LAND AT STAKERS FARM, YAPTON

RESIDENTIAL TRAVEL PLAN
ON BEHALF OF DANDARA

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EXECUTIVE SUMMARY

This Residential Travel Plan (RTP) has been prepared by Odyssey on behalf of Dandara in order to discharge the Travel Plan condition of planning consents Y-88-18-OUT and Y-44-17-OUT, relating to residential developments of 38 and 70 dwellings respectively, totalling 108 dwellings. The RTP has been prepared in accordance with West Sussex County Council's Development Travel Plan Policy and "Model Comments for Residential Development Travel Plans".

The objectives of the RTP can be summarised as follows:

- **Objective 1:** To reduce the number of SOVs to and from the development;
- **Objective 2:** To increase the use of sustainable modes (walking, cycling and public transport);
- **Objective 3:** To encourage residents to choose modes of transport that would provide benefits to their health and wellbeing; and
- **Objective 4:** To increase awareness of and encourage the use of available sustainable modes of transport.

In order to achieve the objectives, six targets have been set in this RTP. These include two headline targets, which are supported by two 'action type' targets and two 'aim type' targets:

- **Headline Target 1:** To seek to reduce the number of vehicle trips generated over a 12-hour period (weekday 7am to 7pm) by the site by a minimum of 10%;
- **Headline Target 2:** To seek to reduce the peak hour trip rate of a development to ensure there is no 'material impact' on the surrounding network;
- **'Action Type' Target 1:** To provide cycle parking for each dwelling prior to its occupation;
- **'Action Type' Target 2:** To provide all households with a Travel Information Pack (TIP) within two months of completion;
- **'Aim Type' Target 1:** To reduce the mode share of (single occupancy) car driver trips by a proportion equivalent to a 10% reduction in the vehicle trip rate (based on headline Target 1); and
- **'Aim Type' Target 2:** To increase the proportion of residents traveling by sustainable modes by the end of the TP period by a proportion commensurate with the reduction in car driver trips.

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The RTP focuses on the provision of sustainable travel information in the form of a TIP as well as a travel voucher to enable residents to make sustainable travel choices to suit their lifestyle.

In order to monitor the success of the RTP, a monitoring strategy has been set out which includes annual questionnaire surveys and biennial TRICS Standard Assessment Methodology 'SAM' surveys (three TRICS surveys over the course of five years from first occupation).

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1.0 CONTEXT

1.1 This Residential Travel Plan (RTP) has been prepared as part of two Reserved Matters (RM) planning applications relating to two outline planning consents for a proposed development of 108 dwellings in total, on land to the west of North End Road, Yapton, refer **Figure 1**.

1.2 The RM applications follow from two separate outline applications granted by Arun District Council (ADC): Y-44-17-OUT for 70 dwellings and Y-88-18-OUT for 38 dwellings. Neither of the two application sites required a full RTP, however given the combined development quantum, West Sussex County Council (WSCC) as the highways authority have requested that a full RTP be provided as part of the RM applications. This TP would be submitted as part of both RM applications and would cover both sites, totalling 108 dwellings

1.3 Condition 16 of the Decision Notice relating to application Y-88-18-OUT states:

"No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport in accordance with policy T SP1 of the Arun Local Plan 2011-31 and the National Planning Policy Framework."

1.4 This RTP has been prepared in accordance with WSCC's "Development Travel Plan Policy" as well as WSCC's "Model Comments for Residential Development Travel Plans".

1.5 Furthermore, the development and this Travel Plan is compliant with Policy T SP1 of the Arun Local Plan which requires that "*development provides safe access on to the highway network; contributes to highway improvements and promotes sustainable travel,…".*

1.6 It is also compliant with the National Planning Policy Framework (NPPF, February 2019) which sets out at Chapter 9 the considerations to promote sustainable transport.

1.7 Over the course of the planning and design process the site layout has been carefully arranged to ensure that:

- The footway network through the site would allow safe pedestrian access between the site and the existing pedestrian / cycle network;
- The internal road network would allow for safe passage of non-motorised road users; and
- All residential properties have sufficient space for cycle storage facilities.

1.8 In accordance with national and local government policy the site has been designed to promote sustainable, healthy lifestyle choices, and provide the means for residents to reduce single occupancy vehicle (SOV) trips.

1.9 The proposals for the RM applications comprise of 108 dwellings in total. The breakdown by size is shown in **Table 1.1**.

Table 1.1: Proposed Development Quantum

Size of dwelling	Total
1 bedroom	6
2 bedroom	32
3 bedroom	61
4 bedroom	9
Total	**108**

1.10 Furthermore, the proposals include the provision of 225 allocated car parking bays. These are generally provided on private driveways with some provided in small parking courts. In addition to the formal allocated parking bays, 61 dwellings would be provided with a garage, whilst 27 visitor spaces would also be provided.

1.11 Cycle parking would be provided either within garages or sheds within the curtilage of the property for houses, or within a secure external cycle storage for flats.

1.12 The Masterplan showing the development covered by this RTP is contained in **Appendix A**.

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1.13 The purpose of this RTP is to enable residents of the development to make sustainable travel choices resulting in a reduction of vehicle trips compared to a development which does not benefit from an RTP. This in turn would have benefit for residents, visitors and the community. As per WSCC's guidance, these benefits include:

- Enhanced social inclusion for those experiencing accessibility difficulties;
- A sense of community;
- Reduction in the inequalities that may exist between car / non car owners;
- Improved understanding of the benefits of not using the car when alternatives exist;
- More households changing their travel behaviour and adopting positive lifestyle choices;
- A more attractive environment;
- Existing residents in the surrounding community would enjoy less polluted environment and improved road safety that would especially benefit children and other vulnerable groups; and
- Environmental benefits for residents such as less congestion, improved personal and road safety, improved air quality, reductions in noise pollution.

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2.0 EXISTING TRAVEL SITUATION & ACCESSIBILITY

2.1 The development site is located B2132 North End Road in the village of Yapton, 7km northeast of Bognor Regis and 6km northwest of Littlehampton. The site currently comprises agricultural land.

2.2 The site sits along the north-western boundary of Yapton. Immediately adjacent to the site is Yapton Church of England Primary School, whilst to the southeast is existing residential development. The village of Yapton is surrounded by open fields and farmland. **Figure 1** illustrates the site location and local highway network.

2.3 The site is currently accessed via Stakers Farm along North End Road, south of the Primary School as well as via a farm access off North End Road, north of the Primary School. North End Road in the vicinity of the site has a carriageway width of 7.3m, it is lit and is subject to a speed restriction of 30mph.

2.4 As part of the submission of the most recent application for 38 dwellings, two Transport Statement (TS) reports were submitted; one produced by RDP and dated November 2014 which related solely to the smaller site, and one produced by 'gta' dated March 2017, which considered both application sites. Given that the more recent TS (hereafter referred to 'TS') related to both sites, this has been used as the basis for this TP. A copy of the TS is appended (refer to **Appendix B**).

2.5 The TS included traffic flows along North End Road; these are replicated in **Table 2.1**.

Table 2.1: Observed Traffic Flows Along North End Road (2014; replicated from Table 3.1 of TS)

Time	Direction	Average Traffic Flows (veh/hr)
AM Peak	Northbound	120
	Southbound	377
PM Peak	Northbound	325
	Southbound	131
Weekday	Northbound	2,187
	Southbound	2,177

Sustainable Accessibility

2.6 Walking and cycling offers the cheapest and healthiest way to travel over short distances. Guidance published by The Chartered Institute for Highways & Transportation (CIHT) suggests

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that it is accepted that walking is a more likely alternative at distances up to 2km (1.25 miles) and cycling up to 5km (3 miles); **Table 2.2** refers.

Table 2.2: CIHT Suggested Walking Distances

	Town Centre	Commuting / School and Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

2.7 Using these distances as a guide the site is shown to be located well within walking and cycling distance for a range of facilities.

Local Facilities

2.8 Yapton features several facilities and amenities, which support residential use. **Table 2.3** summarises these facilities and the walking distance from the centre of the site. The site's accessibility is illustrated on **Figure 2**.

Table 2.3: Local Facilities

Facility	Distance
Yapton C of E Primary School and Community Pre School North End Road	**75m**
Yew Tree GP Surgery, North End Road	**350m**
Village Hall / Community Centre, Main Road	**850m**
Yapton Scout Hut and Potters House Pre-School	**850m**
Co-op Local Store, Main Road (0700 – 2300)	**900m**
Fish & Chip Shop, Main Road	**900m**
Bilsham Stores, Bilsham Road (0645-2100)	**1.3km**
Meadowcroft Surgery, Bilsham Road	**1.3km**

Walking & Cycling

2.9 A review of the existing walking and cycling network in Yapton shows that there are several opportunities for access to the site. The condition of the existing infrastructure has also been taken into consideration. **Figure 2** also illustrates the existing Public Rights of Way (PRoW) and cycle network.

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2.10 Footways are in place along both sides of most carriageways within the village. Street lighting is present, and the footway surfaces are in a good state of repair.

2.11 A public footpath runs along the site boundary adjacent to the northern edge of the Primary School site. This would be retained and incorporated into the site layout as shown in **Appendix A**.

2.12 In addition to existing pedestrian routes, provision would be made for a future link to connect the site to the south giving direct pedestrian access to the B2233 Main Road. This link would also facilitate the future provision of a cycle route between Barnham and the new secondary school at Ford, subject to the necessary rights being granted. Within the development itself the internal access road would also form part of the cycle route. The access, being a cul-de-sac serving a limited number of dwellings, would be lightly trafficked. It has also been designed to Manual for Streets principles to constrain traffic speeds to 20mph or less. As such it would be a quiet route conducive to cycling, providing a betterment to the alternative routing via the B2233 Main Road and the B2132 North End Road.

2.13 The site would therefore be permeable and, as shown on **Figure 2**, other routes in the local area suitable for leisure walking and cycling are also available which add to the wider accessibility of the site.

2.14 Further afield, National Cycle Route 2 (NCR 2) follows the A259 between Littlehampton to the east and Bognor Regis to the west.

Public Transport – Bus Services

2.15 The nearest bus stops (request stops) are located on North End Road, at the access to and opposite the Primary School. Bus stops serving additional routes are also accessible on the B2132 Bilsham Road within a 1.1km walk. The bus stops and available routes are illustrated on **Figure 2**.

2.16 The stops on North End Road are served by bus routes 66a, 66c and 665 whilst those on Bilsham Road are served by route 141 and 700. Route 700 runs frequently from Littlehampton to Chichester via Bognor Regis. Route 66 also provides a regular service to Bognor Regis.

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2.17 Routes 141 and 665 are school bus services and provide access to Westergate Six Village Academy and schools in Chichester. **Table 2.4** summarises the services available, destinations and frequencies. The current route maps and timetables have been included in **Appendix C**.

Table 2.4: Existing Bus Services

Route No.	Route	Typical Frequency
66A / 66C	Bognor Regis – Westergate – Yapton – Westergate – Bognor Regis	4 per day (circular route) (Mon-Fri) 3 per day (circular route (Sat)
141	Yapton – Bognor Regis – North Bersted - Chichester Bishop Luffa School	One per Day (Schooldays)
665	Littlehampton – Yapton – Walberton – Barnham Westergate	One per Day (Schooldays)
700	Littlehampton – Yapton – Bognor Regis – Chichester	20 minutes (Mon-Sat) 30 minutes (Sun)

2.18 As shown, the existing bus provision is good with a regular twenty-minute service from Yapton to key destinations including Littlehampton, Bognor Regis and Chichester. This opens opportunities for travel to work and school by bus, and thus contributes to the sustainability of the site.

Public Transport – Rail Services

2.19 Barnham railway station is located within 2.7km of the centre of the site, this station being situated on the West Coastway Line running between Brighton and Southampton as well as being the junction for the branch line to Bognor Regis.

2.20 Barnham station acts as an interchange between fast and slow services and includes destinations at London Victoria, Gatwick Airport, Brighton, Portsmouth and Southampton. Services are available every 20-30 minutes. **Table 2.5** summarises average journey times to key destinations available directly from the station, whilst **Appendix C** contains relevant network and route maps.

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Table 2.5: Rail Services from Barnham

Destination	Average Journey Time	Frequency
London Victoria	1 hour 30 minutes	4tph
Gatwick Airport	1 hour	4tph
Brighton	45 minutes	2tph
Portsmouth Harbour	37 minutes	2tph
Southampton Central	1 hour	2tph

Tph = trains per hour (typical off-peak)

Potential Barriers to Sustainable Travel

2.21 It is recognised that walking, cycling and public transport may not be the most suitable travel choice for residents all the time. However, given the site's proximity to the centre of Yapton and local facilities there is potential for many trips associated with the development to occur by sustainable modes.

2.22 For those journeys which are made by car there is scope for the RTP to encourage residents to plan their journeys more carefully, resulting in more linked trips or off-peak travel as well as reducing SOV journeys.

2.23 It is therefore important that the RTP provides adequate and accurate information so that residents can make informed decisions regarding their travel choices.

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3.0 BASE DATA & PREDICTION

3.1 As mentioned in **Section 1.0**, this TP relates to two planning applications on adjacent sites in Yapton, to be served off one vehicular access. The smaller of the two sites first received planning consent for 38 dwellings under reference Y/93/14/OUT however, the two most recent applications, which this TP relates to, are:

- Y/88/18/OUT for 38 dwellings - northern part of the site including access (previous consent Y/93/14/OUT)
- Y/44/17/OUT for 70 dwellings – southern part of the site

3.2 The TS submitted with the latest application was produced following scoping discussions with WSCC, which included the selection of trip rates. Although the TS was submitted with the application relating to the smaller site it did however assess the impact of the full development, i.e. 108 dwellings; it is therefore consistent with this RTP. The details of the trip rate selection are set out in Section 7 of the TS (refer to **Appendix B**) whilst a summary of the trip generation and development impact is presented in the following paragraphs.

3.3 The TS concluded that the combined development of 108 dwellings would generate c. 470 vehicle trips per 12-hour weekday period and 54 and 50 vehicle trips in the AM and PM peaks respectively. It suggested that the impact of these additional trips on the highway network would not be severe.

3.4 Nonetheless, the impact on the Yapton level crossing, the North End Road / Main Road Mini-Roundabout and on the A259 and A27 was assessed in the TS which confirmed that the development impact was not severe. It should be noted that the impact assessments were undertaken on the basis of the trip rates before the implementation of the TP.

3.5 The TS also set out the qualitative impact on the sustainable transport network, which was also concluded as non-material.

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4.0 OBJECTIVES

4.1 The aims and objectives of the RTP are to help and encourage people, as individuals or within organisations, to make informed choices about their travel. To that end WSCC's Development Travel Plan Policy and Policy T SP1 of the Arun District Local Plan concurs with the RTP's key aims which can be summarised as:

- Reducing congestion;
- Improving air quality;
- Improving road safety; and
- Reducing noise pollution.

4.2 Residential travel planning tends to work differently to plans designed for school, employment and retail use, which can often have a greater influence on travel habits through physical restrictions.

4.3 This RTP would therefore be used to inform the preparation of Travel Information Packs (TIPs) to be given to residents, as recommended by WSCC. These packs can be excellent tools for informing residents of the travel choices available, and act as a mechanism for delivering incentives and additional information.

4.4 The key issues that would form the objectives of this RTP in the context of the development proposals are:

- **Objective 1:** To reduce the number of SOVs to and from the development;
- **Objective 2:** To increase the use of sustainable modes (walking, cycling and public transport);
- **Objective 3:** To encourage residents to choose modes of transport that would provide benefits to their health and wellbeing; and
- **Objective 4:** To increase awareness of and encourage the use of available sustainable modes of transport.

