |                                          | <b>18</b> | <b>38</b> | <b>58</b> |       | 1758 | 1818 | 1838 | 1905 | 2005 | 2105 |
| 0709 | 0729 | 0749 | 0809 |                                          | <b>29</b> | <b>49</b> | <b>09</b> |       | 1809 | 1829 | 1849 | 1913 | 2013 | 2113 |
| 0717 | 0737 | 0757 | 0817 |                                          | <b>37</b> | <b>57</b> | <b>17</b> |       | 1817 | 1837 | 1857 | 1920 | 2020 | 2120 |
| 0722 | 0742 | 0802 | 0822 |                                          | <b>42</b> | <b>02</b> | <b>22</b> |       | 1822 | 1842 | 1901 | 1924 | 2024 | 2124 |
| 0727 | 0747 | 0807 | 0827 |                                          | <b>47</b> | <b>07</b> | <b>27</b> |       | 1827 | 1847 | 1906 | 1929 | 2029 | 2129 |
| 0729 | 0749 | 0809 | 0829 |                                          | <b>49</b> | <b>09</b> | <b>29</b> |       | 1829 | 1849 | 1908 | 1931 | 2031 | 2131 |
| 0735 | 0755 | 0815 | 0835 |                                          | <b>55</b> | <b>15</b> | <b>35</b> |       | 1835 | 1855 | 1913 | 1936 | 2036 | 2136 |
| 0741 | 0801 | 0821 | 0841 |                                          | <b>01</b> | <b>21</b> | <b>41</b> |       | 1841 | 1858 | 1916 | 1941 | 2041 |      |
| 0745 | 0805 | 0825 | 0845 |                                          | <b>05</b> | <b>25</b> | <b>45</b> |       | 1845 |      | 1945 | 2045 |      |      |
| 0750 | 0810 | 0830 | 0850 |                                          | <b>10</b> | <b>30</b> | <b>50</b> |       | 1850 |      | 1950 | 2050 |      |      |
| 0753 | 0813 | 0833 | 0853 |                                          | <b>13</b> | <b>33</b> | <b>53</b> |       | 1853 |      | 1953 | 2053 |      |      |
| 0756 | 0816 | 0836 | 0856 | <b>16</b>                                | <b>36</b> | <b>56</b> | 1856      |       | 1956 | 2056 |      |      |      |      |

## Sundays and public holidays

|      |                                    |    |       |      |      |
|------|------------------------------------|----|-------|------|------|
| 1002 | then<br>every<br><b>hour</b><br>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 |