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5.0 TARGETS

5.1 Targets are an important part of any TP as they give an indication whether the objectives of the TP are being met. Targets should always be challenging yet realistic. For this RTP, the targets set would be SMART: Specific, Measurable, Achievable, Realistic and Time-Bound.

5.2 In accordance with WSCC's Development Travel Plan Policy, two headline targets are set for this TP. These headline targets are underpinned by a number of 'action type' and 'aim type' targets:

- **Headline Target 1:** To seek to reduce the number of vehicle trips generated over a 12-hour period (weekday 7am to 7pm) by the site by a minimum of 10%.
- **Headline Target 2:** To seek to reduce the peak hour trip rate of a development to ensure there is no 'material impact' on the surrounding network.
- **'Action Type' Target 1:** To provide cycle parking for each dwelling prior to its occupation.
- **'Action Type' Target 2:** To provide all households with a TIP within two months of completion.
- **'Aim Type' Target 1:** To reduce the mode share of (single occupancy) car driver trips by a proportion equivalent to a 10% reduction in the vehicle trip rate (based on Headline Target 1).
- **'Aim Type' Target 2:** To increase the proportion of residents traveling by sustainable modes by the end of the TP period by a proportion commensurate with the reduction in car driver trips.

5.3 Further details about each target is provided below.

Headline Target 1

5.4 The number of vehicle trips generated by the whole development was estimated in the TS; this has been used for the purpose of setting the initial target (Headline Target 1).

5.5 The TS set out the following anticipated 12-hour trip generation, as shown in **Table 5.1** along with a reduction of 10% in vehicle trip generation to be achieved 5 years after first occupation (Headline Target 1).

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Table 5.1: 12-hour Trip Rates and 5-Year 10% Reduction (Headline Target 1)

	Trip Rate (per dwelling)	Traffic Generation (108 Dwellings)	Traffic Generation Following 10% Targeted Reduction
Arrival	2.149	232	209
Departure	2.205	238	214
Two-Way	4.354	470	423

5.6 Given that the data provided in the TS is an estimate, the baseline would be reviewed through an informal baseline survey three months after first occupation and revised if appropriate. The details of this are set out in **Section 8.0** of this report.

Headline Target 2

5.7 The TS assessed the impact of the development on the local highway network and Yapton level crossing, following consultation with WSCC highways. The report concluded that the impact of the development would not be material. These assessments are based on the trip rates without the reduction due to the implementation of the TP. It is therefore considered that Headline Target 2 has been met. No further assessments of this would be carried out as part of this TP.

'Action Type' Targets

5.8 As set out above, each dwelling would benefit from secure cycle storage either on plot (within a garage or shed) or within a secure communal cycle store. These storage solutions would be available to each household upon completion.

5.9 TIPs would be provided to each household either by the developer as part of the overall Welcome Pack or by the Travel Plan Coordinator (TPC) as a separate document. It is anticipated that this would be provided to each household within two months of moving in so as to enable residents to make sustainable travel choices from the outset.

'Aim Type' Targets

5.10 Both 'aim type' targets relate to the mode share of residents of the development. As the modal split for the development is unknown at this stage, an estimate has been made based on 2011 Census for Journeys to Work for Yapton. It is acknowledged that not all journeys made during a

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weekday are work related however the Census data provides a starting point prior to the first surveys being undertaken.

5.11 The modal split obtained from the 2011 Census shown in **Table 5.2**, however it would be reviewed following the informal baseline survey, and subsequent monitoring surveys.

Table 5.2: SMART Targets Example – Journeys to Work

Mode	2011 Census Mode Share in Yapton
Train	3%
Bus, minibus or coach	3%
Motorcycle, scooter or moped	1%
Driving a car or van	71%
Passenger in a car or van	9%
Bicycle	3%
On foot	11%

5.12 Based on the combination of modal split and vehicular trip rate the 'aim type' targets, once confirmed through the informal baseline survey to establish the actual modal split, the TP would set out a reduction in the proportion of vehicle trips and a corresponding increase in sustainable trips.

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6.0 MEASURES

6.1 This section of the RTP outlines measures to promote travel by modes other than the private car as well as reducing SOV trips.

6.2 This RTP is therefore not anti-car, as travel by car is often desirable and convenient. The measures instead aim to reinforce the availability of other methods of travel, such as walking, cycling and public transport, and to inform new residents of the site about the availability and benefits of alternatives, that they may not be aware of or may not have considered. The package of proposed measures includes:

- Appointment of a 'TPC';
- Promotion of walking and cycling;
- Promotion of bus services;
- Promotion of car sharing;
- Provision of travel information;
- Reduction in car parking, as required;
- Provision to homeowners of 'TIPs'.

6.3 To achieve the targets and subsequently the objectives of the RTP several measures would be implemented and actions taken. These measures are set out in the following paragraphs.

6.4 A TPC would be appointed prior to first occupation. Once appointed, WSCC would be provided with the details of the TPC who would make contact with the WSCC Travel Plan team.

6.5 In order to promote the RTP and to engage fully with residents a TIP would be provided which would include the following:

- Contact details for the TPC including a development-specific email address;
- Maps showing local shops, pedestrian and cycle facilities as well as public transport information including journey times;
- Links to or printed timetable information for public transport;
- Information about the benefits of walking, cycling and public transport;
- Information about electric cars and car sharing;

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- Information about national awareness days / weeks such as Walk to School Week, National Bike Week, European Mobility Week, National Lift-share Week, International Walk to School Month and Road Safety Week;
- Details of home grocery delivery services;
- Details about local bike shops in particular those offering discounts to residents as negotiated by WSCC (as stated in WSCC Model Comments);
- Application form for travel vouchers to a value of £150; this would include a choice of bus or cycle voucher; this would be subject to one per household for the first occupiers; and
- Other relevant travel-related information available at the time.

6.6 In addition to the above the TPC would produce twice-yearly newsletters to inform residents of travel related events or offers to be distributed either in electronic or printed format;

6.7 **Table 6.1** contains a summary of the proposed measures along with the timescales and Performance Indicator as well as he Objective to which they relate.

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Table 6.1: Travel Plan Measures

Objective	Mode	Measure / Action	Responsibility	Set Up Cost	Annual Cost	Timescale for Completion	Performance Indicator
1: Reduce the number of SOV journeys	Car Sharing	Provide information for new residents, and promote liftshare.com/uk/community/westsussexcarshare	TPC	None	TPC Fee	From first occupation / on-going	No. of active members from the development
		Promote the WSCC Journey Planner www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/plan-your-journey	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
		Promote National Lift share Week	TPC	None	TPC Fee	From first occupation / on-going	No. of users from the development (Travel Plan Survey)
2: To increase the use of sustainable modes (walking, cycling and public transport)	Walking	Provide walking maps residents in TIPs	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
		Promote Walk to Work / School week and National Walking Month	TPC	None	TPC Fee	From first occupation / on-going	No. of users from the development (Travel Plan Survey)
	Cycling	Provide sufficient secure bicycle stands within the development	Developer	As part of construction budget	None	Before first occupation	
		Provide cycle vouchers for new residents towards bicycles and cycle equipment (on application and as part of £150 travel voucher)	TPC	£150 voucher per dwelling (first occupier)	TPC Fee	From first occupation / on-going	No. of Vouchers issued and redeemed
		Engage with local cycle businesses who may want to promote goods and services and exclusive offers	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use / no. of bicycles per household
		Promote cycling challenges	TPC	None	TPC Fee	From first occupation / on-going	No. of participants from the development (Travel Plan Survey)

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Objective	Mode	Measure / Action	Responsibility	Set Up Cost	Annual Cost	Timescale for Completion	Performance Indicator
		Promote Cycle to Work Week	TPC	None	TPC Fee	From first occupation / on-going	No. of participants from the development (Travel Plan Survey)
		Promote bike maintenance courses	TPC	None	TPC Fee	Within first year of occupation and then annually.	No. of participants from the development (Travel Plan Survey)
		Promote Bike Doctor App (Apple and Android)	TPC	None	None	From first occupation / on-going	No. of subscriptions
		Promote existing technologies such as electric assisted bicycles bikes	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
		Promote existing local Bicycle User Group (BUG) and links with other BUGs	TPC	None	TPC Fee	From first occupation / on-going	No. of active participants from the development (Travel Plan Survey)
	Public Transport	Promote travel discounts available through operators and other local services	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
		Provide timetable information	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use / Bus and Rail passenger records in monitoring survey
		Provide vouchers for new residents towards bus travel (on application and as part of £150 travel voucher)	TPC	£150 voucher per dwelling	TPC Fee	From first occupation / on-going	No. of Vouchers issued and redeemed

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Objective	Mode	Measure / Action	Responsibility	Set Up Cost	Annual Cost	Timescale for Completion	Performance Indicator
3: To encourage residents to choose modes of transport that would provide benefits to their health and wellbeing.	General	Provide information to residents about the benefits of sustainable travel – personal and commercial benefits	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
		Provide travel planning help to residents	TPC	None	TPC Fee	From first occupation / on-going	No. of requests for information / advice
		Encourage residents to engage with employers regards home working and flexible working	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use
Objective 4: To increase awareness and encourage the use of available sustainable modes of transport.	General	Provide regular and up to date information regarding public transport, walking and cycling routes	TPC	None	TPC Fee	From first occupation / on-going	Increase in active travel and reduction in car use

*Travel Information Pack to be made available in printed and/or electronic format

6.8 The TPC has not been appointed nor has the RTP been approved so the cost of the TP implementation is unknown, however an initial estimate is that the TPC role would likely require a budget of c.£35,000 – £45,000 over five years.

7.0 IMPLEMENTATION & MANAGEMENT

7.1 The TPC role is often undertaken by an appointed individual from a specialist Transport / Travel Planning consultancy under the auspices of the developer. Details of the TPC would however be confirmed prior to first occupation.

7.2 Due to the scale of the development the role in this instance would be part-time; with a minimum of two to three days per month being required. An additional five to six days' time per year may also be required for compiling the monitoring reports, liaising with the local authority, updating information contained within the TIPs and producing the newsletters.

7.3 Following the initial appointment of the TPC and implementation of the RTP, the role would continue for five years from first occupation.

7.4 Following this period, the RTP would be reviewed and a final report submitted to WSCC outlining the successes, failures and potential areas for improvement that the development could benefit from. It is envisaged that the TP would be taken over by residents of the development, subject to sufficient interest.

7.5 The Action Plan shown in **Table 7.1** sets out the tasks to be undertaken by the TPC during the first year of the Travel Plan Implementation.

Table 7.1: Action Plan for Year 1 of Travel Plan

Task	Responsibility	Timescale
Appoint TPC	Developer	Prior to first occupation
Produce TIPs	TPC	Prior to first occupation
Distribute TIPs	TPC / Developer	Within 2 months of first occupation; then ongoing
Undertake initial informal baseline survey	TPC	3 months after first occupation
Produce monitoring report and update TP following baseline survey	TPC	Within 2 months of baseline survey
Produce newsletter	TPC	Within 6 months of first occupation; then ongoing
Undertake Year 1 survey	TPC	One year after first occupation
Produce monitoring report and updated TP following Year 1 survey	TPC	Within 2 months of Year 1 survey

ARUN DISTRICT COUNCIL Y/72/20/RES

8.0 MONITORING, REVIEW & ENFORCEMENT

8.1 The success of the RTP would rely on the regular monitoring of travel patterns and habits. A clear record of residents' travel choices, along with any issues that may arise needs to be kept.

8.2 In accordance with WSCC Development Travel Plan Policy, biennial surveys (i.e. every other year) using the TRICS Standard Assessment Methodology ('SAM') would be carried out following an informal baseline survey three months after first occupation. Annual questionnaire surveys would complement the biennial TRICS SAM surveys. The monitoring schedule is set out in **Table 8.1**:

Table 8.1: Monitoring Schedule

Type of survey	Informal Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Questionnaire survey	*	*	*	*	*	*
TRICS SAM survey		*		*		*

8.3 It is anticipated that the questionnaire survey would be carried out in digital format with printed invitations to take part being posted to residents. Where email addresses are available a link to the survey would also be emailed to households.

8.4 In order to achieve a representative sample (a target response of 35% of households) residents would be offered an entry into a prize draw for £25 of shopping vouchers if they take part in the questionnaire survey.

8.5 A copy of an example questionnaire has been included in **Appendix D**. It should be noted however that the questionnaire survey would ultimately be tailored to the development by the TPC.

8.6 It is proposed that the first TRICS survey is carried out one year after first occupation; at this stage it is envisaged that this would coincide with an occupation rate of approximately 50%.

8.7 The TRICS SAM survey would be undertaken by a TRICS approved survey company. The survey would capture all vehicle, pedestrian and cycle trips to and from the development, including visitor, servicing and delivery trips as well as the number of car passengers.

ARUN DISTRICT COUNCIL Y/72/20/RES

Review

8.8 The TPC would be required to submit a monitoring report to WSCC after each TRICS SAM survey, within two months of the survey being completed. It is envisaged that the TPC would attend up to one meeting per year with the WSCC Travel Plan team to discuss the findings of the survey and to decide on the way forward for the following year.

8.9 The developer commits to paying an auditing fee (currently set at £500) per survey; if the TP is successful and no remedial action is required then the auditing fee would be discounted by 25%.

8.10 The results of the questionnaire surveys would assist the TPC in assessing the progress of the TP between formal TRICS SAM surveys however in accordance with WSCC's Development Travel Plan Policy no monitoring reports would be submitted for Years 2 and 4 of the TP implementation.

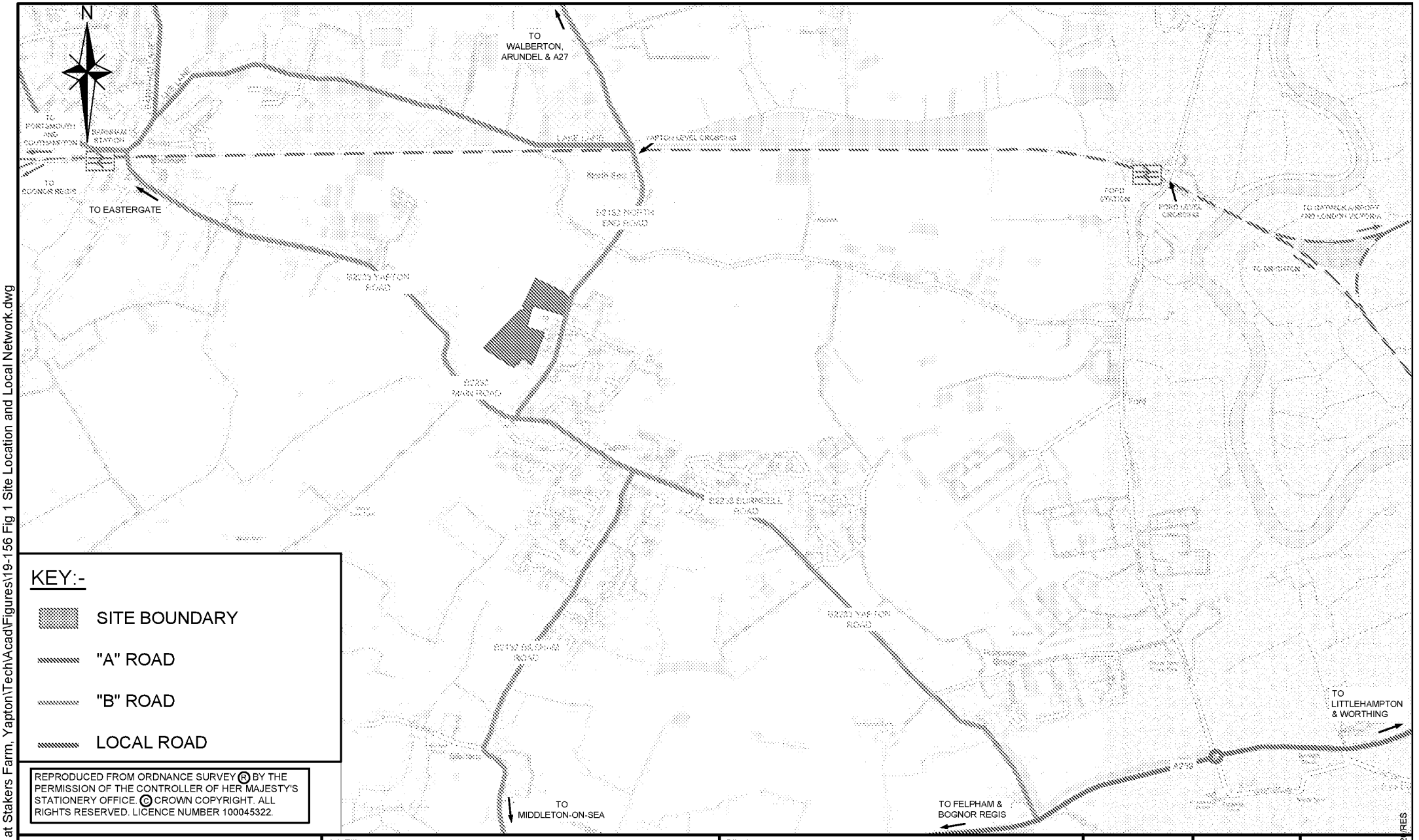
Enforcement and Remedial Measures

8.11 The monitoring report would provide an indication of the success or shortfall of the RTP to promote a reduction in SOV journeys.

8.12 Should the TP targets not be met at the end of five years after first occupation another round of travel vouchers (£150 per household) would be offered.

ARUN DISTRICT COUNCIL Y/72/20/RES

FIGURES



KEY:-

- SITE BOUNDARY
- "A" ROAD
- "B" ROAD
- LOCAL ROAD

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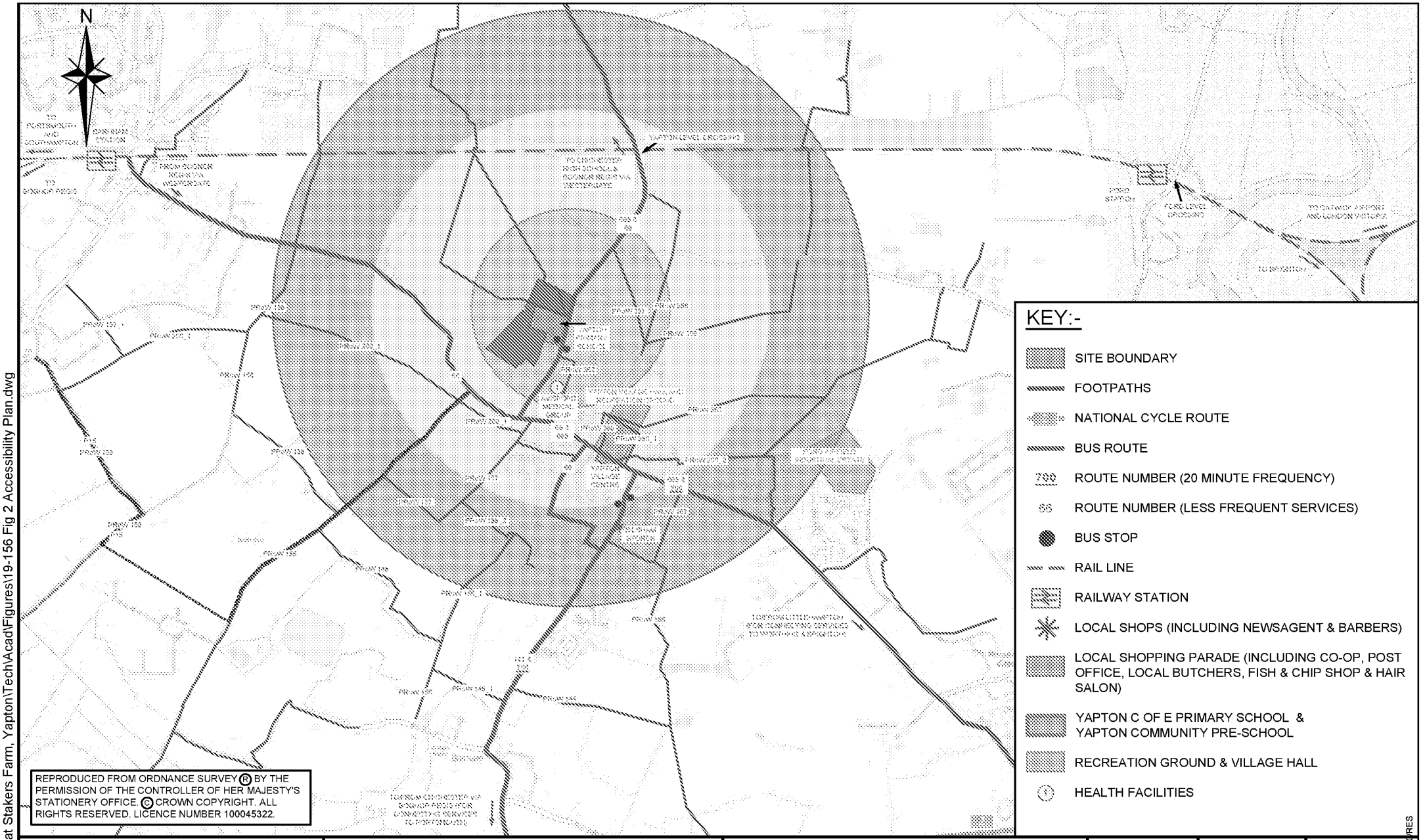
Drawing Title: SITE LOCATION AND LOCAL HIGHWAY NETWORK

Client: DANDARA

Scale	Date	Designed
1:20,000 @A4	MAY 20	SD
Drawn	Checked	Approved
SD	SRD	SRD
Job No	Drawing No	Rev
19-156	FIGURE 1	

N:\19-156 - Land at Stakers Farm, Yapton\Tech\Acad\Figures\19-156 Fig 1 Site Location and Local Network.dwg

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Drawing Title: ACCESSIBILITY PLAN

Client: DANDARA

Scale	Date	Designed
1:20,000 @A4	MAR 20	SD
Drawn	Checked	Approved
SD	SRD	SRD
Job No	Drawing No	Rev
19-156	FIGURE 2	

N:\19-156 - Land at Stakers Farm, Yapton\Tech\Acad\Figures\19-156 Fig 2 Accessibility Plan.dwg

ARUN DISTRICT COUNCIL - Y/72/20/RES

APPENDIX A

Illustrative Masterplan

A2

public footpath no.326
diverted through site

Clays Farm

The
Steddles

4.5m wide buffer
planting corridor along
western boundary

2.4m x 76m VISIBILITY SPLAY BASED ON
MfS2 / TD9-93 REQUIREMENTS (AS PER
APPROVED PLANNING DRAWINGS)

VISIBILITY SPLAY TO TANGENT

Open Space

L.A.P
100sqm

20m buffer from L.A.P.

public footpath no.329
retained on existing
route

public footpath no.326
diverted through site

2.4m x 67m VISIBILITY SPLAY BASED ON
MfS2 / TD9-93 REQUIREMENTS (AS PER
APPROVED PLANNING DRAWINGS)

Pond
(Dry)

El Sub Sta

LEGEND

- Application Boundary
- Show Area
  Double garage/sales office
  1 x Vyne, 1 x Upnor M+
- Total Open Space Area 2265sqm
- Pond total area 1142sqm
- Public footpath no.329
  retained on existing route
- Public footpath no.326
  diverted through site

SCALE 1/500

0m 5m 10m 15m 20m 25m

REV	DESCRIPTION	DATE	AUTHOR	CHK'D

CLIENT

dandara new homes

PROJECT

LAND AT
NORTH END ROAD
YAPTON

DRAWING

PLANNING LAYOUT
38 UNIT SCHEME

SCALE	DATE	AUTHOR	CHECKED
1:500 @ A2	23.07.20	LAH	-

JOB.NO	DRAWING.NO		REV
102-38	PL-01	-	-

BRIMSTONE
DESIGN LTD

A1



LEGEND

- Application Boundary
- Total Open Space Area 4615sqm
- Pond total area 1142sqm
- Future school expansion Area 3500sqm

SCALE 1/500

0m 5m 10m 15m 20m 25m

REV	DESCRIPTION	DATE	AUTHOR	CHEKD

CLIENT

dandara new homes

PROJECT

LAND AT
NORTH END ROAD
YAPTON

DRAWING

PLANNING LAYOUT
70 UNIT SCHEME

SCALE	DATE	AUTHOR	CHECKED
1:500 @ A1	23.07.19	LAH	-

JOB.NO	DRAWING.NO		REV
102-70	PL-01	-	-

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ARUN DISTRICT COUNCIL Y/72/20/RES

APPENDIX B

Transport Statement

gtaCivils
Consulting Engineers

Transport Statement

Proposed Residential Development at: Land north of Stakers Farm, Yapton



Client: Granite Gate Ltd, Stakers Farm, North End Road, Yapton, West Sussex

Ref: 6678/2.3

Date: March 2017

ARUN DISTRICT COUNCIL Y/58/20/OUT

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E WSCC Parking Demand Calculator
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H Correspondence with Network Rail

Issue	Issue date	Compiled	Checked
Preliminary Issue	21st April 2017	RJW	LNS
Final Issue	5th May 2017	RJW	LNS

Report by: Richard Wells BSc, MCIHT
Checked by: Lawrence Stringer CEng, MCIHT, MRTPI

ARUN DISTRICT COUNCIL Y/58/20/OUT

Executive Summary

The site lies on the northern periphery of Yapton village, off the B2132 North End Road, adjacent to residential and employment areas and approximately 800metres from the village centre. The site is an open field and is occasionally used for the grazing of livestock.

The outline planning application is for 70 dwelling units as an extension to the approved scheme for 38 dwelling (Y/93/14/OUT) with access from North End Road. The additional development proposes use of the same access arrangements via a simple priority junction and this has been agreed with WSCC Development Planning officers.

Trip rates and distribution have been determined and the proposed development of 70 dwellings would generate 35 two-way vehicle trips in the AM peak hour and 32 two-way vehicle trips in the PM peak hour. This will have no material impact on the operation or safety of the local highway network. When distributed over the network, on the basis of the existing flows, the additional vehicle trips are less than the threshold of 30 vehicles, that would require junction capacity assessments as required by WSCC.

Consideration has been given to the impact on the Yapton level crossing. It was concluded that only an additional 22 vehicles will be likely to use the crossing at peak hours and in consultation with Network Rail, this is not considered to be a material impact.

Consideration was given to the impact on the strategic network routes of the A27 to the north of the site and the A259 to the south. No more than 15 vehicles were forecast to the A27 and A259 as a result of the proposed 70 dwellings. Taking the total development of 108 units, less than 25 additional vehicles will be expected during peak hours which does not represent a significant material impact.

There are many amenities within walking and cycling distance from the site. Within the village the residents of the proposed development will be able to access shopping, medical, community and education facilities, many within 950metres, and bus stops are located in North End Road, adjacent to the site.

Car parking will be provided on site to meet West Sussex County Council standards and comply with the WSCC Parking Demand Calculator. A total of 166 parking spaces are proposed which is estimated to accommodate the likely car parking demand. Cycle parking will be provided in accordance with the WSCC standards.

Refuse collection and emergency vehicles can access the residential dwellings via the internal streets and are able to turn and exit the site in forward gear using the turning heads. A swept path analysis has been undertaken to demonstrate the suitability of the layout for large vehicles. Bin carry distances do not exceed MfS guidelines of 25metres for refuse collectors or 30metres for residents.

Overall, there are no material highway or transport impacts as a result of the proposed residential development which is in a good location, close to the village centre and local primary school.

ARUN DISTRICT COUNCIL Y/58/20/OUT

1 Introduction

1.1 This report has been prepared for Granite Gate Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils Ltd has been commissioned by Granite Gate Ltd to prepare a Transport Statement in support of an outline application for the proposed development at the land at Stakers Farm, North End Road, Yapton.

1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed additional development of up to 70 residential dwellings and the total development of 108 dwellings, on the local and nearby strategic highway networks.

Policy Context

1.4 This Highway Access Report has been written in accordance with the following frameworks:

- Planning Practice Guidance 42 on Travel Plans and Transport Assessments, issued by the Department of Communities and Local Government, March 2014;
- 2014 National Planning Policy Guidance (NPPG);
- National Planning Policy Framework (NPPF);
- WSCC's Local Transport Plan 2011-2026 (LTP3);
- The Arun District Council Local Plan 2003;
- WSCC Transport Assessment Methodology;
- WSCC 'Revised County Parking Standards and Transport Contributions Methodology' (adopted 2003);
- WSCC Guidance for Parking in New Residential Developments September 2010.

The Site

1.5 The site lies on the northern periphery of Yapton village, off the B2132 North End Road, adjacent to both rural and residential areas and approximately 800metres from the village centre. The site is an open field and is occasionally used for the grazing of livestock.

1.6 Outline planning consent was also received on 5th August 2015 (Ref: Y/93/14/OUT) for the erection of 38 dwellings with access off North End Road. It is proposed that the additional development of 70 dwellings would be served by the same vehicular access. A site location plan is included in **Appendix A**.

ARUN DISTRICT COUNCIL Y/88/20/OUT

Scoping

1.7 Although the DfT Transport Assessment Guidance on Transport Assessments has been rescinded, it remains the best available guidance. The WSCC Transport Assessment Methodology refers to Appendix B of the DfT Guidance and indicates that residential developments of between 50 and 79 units require a Transport Statement. The proposed development falls below the threshold of 80 units when a full Transport Assessment is required. Therefore. a Transport Statement is sufficient.

1.8 Pre-application discussions have taken place with West Sussex Development Planning (WSCC) to establish the scope of the Transport Statement and the full correspondence note is attached in **Appendix B**. Through these discussions, WSCC confirmed the following:

- A Transport Statement is sufficient;
- The principles of access as proposed within the existing outline application (Ref:Y/93/14/OUT) is acceptable for an additional (up to) 79 dwellings;
- Visibility sightlines of 2.4m x 43m minimum remain adequate for the proposed junction of the site access road with North End Road;
- No further speed survey or safety audit is required and the existing traffic survey and road safety audit in relation to the approved application is accepted;

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2 Policy and Guidance

National Planning Policy Framework (NPPF)

2.1 The NPPF, published 27th March 2012, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework to allow local authorities to produce individual local plans reflecting the specific needs in their community.

2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development' set out in paragraph 14:

*"14. At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.*

*For **plan-making** this means that:*

- *Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted.*

*For **decision-taking** this means:*

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted."*

2.3 In respect of transport the NPPF states at paragraph 32:

"32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

ARUN DISTRICT COUNCIL Y/88/20/OUT

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.4 Paragraph 34 reinforces the link between development and accessibility:

"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."

National Planning Practice Guidance (NPPG)

2.5 NPPG is supplementary advice intended to expand on and support the principals and practices of the NPPF. It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transports Statements and Transport Assessments.

2.6 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.7 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

ARUN DISTRICT COUNCIL Y/58/20/OUT

Manual for Streets (MfS)

2.8 MfS, published in 2007 is referred to within this TS. The 'Department for Transport' and 'Department for Communities and Local Government' have provided technical guidance in the manuals, however, they do not outline any new policies or legal requirements. Some of the key aims for streets in the introduction, are as follows:

- help build and strengthen the communities they serve
- meet the needs of all
- form part of a well-connected network

It also discourages designs that:

- primarily meet motor traffic needs
- are difficult to serve by public transport

WSCC Local Transport Plan 2011-26 (LTP3)

2.9 This document sets the strategy for guiding future investment in the county's highways and transport infrastructure. It also sets a framework for considering transport infrastructure requirements associated with future development across the country. The Plan includes four strategies that contribute towards meeting the main objective of improving the quality of life for the people of West Sussex. These are:

- Promoting economic growth
- Tackling climate change
- Providing access to services, employment and housing
- Improving safety, security and health.

Arun District Council Local Plan 2003

2.10 The Local Plan sets out the opportunities for development and clear policies on what will or will not be permitted and where. The current ADC Local Plan was created in 2003 and a new local plan is in the process of being written, to cover up to 2031.

2.11 Through the process of the Local Plan Examination in Public, including exercises on Objectively Assessed Need for market and affordable housing, it was concluded that more houses would be required than had been submitted within the Local Plan.

2.12 In February 2017, ADC produced, 'The Sustainability Appraisal of the Main Modifications to the Arun Local Plan (2011-2031) – Non-Technical Summary. It is noted within Table 7 'Final Housing

ARUN DISTRICT COUNCIL Y/88/20/OUT

Trajectory figures' of this document, in relation to Yapton a site capacity of 400 dwellings is stated.

Yapton Neighbourhood Plan (YNP) 2014 – 2029

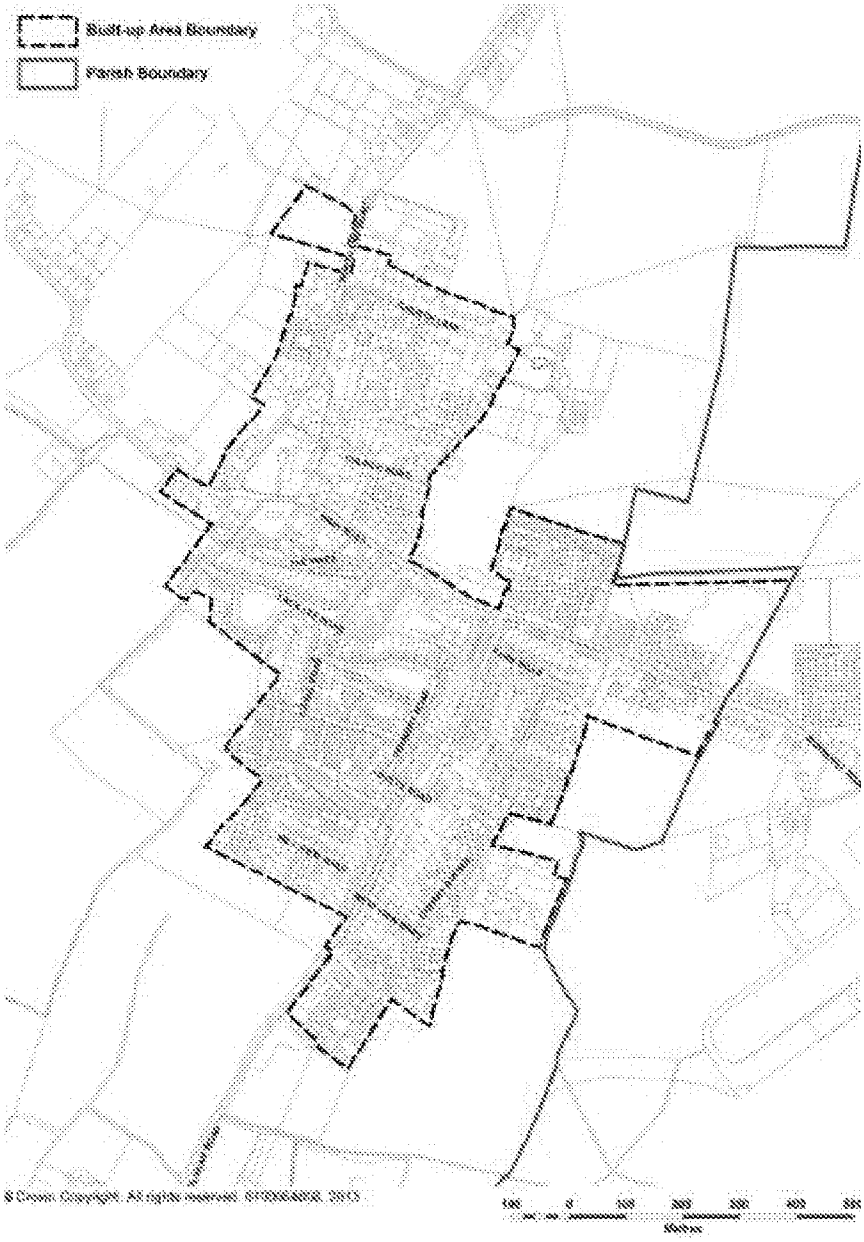
2.13 This document represents the Neighbourhood Plan for Yapton Parish, approved after a referendum in November 2014. It is one part of the development plan for the parish over the period 2014-2029, the other part being the Arun Local Plan.

2.14 The YNP refers to the Built-up Area Boundary and Policy SP2 of the emerging Arun Local Plan which permits neighbourhood plans to make appropriate changes to it. The policy states:
"Development will be permitted within the area defined as the Built-Up Area Boundary on the Policies Map, subject to all other policies in this Local Plan. Outside the Built-Up Area Boundaries, apart from the Strategic Allocations, development or redevelopment will not be permitted unless it is consistent with other Local Plan policies."
"The boundaries can be altered by a development plan document or a Neighbourhood Development Plan – providing these do not reduce the coverage of a Built-up Area Boundary."

2.15 The extent of the Built-up Area Boundary is shown below in **Figure 2.1**.

ARUN DISTRICT COUNCIL Y/88/20/OUT

Figure 2.1 Yapton Built-up Area Boundary



2.16 Policy BB1 states:

Development proposals outside the built-up area boundary will not be permitted unless:

- They represent proposals to deliver the site allocations (policies SA1 and SA2);
- They relate to necessary utilities infrastructure and where no reasonable alternative location is available;
- They relate to additional allocations for housing land in accordance with policy H1;
- They propose new or relocated health or community facilities in accordance with policies KS1 and KS2.

ARUN DISTRICT COUNCIL Y/88/20/OUT

3 Local Highway Network

3.1 The site is accessed from B2132 North End Road. To the north, North End Road connects to the A27 after just over 2miles from the site. To the south the A259 coastal road can be reached, in just under 2miles, either via Bilsham Road or Yapton Road.

3.2 North End Road passing the site has a carriageway width of 7.3m, has street lighting, and is subject to a speed restriction of 30mph.

3.3 There are no parking restrictions in the vicinity of the site frontage, however there are 'Keep Clear' zig-zag markings associated with the neighbouring Yapton Primary School.

3.4 A traffic count survey, in support of the approved application, was undertaken in the week commencing 20th September 2014. WSCC Highways have accepted that this survey can be applied within this application and a summary is provided in **Table 3.1** below. (TEMPRO traffic growth factors will be applied to these flows and carried into the relevant junction assessments).

Table 3.1 – Traffic Survey Data Summary

Time	Direction	Average traffic flow (vehs/hr)
AM Peak 8-9am	Northbound	120
	Southbound	377
PM Peak 5-6pm	Northbound	325
	Southbound	131

3.5 Traffic speed at the site (85thpercentiles) was recorded as 38.3mph southbound and 35.1mph northbound over the survey period.

3.6 In a 24hour period, the survey showed 2187 average vehicle movements northbound per weekday and 2177 southbound movements.

Road Accident Analysis

3.7 Crash records for North End Road in the site vicinity were reviewed for the years 2012-2016 using the Crashmap.co.uk website. There has only been 1 incident over the 5 year period which was classified as a serious incident. This incident occurred in 2013 at the junction with Ford Lane and North End Road, approximately 335metres north of the proposed site access and it is also noted within the transport statement for the approved application in 2014.

ARUN DISTRICT COUNCIL Y/88/20/OUT

3.8 The search was also extended to the Yapton level crossing and no recorded personal injury accidents were found. A screenshot of the accident search within the vicinity of the site is shown below:

Figure 3.1 – Recorded PIAs in site vicinity



3.9 The local accident incidence rate is low and there is no evidence that the proposed development, accessed as proposed, would cause a material change.

ARUN DISTRICT COUNCIL Y/58/20/OUT

4 Modal Choices

Bus

4.1 Bus services can be found on North End Road about 100m from the application site access (about 200m from the centre of the site) representing a maximum of a few minutes walk for most people and therefore very convenient to the site.

4.2 These stops are provided with timetable information and surfaced footways.

4.3 The existing bus services are summarised in **Table 4.1**:

Table 4.1 – Bus services serving the site

Service No/Route	Average Frequency		
	Monday to Friday	Saturdays	Sundays
66 – Bognor Regis – Yapton – Bognor Regis	8 per day	8 per day	No service
700* – Littlehampton - Bognor Regis - Chichester	Every 20minutes	Every 20minutes	Every 30minutes

*Note: Nearest bus stop on 700 is Bilsham Road, approximately 10-12minutes walk

4.4 There is also service number 665 which runs past the site, though only once per day..

Rail

4.5 Barnham Station is located around 2.5km to the west of the site and is the nearest railway station. It is a mainline station and provides regular direct services to Brighton, Chichester, Southampton, Portsmouth, London and even a direct service to Bristol twice a day.

4.6 The station has 62 sheltered cycle parking spaces with CCTV and 142 car parking spaces with 2 accessible spaces. It has step-free access and ramps to platforms.

4.7 Service frequencies and journey times are set out in **Table 4.2**.

Table 4.2 – Rail services from Barnham Station

Destination	Frequency	Journey Time
Bognor Regis	4 per hour	6-8 minutes
Brighton	2 per hour	40-48 minutes
Portsmouth	4 per hour	36 – 48 minutes

ARUN DISTRICT COUNCIL Y/58/20/OUT

Southampton	2 per hour	64 – 69 minutes
London Victoria	4 per hour	80 – 85 minutes

4.8 Overall, there are various destination options available by rail for Yapton residents along with reasonable journey times to major destinations such as Portsmouth, Southampton and London. This is perhaps indicated in 2011 Census data by the 6% of residents in the Super Output Area of Yapton travelling to work by train whilst 5% for Arun District as a whole.

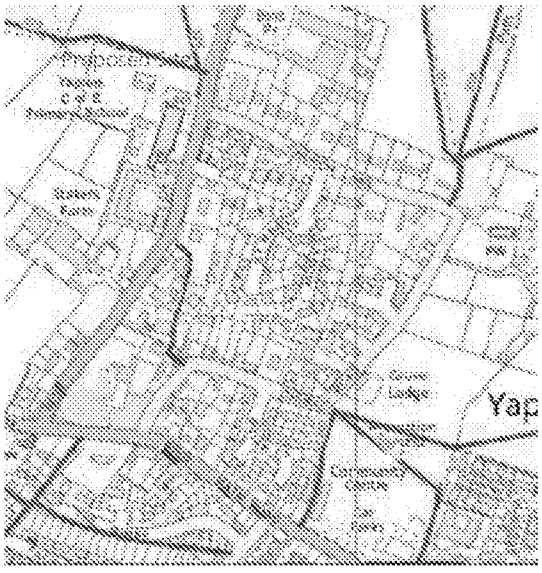
Walking and Cycling

4.9 In the vicinity of the site a footway exists on the east side of North End Lane and on the west side from a point 15metres to the south of the proposed site access. The footway on the west side of North End Lane would be continued to the access road as part of the development proposals.

4.10 The footways on North End Road and wider infrastructure in Yapton provide a continuous link into the centre of Yapton where there are various shops and services

4.11 There are two public rights of way (PROW) crossing the approved application site and the local PROW network is shown in **Figure 4.1** below. It is part of the existing approved application that footpaths 326 and 329 would be integrated into the development layout and run through the site and this is proposed to continue. However, the site in relation to this proposal is not impacted by any public rights of way.

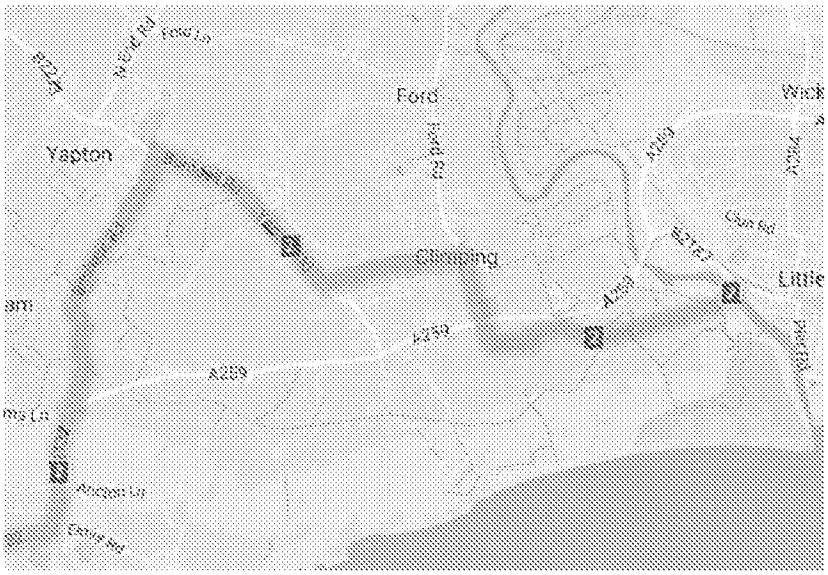
Figure 4.1 – Local PROW network



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4.12 Although there are no dedicated cycle facilities in the vicinity of the site, the National Cycle Network (NCN) Route 2 is approximately 1km south of the site. The route is shown in **Figure 4.2** below.

Figure 4.2 – NCN Route 2 – Littlehampton to Bognor Regis



4.13 This provides a fairly direct route to the larger towns of Littlehampton (4.5km east) and Bognor Regis (5km southwest). Therefore within the threshold considered as accessible under the CIHT guidelines which identifies journeys of 5km or less to be accessible by bicycle.

Local Car Ownership and Use

4.14 A review of existing Census data of car ownership and journey to work provides an indication of the travel patterns of residents in the local area.

4.15 Data from the 2011 Census indicate that car ownership within the Arun District Ward is 1.27 vehicles per household, compared to 1.60 for the Super Output Area (SOA) lower level in which the site is located (Arun006C). This is not unexpected and reflects the location of Yapton, with good access to the A27 and the A259.

4.16 Additionally, the means of travel to work follows this trend in as indicated in **Table 4.3**. The SOA006C in which the site is located indicates 71% of residents choosing the car to travel to work whilst it is 65% for Arun as a whole.

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Table 4.3 - Mode of Travel to Work (2011 Census)

Mode	E00141201 (Arun 013)	Arun District (A)
Train	6	5
Bus, Minibus or Coach	1	2
Motorcycle, Scooter or Moped	1	1
Driving a Car or Van	71	65
Passenger in a Car or Van	5	6
Bicycle	3	4
On Foot	5	10
Other (inc. work at home)	8	7
Car ownership per household	1.06	1.27

Source: Office for National Statistics (2013)

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5 Site Accessibility

5.1 Within the village there are a number of local facilities and essential services that will be accessible for the residents of the new development. Whilst Manual for Streets suggests 800m as being the target distance to amenities in new developments, NPPF states that walk can be the most attractive alternative for short distance car trips up to 2km, and cycle for distances up to 5km.

5.2 Key destinations in the village and their proximity to the site are listed below in **Table 5.1 – 5.4**. Walk and cycle times are given where walk time is given on the basis of a walking speed of 1.4metres/second as provided by the guidance document by CIHT, 'Providing for Journeys on Foot' and a cycle speed of 15km/hour.

Table 5.1 – Schools: Accessibility of development site to local schools

Destination	Distance from site centre	Walk (cycle) time
Yapton Primary School	150metres	2 minutes
St Philip Howard Catholic High School	3.05km	35 (12) minutes

Table 5.2 - Shopping: Accessibility of development site to local shops

Destination	Distance from site centre	Walk (cycle) time
Supermarket (Co-operative)	950metres	12 (4) minutes
Post Office	950metres	12 (4) minutes

Table 5.3 –Health: Accessibility of development site to local health services

Destination	Distance from site centre	Walk time
Yew Tree Surgery	100metres	1 minute
Yapton Pharmacy	100metres	1 minute

Table 5.4 - Community: Accessibility of development site to community facilities

Destination	Distance from site centre	Walk time
Children and Family Centre	950metres	12 (4) minutes
Yapton Village Hall	950metres	12 (4) minutes
Yapton Recreation Green	950metres	12 (4) minutes

5.3 As seen from **Tables 5.1 – 5.4**, there are many amenities within walking and cycling distance from the site. Within the village the residents of the proposed development will be able to access

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shopping, health and community facilities, and some education facilities, within a short walking or cycling distance from the site.

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6 Proposed Development

6.1 The outline application proposes the development of 70 residential dwellings in mixed sizes of 1, 2, 3 and 4 bedroom units including a 30% provision of affordable dwellings, public open space and associated landscaping. All matters to be reserved apart from access (access to be achieved via permitted road (reference Y/93/14/OUT). An indicative development layout is shown in **Appendix C**.

6.2 The proposed development is for 70 dwelling units comprising of a mix of private and affordable flats and houses.

6.3 A schedule of residential accommodation is provided in **Table 6.1** below.

Table 6.1 - Schedule of Residential Accommodation

	1 bed flats	2 bed houses	3 bed houses	4 bed houses	Total
Affordable Units	4	11	5	1	21
Open Market	-	4	38	7	49
					70

Proposed Access

6.4 It is proposed to gain access to the site from a new simple priority access onto North End Road as shown on the proposed site layout plan (**Appendix C**). The access will be 5.5m wide with footways on both sides leading into the site.

6.5 The proposed access to the site has been agreed with WSCC Highways in relation to the approved application and the principle of the access junction being suitable to accommodate an additional (up to) 79 units was also established and agreed during the scoping discussions. Note, that 79 dwellings was used as a basis during design development though the proposed development is for only 70 units and therefore the highway impact is lower (for correspondence see **Appendix A** and summary in para 2.3.2). To confirm the suitability of the junction to serve the additional dwellings a capacity assessment has been undertaken and the results summarised in section 7.

6.6 As agreed with WSCC Highways, no further Road Safety Audit has been carried out for the proposed access junction with North End Road as this was undertaken in relation to the approved application and remains acceptable.

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Proposed Site Layout

6.7 The indicative layout will expect to maintain road widths of at least 4.8metres in line with MfS guidance, allowing two-way vehicle movement.

6.8 As with the approved application, the proposals integrate the existing PROW, running east/west across the site, into the development layout along with provision of footways along the site frontage and connecting with existing footways to the south.

6.9 PROW329 on the site's southern boundary would keep its existing alignment, providing an attractive route to pedestrians accessing or passing through the site. The existing route of PROW326 would be slightly altered although the entry and exit points would be maintained.

6.10 As shown on the layout plan, a possible future pedestrian/cycle link to North End Road is shown running through the existing farm property which is also under the applicant's ownership.

Car Parking Provision

6.11 The principle of the indicative layout is such that parking is expected to be provided predominantly off-street in driveways and garages with laybys provided to provide for visitors or overspill.

6.12 The number of parking spaces are provided in line with the WSCC Residential Parking Demand Calculator which is determined on the basis of car ownership data from the local Census areas and unit size. The Parking Calculator spreadsheet is provided in **Appendix D**. The total parking demand calculated is 166 spaces for the development, including 14 unallocated spaces to meet a visitor demand.

6.13 On the basis of the proposed unit mix for the 70 dwellings, the following provision for car parking is given in the table below.

Table 6.2 - Proposed residential car parking provision

Dwelling type & number	Parking provision	Allocated/unallocated
4 No. x 1 bed flats	4x1 spaces per dwelling	Allocated (4)
15 No. x 2 bed houses	15x2 spaces per dwelling	Allocated (30)
43 No. x 3 bed houses	43x2 spaces per dwelling	Allocated (86)
8 No. x 4 bed houses	8x4 spaces per dwelling	Allocated (32)
Total spaces	+ 14 unallocated visitor spaces	Total spaces 152 + 14 = 166

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6.14 As seen in the above table, 4 units are allocated 1 space each and 58 units have been allocated parking spaces of 2 spaces per dwelling. The remaining 11 four bedroom houses are provided with 4 spaces each. Visitor parking has also been considered and 14 unallocated spaces are provided across the development in on-street parking bays.

Cycle Parking Provision

6.15 Covered cycle parking will also be provided in accordance with WSCC's Parking Standards as set out below. For the flatted units a communal, secure storage unit should be provided to hold 1 bicycle per dwelling and rear garden storage is available for the house units.

Table 4.5 - WSCC Cycle Parking Guidance

Type	Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 spaces (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Note: WSCC Guidance for Parking in New Residential Developments September 2010

Emergency Access and Service Vehicles

6.16 The site is set out so that service vehicles can enter and turn, using appropriate turning heads within the site, to meet the WSCC and MfS requirements (paragraph 6.8.9). Swept path analysis for a refuse vehicle is shown in **Appendix E**.

MfS guidance for bin carry distances provides maximum distance thresholds from all properties as being 25metres for refuse collection operatives and 30metres for residents. Bin storage facilities would be conveniently located as appropriate to ensure the carry distance requirements are met within the detailed layout. Where possible the layout should minimise the need for refuse vehicles to undertake reversing manoeuvres, although maximum reversing distances of 12metres are generally considered acceptable.

6.17 Based on the indicative layout, a fire appliance is able to reach within 45metres of all dwelling entrances in accordance with Manual for Streets guidance.

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7 Trip Generation, Distribution & Assignment

Existing Site Traffic Generation

7.1 The site is currently unoccupied and therefore no traffic generation is associated with the existing site. The approved application for 38 dwellings will be referenced along with an assessment on the basis of the additional impact of 70 dwellings.

7.2 It was agreed with WSCC, during the scoping discussions that whilst the previous trip rates within the approved application were acceptable it was worthwhile to take more recent trip rate data from the TRICS national trip generation database. It should be noted that the revised trip rates are slightly lower than the approved application, however the difference during peak travel hours is only a few vehicles and is of very minor consequence.

Methodology

7.3 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied, and as comparable with the previous approved application:

- Post 2008 surveys;
- All regions in England with the exception of Greater London;
- Sites on the edge of town;
- Residential use - private housing sites with between 20 and 200 units;
- Weekdays only;
- Sites with car ownership of more than 1 car per household (reflecting the site location).

7.4 To provide the most robust assessment, the analysis is based on private houses only and takes no account of any proportion of affordable housing.

7.5 **Appendix F** holds details of the sites selected and provides a full TRICS output report.

Trip Rates

7.6 Vehicle trip rates and total person trip rates for this type of development in this type of location are set out in **Table 7.1** below:

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Table 7.1 - Trip Rates (weekday)

Private Vehicles Only	AM Peak (8-9am)			PM Peak (5-6pm)			Daily (12hr)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicle Trip Rates	0.139	0.365	0.504	0.343	0.122	0.465	2.149	2.205	4.354
Total Person Trip Rate	0.204	0.655	0.859	0.547	0.21	0.757	3.491	3.508	6.999

7.7 Resultant trips to and from a total development of 108 dwellings are shown in **Table 7.2** below, split between the approved and the additional dwelling units.

Table 7.2 – Vehicle Trips (weekday)

Vehicle Trips	AM Peak			PM Peak			Daily (12hr)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Approved 38 units	5.28	13.87	19.15	13.03	4.63	17.67	81.66	83.79	165.45
Additional 70 units	9.73	25.55	35.28	24.01	8.54	32.55	150.43	154.35	304.78
Total 108 Units	15.012	39.42	54.432	37.044	13.176	50.22	232.092	238.14	470.232

7.8 The assessment suggests the proposed development of 108 dwellings in its entirety would generate around 470 vehicle trips per day, with an additional 54 movements in the AM peak hour (8-9am) and 50 in the PM peak hour (5-6pm). This equates to just under 1 additional vehicle movement every minute and does not represent a severe impact on the highway, considering the development in its entirety.

7.9 Considering the additional 70 units alone, this would only generate an additional 35 vehicle movements in the AM peak hour and 32 in the PM peak hour. This represents just over 1 vehicle every two minutes and, again, is not considered a material impact.

Trip Distribution and Assignment

7.10 The distribution of development trips of 40% to the north and 60% towards the south was agreed within the approved application and provided within the 2014 TS by Russell Giles Partnership. WSCC Highways have agreed this principle remains acceptable and can be applied to the additional development and to the site as a whole. The basis of the flow profiles is derived from the existing traffic flows passing the site on North End Road.

7.11 The following traffic flow tables are derived for the AM and PM peak hours, for

- the 2014 base survey year;

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- TEMPRO growth to 2022 (from 2017 assumed approval, traffic growth from 2014);
- development flows for a total of 117 dwellings;
- 2022 total with growth and development.

Traffic Flows - AM PEAK 0800-0900

2014 Base Year (HGVs + Buses)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	-	120 (5)	120 (5)
Site access	-	-	-	-
B2132 north	377 (10)	-	0 (0)	377 (10)
TOTAL	377 (10)	-	120 (5)	497 (15)

2022 Forecast Year (TEMPRO Growth, NTM adjusted rural all roads, Arun District, TEMPRO growth 2014-2022: 1.1304 AM)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	-	16 (0)	16 (0)
Site access	-	-	-	-
B2132 north	49 (1)	-	0 (0)	49 (1)
TOTAL	49 (1)	-	16 (0)	65 (1)

Development Flows (108 dwellings trip rate: Arrivals 0.139 Departures 0.365 = 15 vehicles inbound, 54 vehicles outbound 40% North / 60%South)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	9 (0)	0 (0)	9 (0)
Site access	24 (0)	0 (0)	15 (0)	39 (0)
B2132 north	0 (0)	6 (0)	0 (0)	6 (0)
TOTAL	24 (0)	15 (0)	15 (0)	54 (0)

2022 Forecast Year (Development + TEMPRO growth)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	9 (0)	136 (5)	145 (5)
Site access	24 (0)	0 (0)	15 (0)	39 (0)

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B2132 north	426 (11)	6 (0)	0 (0)	432 (11)
TOTAL	450 (11)	15 (0)	151 (5)	616 (16)

Traffic Flows - PM PEAK 1700-1800

2014 Base Year (HGVs + Buses)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	-	325 (11)	325 (11)
Site access	-	-	-	-
B2132 north	131 (1)	-	0 (0)	131 (1)
TOTAL	377 (1)	-	325 (11)	456 (12)

2022 Forecast Year (TEMPRO Growth, NTM adjusted rural all roads, Arun District, TEMPRO growth 2014-2022: 1.1341 PM)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	-	43 (0)	43 (0)
Site access	-	-	-	-
B2132 north	17 (0)	-	0 (0)	17 (0)
TOTAL	17 (0)	-	43 (0)	60 (0)

Development Flows (108 dwellings trip rate: Arrivals 0.343 Departures 0.122 = 37 vehicles inbound, 13 vehicles outbound 40% North / 60%South)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	22 (0)	0 (0)	22 (0)
Site access	8 (0)	0 (0)	5 (0)	13 (0)
B2132 north	0 (0)	15 (0)	0 (0)	15 (0)
TOTAL	8 (0)	37 (0)	5 (0)	50 (0)

2022 Forecast Year (Development + TEMPRO growth)

TO FROM (pcus)	B2132 south	Site Access	B2132 north	TOTAL
B2132 south	0 (0)	22 (0)	368 (11)	390 (11)
Site access	8 (0)	0 (0)	5 (0)	13 (0)
B2132 north	148 (11)	15 (0)	0 (0)	163 (11)

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TOTAL	156 (11)	37 (0)	373 (11)	576 (22)

8 Assessment of Transport Impact

Highway Network Impacts

8.1 The additional vehicle trips generated by a total development of 108 units are around 54 in the AM peak hour and 50 in the PM peak hour. Excluding the approved development of 38 units, which would generate around 20 vehicle trips in the AM and PM peak hours, the net impact of an additional development of 70 units would be 35 and 32 two-way trips in the AM and PM peaks. This would not have a severe material impact on the operation or safety of the local highway network and, overall, the additional vehicles can be easily accommodated.

8.2 A capacity assessment of the development access with North End Road is undertaken to demonstrate a simple priority junction can accommodate the additional vehicle flows with no queueing expected.

8.3 The following table provides a summary of the junction assessment undertaken using the appropriate industry standard highway capacity software programme, PICADY. As shown, RFC figures are well below the indicative 0.85 of operational capacity. Therefore, the junction layout as proposed in relation to the approved application remains sufficient. Full PICADY output data is presented in **Appendix G**.

Table 8.1 PICADY junction assessment summary – North End Road/Site Access

	2022 Forecast Year + Development	
	AM	**PM**
Max RFC		
Site access (B) to North End Road (A&C)	0.126	0.051
North End Road north (C) to North End Road south (A) and site access (B)	0.014	0.043
Max Q		
Site access (B) to North End Road (A&C)	0.1	0.1
North End Road north (C) to North End Road south (A) and site access (B)	0.1	0.1

Impact on Yapton level crossing

8.4 WSCC Highways requested consideration is given to the impact on the Yapton level crossing.

8.5 Based on the likely trip generation and distribution, when the total 108 dwellings are considered, around 22 AM and 20 PM vehicle trips will use the level crossing. This is not likely to result in a severe impact on the basis of around 1 additional vehicle every 3 minutes arriving at the crossing

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in both directions. As advised, by Clive Robey, Level Crossing Manager Network Rail in an email dated 5th April 2017, *'the addition of these movements should not make too much difference at the crossing.'* A copy of the email is contained in **Appendix H**.

8.6 Mr Robey also advised that Red Light Safety Equipment cameras were being installed in the next couple of weeks (when a vehicle goes over the white stop line when the red lights are flashing, the incident is captured on film and a prosecution will result). In addition, National Rail is proposing to install full barriers at the crossing in June 2018 which will provide improved safety at the barriers.

North End Road/Main Road Mini-roundabout

8.7 Consideration is given to the mini-roundabout junction of North End Road with the B2233 Main Road to the south of the site. The Pre-application feedback states, *'a junction assessment is required where a development results in an increase of 30 or more movements during any hour. It is not anticipated that the development triggers this threshold at any other location than the site access.'*

8.8 The additional development flows assigned to this junction for the 70 dwellings, are estimated to be around 21 vehicles in the AM peak hour and 18 vehicles in the PM peak and therefore would not impact significantly on the operation of the junction or trigger the threshold to require a further junction assessment.

Effect of Development on A259

8.9 Consideration is given to the effect on the Bilsham Road junction (known locally as Comet Corner) and the Yapton Road junction (known as Oystercatcher junction).

8.10 The distribution of traffic onto the A259 from the development assumes a 60/40 split, with 60% assigned to the east and 40% to the west. Therefore, the additional 70 dwellings in the AM peak there are likely to be around 15 outbound vehicle trips in the AM peak, of which 9 would use the Oystercatcher junction and 6 would use the Comet Corner junction. This is therefore a very minor impact on both junctions.

8.11 Taking the total development of 108 units as a whole, in the AM peak there are 24 outbound movements to the south (15vehs east/9vehs west) which represents a very small additional impact on both Oystercatcher (15 east) and the Comet Corner (9 west) junctions. It is understood that both junctions will also benefit from road safety and capacity improvements in the near future.

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Effect of Development on A27

8.12 Consideration is given to the impact on the A27 as requested by the WSCC pre-application advice.

8.13 It is likely that the forecast up to 15 vehicles generated by the additional 70 dwellings and assigned to the A27 (north of the site) in both peak hours, do not create a significant material impact. Therefore, Highways England (responsible for trunk roads in England) are unlikely to raise an objection. At the time of writing Highways England had not responded to confirm this.

Sustainable Network Impacts

8.14 The 2011 Census journey to work data gives the modal choices for trips generated by Yapton residents in the area of the site as shown in **Table 8.2.**

Table 8.2 – Mode Choice Yapton Employed Residents Journey to Work

Mode %	All	Train	Bus	Motor cycle	Car Driver	Car Passenger	Cycle	Walk	Other
Arun SOA 006C	100%*	6%	1%	0%	71%	5%	3%	5%	8%

*Note: Totals to nearest whole number

8.15 The pattern exhibited is typical of a development of this type in this type of rural village location. Whilst car use is likely to be the dominant mode, rail trips will also provide for many work based trips, given the proximity of Barnham railway station. These are likely to originate as car or cycle based trips to the station in the first instance.

8.16 Local bus services also provide an alternative means of accessing facilities within the nearby towns of Bognor Regis and Littlehampton and the bus stops adjacent to the site access provide for these trips.

8.17 The existing PROW running through the site would expect to be continued and provided, as previously agreed within the approved application (Y/93/14).

8.18 Also as part of the permitted development of 38 dwellings, a financial contribution was required towards highway improvements associated with Yapton Primary School which would also benefit the pedestrian network in the site's vicinity. With reference to the pre-application advice it is acknowledged that a financial contribution be sought towards sustainable access in proportion with the scale of the additional development.

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8.19 Overall the additional person trips generated by the site would not have a material impact on local bus services and on walk and cycle infrastructure serving the site.

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9 Travel Plan Framework

Context

9.1 A housing development of 70 dwellings would normally require a Travel Plan Statement, in line with previous DfT guidance which is referred to by WSCC in their Transport Assessment Methodology, dated June 2007. Often this would involve the production of a Travel Plan Welcome Pack for first occupants of a dwelling.

9.2 However, WSCC advised within the Pre-application advice in **Appendix B** that a full Travel Plan would be required if the approved application of 38 dwellings was implemented (totalling 108 dwellings) including a Residential Travel Welcome Pack. This would usually require monitoring through annual travel surveys.

9.3 This section of the Transport Statement briefly sets out the draft form and content of a Travel Plan for this proposed development, which will be in the following general format:

Introduction

- Background (reason for report, relevant site history etc.)
- Policy Framework

Site Audit

(Transport Statement summary)

- Site Location
- Existing Site Use (Use Class, size, parking, access etc.)
- Proposed Site Use (Use Class, size, parking, access etc.)
- Site Transport Accessibility
- Site Access to Key and Local Amenities

Site Travel Characteristics

(Transport Statement summary)

- Site Proposals Trip Generations and mode choice
- Movement Impacts and Mitigation (public transport, walk, cycle, highways)
- Parking Provision (vehicle spaces, disabled spaces, PTW spaces, cycle spaces)
- Servicing / Emergency vehicle access

Travel Plan Components

(Considered in more detail overleaf)

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- Objectives
- Targets
- Responsibilities
- Mechanisms and Measures
- Action Plan
- Monitoring and Review

Travel Plan Components

Objectives

9.4 The Transport Statement has demonstrated that there are no transport impacts as a result of this proposed development that require mitigation to make the proposed development acceptable. Nonetheless, the applicant supports the principles of travel planning and its wider benefits.

9.5 The broad overall objectives of the Travel Plan will be to reduce car dependency and to promote and support the use of non-car modes where and when possible. This will manage transport impacts and also improve the health and quality of life of new and existing residents in the village.

Targets

9.6 DfT and WSCC guidance states that targets should be SMART:

Specific: saying precisely what is to be achieved

Measurable: over the duration of the target. It must allow for regular evaluation of the effectiveness of the target. Thus the target must use data which is easily collected and updated over the duration of the target.

Appropriate: and linked to overall objectives and aims

Realistic: in terms of their potential for being achieved over the duration of the target

Timed: The target must define a date or series of dates by which it is expected to be achieved".

9.7 Appropriate SMART targets will be set within the Final Travel Plan for the site based upon the initial resident travel surveys. The targets will be monitored and reviewed following the monitoring survey. Targets need to be realistic and respect the nature of the site, and the existing transport and other characteristics of Yapton, including existing modal use for the journey to work, through use of Census data as provided in this TS or similar data sources.

Responsibilities

9.8 The developer should appoint a Travel Plan Co-ordinator to implement and administer the Travel Plan. The Travel Plan Co-ordinator will be responsible for the administration of the Plan, including

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overseeing arrangements for the implementation of the Plan mechanisms and measures, the initial travel surveys, and for organising and managing on-going monitoring and review of the Plan. The Co-ordinator will be the main point of contact and will liaise with key stakeholders such as the County Council.

9.9 The Travel Plan Co-ordinator will report to a Travel Plan Steering Group made up of representatives of the developer, management company, local councils and residents groups (as appropriate). The Steering Group will be responsible for ensuring funding for Travel Plan mechanisms and measures included in the Action Plan.

Mechanisms and Measures

9.10 Mechanisms and measures potentially suited to this site and the objectives of the Travel Plan include:

Walking

There is great potential for promoting walking as a means of accessing local facilities. To encourage this measures could include:

- Displaying information and advice concerning safe pedestrian routes to and from the site at a location accessible to residents.
- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the travel welcome packs.

Cycling

The following measures to promote cycling as a means of accessing local facilities could also be promoted by measures including:

- Displaying information and advice concerning safe cycle routes in a location accessible to residents;
- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the travel welcome packs.

Public Transport

Promotion of the use of public transport for accessing facilities further from the site could be encouraged through measures such as:

- Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, in a location accessible to residents;
- Displaying route disruption notices and alternative routes, when essential maintenance is in place;
- Providing details of ticketing options to residents;
- Provision of up to date bus timetables and rail maps;

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- Displaying information on a new bespoke website;
- Distributing information to all new residents as part of the travel welcome packs.

Car Sharing

- Promotion of car sharing and a reduction in the proportion of single-occupancy car use;
- Car use could be promoted through an internet based car share scheme either site-bespoke or linking with wider area car sharing initiatives.

9.11 The welcome packs should show local footways, cycle routes, bus stops and bus services, together with information on the site Travel Plan contact details for the Travel Plan Co-ordinator, and links to the bespoke website.

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10 Conclusions

10.1 The site lies on the northern periphery of Yapton village, off the B2132 North End Road, adjacent to residential and employment areas and approximately 800metres from the village centre. The site is an open field and is occasionally used for the grazing of livestock.

10.2 Outline planning consent was also received on 5th August 2015 (Ref: Y/93/14/OUT) for the erection of 38 dwellings with access off North End Road. It is proposed that the additional development of 70 dwellings would be served by the same vehicular access, proposed as a simple priority junction. The form of access to the site has been agreed with West Sussex County Council Development Planning officers and a capacity assessment demonstrated the suitability of the junction.

10.3 Trip rates and distribution have been determined and the proposed development of 70 dwellings would generate 35 two-way vehicle trips in the AM peak hour and 32 two-way vehicle trips in the PM peak hour. This will have no material impact on the operation or safety of the local highway network. When distributed over the network, on the basis of the existing flows, the additional vehicle trips are less than the threshold of 30 vehicles, that would require junction capacity assessments as required by WSCC.

10.4 Consideration has been given to the impact on the Yapton level crossing. It was concluded that only an additional 22 vehicles will be likely to use the crossing at peak hours and in consultation with Network Rail, this is not considered to be a material impact.

10.5 Consideration was given to the impact on the strategic network routes of the A27 to the north of the site and the A259 to the south. No more than 15 vehicles were forecast to the A27 and A259 as a result of the proposed 70 dwellings. Taking the total development of 108 units, less than 25 additional vehicles will be expected during peak hours which does not represent a significant material impact.

10.6 Analysis of Personal Injury Accident data has shown that for the past 5 years there is no pattern of accidents in the vicinity of the site that require mitigation measures. 1 serious accident was recorded in 2013 approximately 335metres north of the proposed site access.

10.7 There are many amenities within walking and cycling distance from the site. Within the village the residents of the proposed development will be able to access shopping, medical, community and education facilities, many within 950metres, and bus stops are located in North End Road, adjacent to the site.

ARUN DISTRICT COUNCIL Y/88/20/OUT

10.8 Car parking will be provided on site to meet West Sussex County Council standards and comply with the WSCC Parking Demand Calculator. A total of 166 parking spaces are proposed which is estimated to accommodate the likely car parking demand. Cycle parking will be provided in accordance with the WSCC standards.

10.9 Refuse collection and emergency vehicles can access the residential dwellings via the internal streets and are able to turn and exit the site in forward gear using the turning heads. A swept path analysis has been undertaken to demonstrate the suitability of the layout for large vehicles. Bin carry distances do not exceed MfS guidelines of 25metres for refuse collectors or 30metres for residents.

10.10 Overall, there are no material highway or transport impacts as a result of the proposed residential development which is in a good location, close to the village centre and local primary school.

ARUN DISTRICT COUNCIL Y/58/20/OUT

Appendix A

Site Location Plan

ARUN DISTRICT COUNCIL Y/88/20/OUT



Site Boundary

Residential Interface

Sensitive edge to countryside

Existing trees & hedges

Extent of Conservation Area

Road Network

Proposed site access point

N

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.

Rev	Date	Revision Details	Dr	Ch

London: 76 Great Suffolk Street, London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com
Sussex: Brooklyn Chambers, 11 Goring Road, Worthing, West Sussex, BN12 4AP
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, St. Nicholas House, 31-34 High Street, Bristol, BS1 2AW
T 0117 315 8557 E bristol@ecewestworks.com
ECE Architecture
www.ecearchitecture.com

Client's Name
Mr P Bucknell

Job Title
Land at Stakers Farm,
North End Road, Yapton

Drawing Title
Constraints Plan

Scale
1:1250 @ A2

metres 20 40 60 80 100 120

Drawn	Checked	Date
KE	AK	22.03.17

Job No	Drawing No	Rev
6468	01	

Status
PRELIMINARY

CAD Plot date: 22/03/2017 - 14:08:33 6468 site.dwg

ARUN DISTRICT COUNCIL Y/93/14/OUT

Appendix B

WSCC Development Planning Pre-application advice

ARUN DISTRICT COUNCIL Y/58/20/OUT

WEST SUSSEX COUNTY COUNCIL **DATE: 13th April 2017**
STRATEGIC PLANNING CONSULTATION

FROM: **Dominic Smith** **TO:** **GTA Civils**
FAO: **Richard Wells**

SUBJECT: **PRE-011-17**

With regards to submitting an outline planning application for 79 dwellings at Land north of Stakers Farm (see approved 38 unit application in 2015 Y/93/14).

Land north of Stakers Farm, North End Road, Yapton, BN18 0DU

RECOMMENDATION:

Advice		**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been engaged for pre-application advice in relation to land north of Stakers Farm, Yapton. The proposed development is an extension to the development consented under Y/93/14. A further 79 dwellings are proposed.

Following the submission of a Scoping Note (March 2017), a meeting took place between Dominic Smith (WSCC) and Richard Wells (GTA). The following summarises the discussion and constitutes the pre-application advice of the LHA.

Trip Generation
It is acknowledged that trip rates have previously been agreed as part of consent Y/93/14. However, given the age of the data, it is recommended that a new trip rate calculation is undertaken. Mindful of the scale of development, it is unlikely that the trip generation will have a significant impact on the anticipated number of movements generated by the site.

The peak hours identified (0800-0900 and 1700-1800) are still considered to be acceptable.

PICADY Assessment
The assessment demonstrates that the previously consented junction arrangement is expected to work well within theoretical capacity. It is unlikely that any revision to the trip generation derived through a refresh of the TRICS assessment will materially affect the results.

There is no anticipated right hand queuing at the junction. A right hand turn provision is not required.

Capacity Assessment
Junction assessment is required where a development results in an increase of 30 or more movements during any hour. It is not anticipated that the development triggers this threshold at any other location than the site access.

The emerging Arun Local Plan has been subject of a transport study, which has now been formally approved by Arun District Council. Within this document, a number of junctions have been identified as being subject to a 'severe cumulative impact'. This includes the following.

- Junctions on the A27 – it is recommended that Highways England are engaged on the development proposals

- Yapton Level Crossing – it is recommended that Network Rail are engaged regarding impact upon this junction

- Comet Corner and Oystercatcher Junctions on the A259 – it is recommended that consideration be given to the volume of traffic generated by the development that will route through these junctions

Accessibility

Both the Yapton Neighbourhood Plan and the emerging Arun Local Plan places an emphasis on access by sustainable modes of transport. Given the scale of the development, combined with the existing consented development, it is considered that the quantum of development now has the critical mass required to encourage modal shift. The following is recommended:

- Options be explored to introduce a pedestrian connection towards the south of the site through to North End Lane, to minimise the journey distance for residents at the southern end of the development site

- Consideration is given as to whether any pedestrian or cycle improvements can be made along North End towards services and facilities to the south

- A Travel Plan be produced, that incorporates consent Y/93/14

- A financial contribution may be sought to enhance sustainable access, or to deliver improvements identified in the Arun Local Plan, in the locality of the site. Whilst TAD is not applied in the Arun District, the methodology could be utilised to determinate a contribution which is proportional to the scale of development.

Dominic Smith
Strategic Planning

Appendix C

Proposed Development Layout

ARUN DISTRICT COUNCIL Y/58/20/OUT

INDICATIVE ONLY



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CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.

Accommodation Schedule

Affordable Dwellings (30%)
Affordable Rent
4no. 1-Bed Flats
11no. 2-Bed House
5no. 3-Bed House
1no. 4-Bed House

Open Market Dwellings
4no. 2-Bed House
38no. 3-Bed House
7no. 4-Bed House

70no. Total Dwellings

Car Parking 1 space per 1-bedroom flat
2 spaces per 2 and 3 bedroom dwellings
4 spaces per 4-bedroom house

14 Visitors spaces throughout site

Cycle Parking 2 spaces per House in rear garden stores or garages

Gross Site Area 3.00Ha
Density 23dw/Ha

Rev	Date	Revision Details	Dr	Ch
B	19.05.17	Revised following landscape proposal	PB	KE
A	10.04.17	Possible school land added shown hatched	KE	AK

ECE Architecture
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Client's Name
Granite Gate Limited

Job Title
Land at Stakers Farm,
North End Road, Yapton

Drawing Title
Site Layout

Scale
1:500 @ A0 / 1:1000 @ A2
metres 10 20 30 40 50

Drawn	Checked	Date
KE	AK	22.03.17

Job No	Drawing No	Rev
6468	03	B

Status
APPROVAL

CAD Plot date: 29/05/2017 - 10:40:03 6468 site.dwg

ARUN DISTRICT COUNCIL RECEIVED
ARUN DISTRICT COUNCIL PLANNING

Appendix D

Swept Path Analysis

ARUN DISTRICT COUNCIL Y/58/20/OUT

N

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

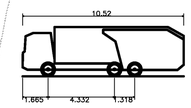
2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not not be copied, amended nor reproduced without the prior written agreement of gta.

6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Phoenix 2–23W (with Elite 2 6x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

Rev	Amendments	Date	Dsn	Chk
-	INITIAL ISSUE	20.04.2017	JMW	LS

Status
PRELIMINARY

Client
ECE PLANNING

Architect

Project
LAND NORTH OF STAKERS FARM
NORTH END ROAD, YAPTON

Title
VEHICLE TRACKING

Date	Scale @ A1
April 2017	1:500
Clients Ref.	Project Ref. 6678

gtaCivils
Consulting Engineers
Gloucester House, 66a Church Walk,
Burgess Hill, West Sussex, RH15 9AS
Tel.01444 871444 Web: www.gtacivils.co.uk

Drawing Number	Rev.
6678/100	-

ARUN DISTRICT COUNCIL 18/11/2019

Appendix E

WSCC Parking Demand Calculator

ARUN DISTRICT COUNCIL Y/58/20/OUT

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Yapton
District	Arun
Ward 2	Barnham
District	Arun
Ward 3	Walberton
District	Arun
Ward Tempro Factor 2009-2026	1.050624
District Tempro Factor 2009-2026	1.067644

west sussex county council

Ward Finder			
Postcode	BN180DU	Ward	Yapton Ward

Note:

No special provision need be made for visitors where at least half of the total parking provisior with a development is unallocated. In other circumstances, it may be appropriate to allow for demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows b in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Tables highlight if the Census data does not include data for certain dwelling sizes. In such case ownership values have been obtained using the nearest sized dwelling with same tenure and v example, if no data is available for a private house with 1 room then data for a private house w has been used. The Car Ownership Data is highlighted in purple where such an approach has b Where Census data contains small samples for certain sized dwellings this is highlighted in red green if <50 in the Total Demand column. In such cases, other wards should be selected to ach sample size.

Report Summary Table

DEVELOPMENT MIX						PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Flats	Council/Housing Association (not including shared ownership)	2	4	1	4	0	0	0	1	5
B	Houses	Council/Housing Association (not including shared ownership)	4	11	2	22	0	1	0	2	25
C	Houses	Council/Housing Association (not including shared ownership)	5	5	2	10	0	1	0	1	12
D	Houses	Council/Housing Association (not including shared ownership)	6	1	3+	3	0	0	0	0	3
E	Houses	Private	4	4	2	8	0	0	0	1	9
F	Houses	Private	5	38	2	76	0	6	0	8	89
G	Houses	Private	6	7	3+	21	0	0	0	1	23
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				70		144		8.07		14.00	166

PROJECT CENTRE

PEOPLE | PASSION | PLACES

Appendix F

TRICS Analysis

ARUN DISTRICT COUNCIL Y/58/20/OUT

Calculation Reference: AUDIT-349901-170407-0454

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	3 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 151 (units:)
Range Selected by User: 20 to 200 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	5 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	2

ARUN DISTRICT COUNCIL DRAINAGE

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

3 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

4 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

5 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

6 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

7 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	**SH-03-A-06**	**BUNGALOWS**		**SHROPSHIRE**
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: THURSDAY		*22/05/14*	*Survey Type: MANUAL*
9	**SM-03-A-01**	**DETACHED & SEMI**		**SOMERSET**
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		*24/09/15*	*Survey Type: MANUAL*
10	**WS-03-A-04**	**MIXED HOUSES**		**WEST SUSSEX**
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.098	10	49	0.322	10	49	0.420
08:00 - 09:00	10	49	0.139	**10**	**49**	**0.365**	**10**	**49**	**0.504**
09:00 - 10:00	10	49	0.141	10	49	0.173	10	49	0.314
10:00 - 11:00	10	49	0.122	10	49	0.157	10	49	0.279
11:00 - 12:00	10	49	0.139	10	49	0.159	10	49	0.298
12:00 - 13:00	10	49	0.133	10	49	0.131	10	49	0.264
13:00 - 14:00	10	49	0.165	10	49	0.147	10	49	0.312
14:00 - 15:00	10	49	0.151	10	49	0.167	10	49	0.318
15:00 - 16:00	10	49	0.255	10	49	0.182	10	49	0.437
16:00 - 17:00	10	49	0.267	10	49	0.151	10	49	0.418
17:00 - 18:00	**10**	**49**	**0.343**	10	49	0.122	10	49	0.465
18:00 - 19:00	10	49	0.196	10	49	0.129	10	49	0.325
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.149			2.205			4.354

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.010	10	49	0.010	10	49	0.020
08:00 - 09:00	10	49	0.010	10	49	0.010	10	49	0.020
09:00 - 10:00	10	49	0.002	10	49	0.002	10	49	0.004
10:00 - 11:00	10	49	0.004	10	49	0.004	10	49	0.008
11:00 - 12:00	10	49	0.006	10	49	0.006	10	49	0.012
12:00 - 13:00	10	49	0.002	10	49	0.002	10	49	0.004
13:00 - 14:00	10	49	0.002	10	49	0.002	10	49	0.004
14:00 - 15:00	10	49	0.004	10	49	0.004	10	49	0.008
15:00 - 16:00	**10**	**49**	**0.016**	**10**	**49**	**0.014**	**10**	**49**	**0.030**
16:00 - 17:00	10	49	0.004	10	49	0.002	10	49	0.006
17:00 - 18:00	10	49	0.004	10	49	0.002	10	49	0.006
18:00 - 19:00	10	49	0.002	10	49	0.004	10	49	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.062			0.128

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	10	49	0.000	10	49	0.000
08:00 - 09:00	10	49	0.002	10	49	0.002	10	49	0.004
09:00 - 10:00	10	49	0.002	10	49	0.000	10	49	0.002
10:00 - 11:00	**10**	**49**	**0.004**	**10**	**49**	**0.004**	**10**	**49**	**0.008**
11:00 - 12:00	10	49	0.002	10	49	0.002	10	49	0.004
12:00 - 13:00	10	49	0.002	10	49	0.002	10	49	0.004
13:00 - 14:00	10	49	0.004	10	49	0.000	10	49	0.004
14:00 - 15:00	10	49	0.000	10	49	0.004	10	49	0.004
15:00 - 16:00	10	49	0.002	10	49	0.000	10	49	0.002
16:00 - 17:00	10	49	0.000	10	49	0.002	10	49	0.002
17:00 - 18:00	10	49	0.000	10	49	0.000	10	49	0.000
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	10	49	0.000	10	49	0.000
08:00 - 09:00	10	49	0.000	10	49	0.000	10	49	0.000
09:00 - 10:00	10	49	0.000	10	49	0.000	10	49	0.000
10:00 - 11:00	10	49	0.000	10	49	0.000	10	49	0.000
11:00 - 12:00	**10**	**49**	**0.004**	**10**	**49**	**0.004**	**10**	**49**	**0.008**
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.000	10	49	0.000	10	49	0.000
15:00 - 16:00	10	49	0.000	10	49	0.000	10	49	0.000
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	10	49	0.000	10	49	0.000	10	49	0.000
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.008	10	49	0.016	10	49	0.024
08:00 - 09:00	10	49	0.002	**10**	**49**	**0.029**	10	49	0.031
09:00 - 10:00	10	49	0.000	10	49	0.008	10	49	0.008
10:00 - 11:00	10	49	0.004	10	49	0.014	10	49	0.018
11:00 - 12:00	10	49	0.002	10	49	0.002	10	49	0.004
12:00 - 13:00	10	49	0.006	10	49	0.004	10	49	0.010
13:00 - 14:00	10	49	0.012	10	49	0.006	10	49	0.018
14:00 - 15:00	10	49	0.006	10	49	0.002	10	49	0.008
15:00 - 16:00	10	49	0.010	10	49	0.004	10	49	0.014
16:00 - 17:00	10	49	0.020	10	49	0.008	10	49	0.028
17:00 - 18:00	**10**	**49**	**0.029**	10	49	0.006	**10**	**49**	**0.035**
18:00 - 19:00	10	49	0.004	10	49	0.002	10	49	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.101			0.204

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.096	10	49	0.420	10	49	0.516
08:00 - 09:00	10	49	0.178	**10**	**49**	**0.555**	**10**	**49**	**0.733**
09:00 - 10:00	10	49	0.178	10	49	0.220	10	49	0.398
10:00 - 11:00	10	49	0.143	10	49	0.202	10	49	0.345
11:00 - 12:00	10	49	0.194	10	49	0.190	10	49	0.384
12:00 - 13:00	10	49	0.171	10	49	0.159	10	49	0.330
13:00 - 14:00	10	49	0.218	10	49	0.186	10	49	0.404
14:00 - 15:00	10	49	0.190	10	49	0.200	10	49	0.390
15:00 - 16:00	10	49	0.390	10	49	0.214	10	49	0.604
16:00 - 17:00	10	49	0.367	10	49	0.188	10	49	0.555
17:00 - 18:00	**10**	**49**	**0.451**	10	49	0.159	10	49	0.610
18:00 - 19:00	10	49	0.245	10	49	0.178	10	49	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.821			2.871			5.692

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.020	10	49	0.041	10	49	0.061
08:00 - 09:00	10	49	0.024	**10**	**49**	**0.067**	10	49	0.091
09:00 - 10:00	10	49	0.022	10	49	0.061	10	49	0.083
10:00 - 11:00	10	49	0.055	10	49	0.027	10	49	0.082
11:00 - 12:00	10	49	0.018	10	49	0.022	10	49	0.040
12:00 - 13:00	10	49	0.024	10	49	0.020	10	49	0.044
13:00 - 14:00	10	49	0.045	10	49	0.024	10	49	0.069
14:00 - 15:00	10	49	0.061	10	49	0.047	10	49	0.108
15:00 - 16:00	**10**	**49**	**0.088**	10	49	0.063	**10**	**49**	**0.151**
16:00 - 17:00	10	49	0.073	10	49	0.051	10	49	0.124
17:00 - 18:00	10	49	0.061	10	49	0.045	10	49	0.106
18:00 - 19:00	10	49	0.047	10	49	0.035	10	49	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.538			0.503			1.041

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	**10**	**49**	**0.012**	**10**	**49**	**0.012**
08:00 - 09:00	10	49	0.000	10	49	0.002	10	49	0.002
09:00 - 10:00	10	49	0.000	10	49	0.002	10	49	0.002
10:00 - 11:00	10	49	0.000	10	49	0.004	10	49	0.004
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.002	10	49	0.000	10	49	0.002
15:00 - 16:00	10	49	0.002	10	49	0.002	10	49	0.004
16:00 - 17:00	**10**	**49**	**0.008**	10	49	0.002	10	49	0.010
17:00 - 18:00	10	49	0.004	10	49	0.000	10	49	0.004
18:00 - 19:00	10	49	0.006	10	49	0.000	10	49	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.024			0.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	10	49	0.000	10	49	0.000
08:00 - 09:00	10	49	0.000	**10**	**49**	**0.002**	**10**	**49**	**0.002**
09:00 - 10:00	10	49	0.000	10	49	0.002	10	49	0.002
10:00 - 11:00	10	49	0.000	10	49	0.000	10	49	0.000
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.002	10	49	0.002
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.000	10	49	0.000	10	49	0.000
15:00 - 16:00	10	49	0.000	10	49	0.000	10	49	0.000
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	**10**	**49**	**0.002**	10	49	0.000	10	49	0.002
18:00 - 19:00	10	49	0.002	10	49	0.000	10	49	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	10	49	0.000	10	49	0.000
08:00 - 09:00	10	49	0.000	10	49	0.000	10	49	0.000
09:00 - 10:00	10	49	0.000	10	49	0.000	10	49	0.000
10:00 - 11:00	10	49	0.000	10	49	0.000	10	49	0.000
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.000	10	49	0.000	10	49	0.000
15:00 - 16:00	10	49	0.000	10	49	0.000	10	49	0.000
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	10	49	0.000	10	49	0.000	10	49	0.000
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.000	**10**	**49**	**0.012**	**10**	**49**	**0.012**
08:00 - 09:00	10	49	0.000	10	49	0.004	10	49	0.004
09:00 - 10:00	10	49	0.000	10	49	0.004	10	49	0.004
10:00 - 11:00	10	49	0.000	10	49	0.004	10	49	0.004
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.002	10	49	0.002
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.002	10	49	0.000	10	49	0.002
15:00 - 16:00	10	49	0.002	10	49	0.002	10	49	0.004
16:00 - 17:00	**10**	**49**	**0.008**	10	49	0.002	10	49	0.010
17:00 - 18:00	10	49	0.006	10	49	0.000	10	49	0.006
18:00 - 19:00	10	49	0.008	10	49	0.000	10	49	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.030			0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.124	10	49	0.490	10	49	0.614
08:00 - 09:00	10	49	0.204	**10**	**49**	**0.655**	**10**	**49**	**0.859**
09:00 - 10:00	10	49	0.200	10	49	0.294	10	49	0.494
10:00 - 11:00	10	49	0.202	10	49	0.247	10	49	0.449
11:00 - 12:00	10	49	0.214	10	49	0.214	10	49	0.428
12:00 - 13:00	10	49	0.202	10	49	0.186	10	49	0.388
13:00 - 14:00	10	49	0.276	10	49	0.216	10	49	0.492
14:00 - 15:00	10	49	0.259	10	49	0.249	10	49	0.508
15:00 - 16:00	10	49	0.490	10	49	0.284	10	49	0.774
16:00 - 17:00	10	49	0.469	10	49	0.249	10	49	0.718
17:00 - 18:00	**10**	**49**	**0.547**	10	49	0.210	10	49	0.757
18:00 - 19:00	10	49	0.304	10	49	0.214	10	49	0.518
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.491			3.508			6.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-349901-170407-0454

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	3 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 151 (units:)
Range Selected by User: 20 to 200 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	5 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	2

ARUN DISTRICT COUNCIL DRAINAGE

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

3 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

4 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

5 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

6 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

7 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	**SH-03-A-06**	**BUNGALOWS**		**SHROPSHIRE**
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: THURSDAY		*22/05/14*	*Survey Type: MANUAL*
9	**SM-03-A-01**	**DETACHED & SEMI**		**SOMERSET**
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		*24/09/15*	*Survey Type: MANUAL*
10	**WS-03-A-04**	**MIXED HOUSES**		**WEST SUSSEX**
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.098	10	49	0.322	10	49	0.420
08:00 - 09:00	10	49	0.139	**10**	**49**	**0.365**	**10**	**49**	**0.504**
09:00 - 10:00	10	49	0.141	10	49	0.173	10	49	0.314
10:00 - 11:00	10	49	0.122	10	49	0.157	10	49	0.279
11:00 - 12:00	10	49	0.139	10	49	0.159	10	49	0.298
12:00 - 13:00	10	49	0.133	10	49	0.131	10	49	0.264
13:00 - 14:00	10	49	0.165	10	49	0.147	10	49	0.312
14:00 - 15:00	10	49	0.151	10	49	0.167	10	49	0.318
15:00 - 16:00	10	49	0.255	10	49	0.182	10	49	0.437
16:00 - 17:00	10	49	0.267	10	49	0.151	10	49	0.418
17:00 - 18:00	**10**	**49**	**0.343**	10	49	0.122	10	49	0.465
18:00 - 19:00	10	49	0.196	10	49	0.129	10	49	0.325
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.149			2.205			4.354

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.124	10	49	0.490	10	49	0.614
08:00 - 09:00	10	49	0.204	**10**	**49**	**0.655**	**10**	**49**	**0.859**
09:00 - 10:00	10	49	0.200	10	49	0.294	10	49	0.494
10:00 - 11:00	10	49	0.202	10	49	0.247	10	49	0.449
11:00 - 12:00	10	49	0.214	10	49	0.214	10	49	0.428
12:00 - 13:00	10	49	0.202	10	49	0.186	10	49	0.388
13:00 - 14:00	10	49	0.276	10	49	0.216	10	49	0.492
14:00 - 15:00	10	49	0.259	10	49	0.249	10	49	0.508
15:00 - 16:00	10	49	0.490	10	49	0.284	10	49	0.774
16:00 - 17:00	10	49	0.469	10	49	0.249	10	49	0.718
17:00 - 18:00	**10**	**49**	**0.547**	10	49	0.210	10	49	0.757
18:00 - 19:00	10	49	0.304	10	49	0.214	10	49	0.518
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.491			3.508			6.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 151 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix G

PICADY Junction Assessment Output Data

ARUN DISTRICT COUNCIL Y/58/20/OUT

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

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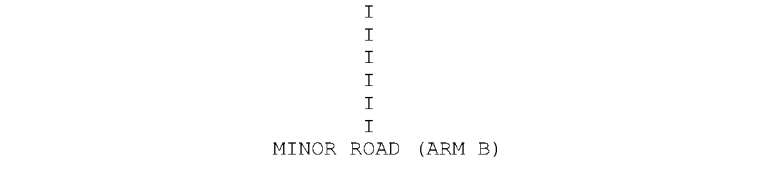
Run with file:-
"C:\Program Files (x86)\PICADY 5\6678 STAKERS FARM YAPTON\6678 Stakers Farm 2022 PM+dev.vpi"
(drive-on-the-left) at 10:06:05 on Thursday, 30 March 2017

RUN INFORMATION

RUN TITLE	: Stakers Farm Yapton 2022 PM+dev
LOCATION	:
DATE	: 21/03/17
CLIENT	:
ENUMERATOR	: rnew
JOB NUMBER	: 6678
STATUS	:
DESCRIPTION	: Stakers Farm Yapton 2022 PM+dev

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS NORTH END ROAD south
ARM B IS SITE ACCESS
ARM C IS NORTH END ROAD north

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.30 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	12.0 M.
- VISIBILITY TO RIGHT	(VB-A)	13.0 M.
- LANE 1 WIDTH	(WB-C)	2.75 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
616.30	0.24	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
475.74	0.22	0.09	0.14	0.31

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
643.46	0.25	0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Stakers Farm Yapton 2022 PM+dev

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.95	7.42	4.95
ARM B	15.00	45.00	75.00	0.24	0.36	0.24
ARM C	15.00	45.00	75.00	2.09	3.13	2.09

Demand set: Stakers Farm Yapton 2022 PM+dev

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.071	0.929
		0.0	28.0	368.0
		(0.0)	(0.0)	(0.3)
	ARM B	0.579	0.000	0.421
		11.0	0.0	8.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.886	0.114	0.000
		148.0	19.0	0.0
		(0.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.24	7.45	0.032		0.00	0.03	0.5		0.14
C-AB	0.29	10.76	0.027		0.00	0.03	0.5		0.10
C-A	1.81								
A-B	0.35								
A-C	4.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.28	7.20	0.040		0.03	0.04	0.6		0.14
C-AB	0.36	10.78	0.033		0.03	0.04	0.7		0.10
C-A	2.15								
A-B	0.42								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.35	6.84	0.051		0.04	0.05	0.8		0.15
C-AB	0.46	10.82	0.043		0.04	0.06	0.9		0.10
C-A	2.60								
A-B	0.51								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.35	6.84	0.051		0.05	0.05	0.8		0.15
C-AB	0.46	10.82	0.043		0.06	0.06	0.9		0.10
C-A	2.60								
A-B	0.51								
A-C	6.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.28	7.20	0.040		0.05	0.04	0.6		0.14
C-AB	0.36	10.78	0.033		0.06	0.04	0.7		0.10
C-A	2.15								
A-B	0.42								
A-C	5.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.24	7.45	0.032		0.04	0.03	0.5		0.14
C-AB	0.29	10.76	0.027		0.04	0.03	0.5		0.10
C-A	1.81								
A-B	0.35								
A-C	4.62								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	26.2	17.4	3.8	0.15	3.8	0.15
C-AB	33.2	22.1	4.2	0.13	4.2	0.13
C-A	196.7	131.1				
A-B	38.5	25.7				
A-C	506.5	337.7				
ALL	801.1	534.1	8.0	0.01	8.0	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

========== end of file ==========

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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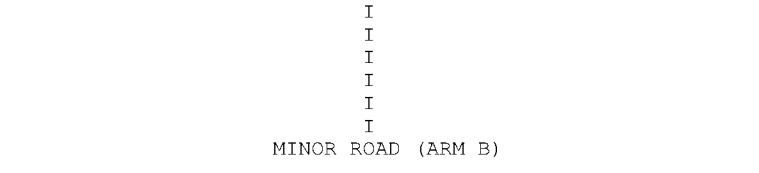
Run with file:-
"C:\Program Files (x86)\PICADY 5\6678 STAKERS FARM YAPTON\6678 Stakers Farm 2022 AM+dev.vpi"
(drive-on-the-left) at 10:03:09 on Thursday, 30 March 2017

RUN INFORMATION
****

RUN TITLE	: Stakers Farm Yapton 2022 AM+dev
LOCATION	:
DATE	: 21/03/17
CLIENT	:
ENUMERATOR	: rnew
JOB NUMBER	: 6678
STATUS	:
DESCRIPTION	: Stakers Farm Yapton 2022 AM+dev

MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA



ARM A IS NORTH END ROAD south
ARM B IS SITE ACCESS
ARM C IS NORTH END ROAD north

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.30 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	12.0 M.
- VISIBILITY TO RIGHT	(VB-A)	13.0 M.
- LANE 1 WIDTH	(WB-C)	2.75 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
616.30	0.24	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
475.74	0.22	0.09	0.14	0.31

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
643.46	0.25	0.25

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: Stakers Farm Yapton 2022 AM+dev

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	1.81	2.72	1.81
ARM B	15.00	45.00	75.00	0.63	0.94	0.63
ARM C	15.00	45.00	75.00	5.40	8.10	5.40

Demand set: Stakers Farm Yapton 2022 AM+dev

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.062	0.938
		0.0	9.0	136.0
		(0.0)	(0.0)	(3.7)
	ARM B	0.600	0.000	0.400
		30.0	0.0	20.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.986	0.014	0.000
		426.0	6.0	0.0
		(2.6)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	0.63	7.73	0.081		0.00	0.09	1.3		0.14
C-AB	0.12	13.64	0.009		0.00	0.01	0.1		0.07
C-A	5.30								
A-B	0.11								
A-C	1.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	0.75	7.54	0.099		0.09	0.11	1.6		0.15
C-AB	0.15	14.19	0.011		0.01	0.01	0.2		0.07
C-A	6.32								
A-B	0.13								
A-C	2.04								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.92	7.26	0.126		0.11	0.14	2.1		0.16
C-AB	0.21	14.92	0.014		0.01	0.02	0.2		0.07
C-A	7.72								
A-B	0.17								
A-C	2.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.92	7.26	0.126		0.14	0.14	2.2		0.16
C-AB	0.21	14.92	0.014		0.02	0.02	0.2		0.07
C-A	7.72								
A-B	0.17								
A-C	2.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.75	7.54	0.099		0.14	0.11	1.7		0.15
C-AB	0.15	14.19	0.011		0.02	0.01	0.2		0.07
C-A	6.32								
A-B	0.13								
A-C	2.04								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.63	7.73	0.081		0.11	0.09	1.4		0.14
C-AB	0.12	13.64	0.009		0.01	0.01	0.1		0.07
C-A	5.30								
A-B	0.11								
A-C	1.71								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	68.8	45.9	10.2	0.15	10.2	0.15
C-AB	14.4	9.6	1.1	0.08	1.1	0.08
C-A	580.2	386.8				
A-B	12.4	8.3				
A-C	187.2	124.8				
ALL	863.0	575.3	11.3	0.01	11.3	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

========== end of file ==========

Appendix H

Correspondence with Network Rail

ARUN DISTRICT COUNCIL Y/88/20/OUT

[redacted]

Iurp=
Vhqw=
Wr=
Vxemhfw=

[redacted]

Richard

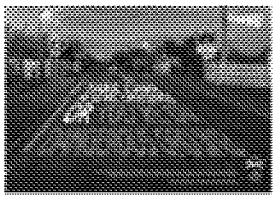
Thank you for giving me the opportunity to comment.

The crossing is due to have RLSE (Red Light Safety Equipment) cameras installed in the next couple of weeks. Essentially this means that when a vehicle goes over the white stop line when the red lights are flashing, the incident is captured on film and a prosecution of at least 3 points and a fine (or worse) will take place. In addition, NR is proposing to install full barriers at the crossing in June of next year.

Therefore the addition of these movements shouldn't make too much difference at the crossing, however I should point out that if these movements do take place between 8-9am, it will bring the area at the school to a total standstill as many parents drop their children off by car. It's bad enough now, these movements will not be popular with the locals. Between 3-4pm is also not a good idea.

Kind regards,

Clive Robey
Level Crossing Manager
Barnham area
Network Rail South East Route
07515 620 435



From: Richard Wells [mailto:[redacted]
Sent: 05 April 2017 12:09
To: Robey Clive
Subject: Yapton Road/North End Road level crossing, Yapton, West Sussex

Hi Clive,

Dominic Smith of WSCC Highways gave me your contact details to inform you of a development of up to 79 dwellings units in Yapton, adjacent to Yapton Primary School, which will generate additional vehicle flows using the Yapton Road/North End Road level crossing.

There will be some additional vehicle movements of circa 20 two-way movements in the morning peak hour of 8-9am and similar in the PM peak. The presumption was that whilst this does not represent a material additional impact it is worth informing you.

Please advise if there is anything regards the level crossing that I should be aware of.

Regards

ARUN DISTRICT COUNCIL Y/88/20/OUT

[redacted]



****
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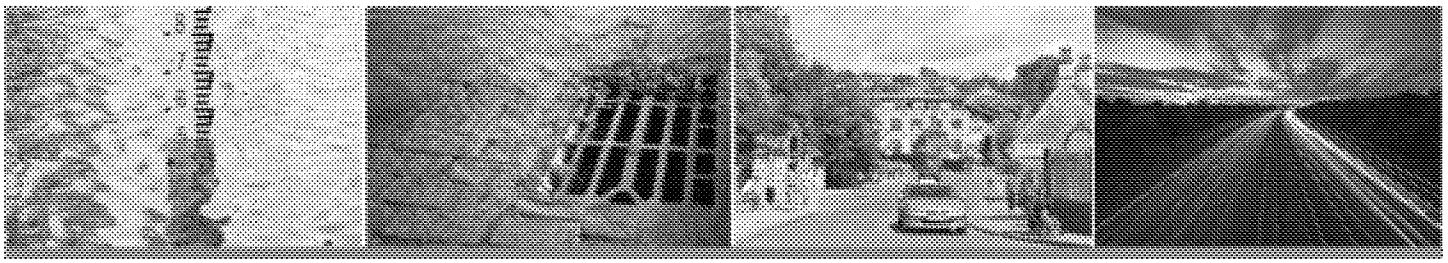
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gtaCivils
Consulting Engineers



Drainage - Flood Risk - Highways - Transport

GTA Civils, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

[redacted]

ARUN DISTRICT COUNCIL Y/88/20/DES

NORTH END ROAD, YAPTON NORTHBOUND

Globals

Report Id	CustomList-37
Descriptor	RGP2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-10-03T13:14:28
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Yapton
Site Attribute	ATC 6
File Name	\\RGP-SBS-01\Users\r.attwood\MetroCount\MTE 4.06\Data\Yapton 0 2014-09-30 1229.EC0
File Type	Plus
Algorithm	Factory default axle
Description	North End Road
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-09-19T14:43:25
Start Time	2014-09-19T14:43:25
Finish Time	2014-09-30T12:28:25
Operator	ZAP
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	RGP - Northbound
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2014-09-22T00:00:00
Filter End	2014-09-28T23:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

RCP2

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

ARUN DISTRICT COUNCIL Y18/20/0015

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Monday, September 22, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	-
0100	0	5	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0300	0	3	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	-
0400	0	2	0	1	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-
0500	0	4	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	-
0600	4	17	0	5	0	0	0	0	0	0	0	0	0	48	0	2	2	1	1	13	3	4	0	0	0	0	0	0	0	39.4
0700	2	63	1	5	0	2	0	1	0	1	0	0	0	123	0	1	0	5	22	37	7	3	0	0	0	0	0	0	0	34.7
0800	3	100	1	10	0	0	0	1	0	1	0	0	2	241	3	14	24	24	34	17	1	0	1	0	0	0	0	0	0	30
0900	1	119	3	16	1	3	0	1	0	0	0	0	0	385	0	6	11	22	65	33	7	0	0	0	0	0	0	0	0	32
1000	2	102	2	13	0	2	0	0	0	0	0	0	0	506	0	2	5	14	62	31	5	1	1	0	0	0	0	0	0	32.2
1100	1	107	0	17	3	0	0	0	0	0	0	0	0	634	1	5	8	18	49	30	15	2	0	0	0	0	0	0	0	34
1200	7	151	1	22	0	1	0	1	0	0	0	0	0	817	1	6	21	37	80	33	5	0	0	0	0	0	0	0	0	30.6
1300	3	111	3	10	1	2	0	0	0	0	0	0	0	947	0	4	8	10	54	47	7	0	0	0	0	0	0	0	0	33.6
1400	2	142	1	16	0	2	0	0	1	0	0	0	2	1113	2	10	16	28	75	27	8	0	0	0	0	0	0	0	0	30.6
1500	2	155	0	18	1	0	0	0	0	0	0	1	2	1292	8	13	33	42	49	25	8	1	0	0	0	0	0	0	0	30.9
1600	4	216	2	23	0	1	0	0	0	1	0	0	1	1540	1	2	12	18	84	110	20	1	0	0	0	0	0	0	0	34
1700	11	301	2	14	1	0	0	0	0	0	0	0	0	1869	1	7	12	32	174	93	10	0	0	0	0	0	0	0	0	32
1800	4	175	2	9	0	0	0	0	1	0	0	0	0	2060	1	2	6	8	77	69	20	6	2	0	0	0	0	0	0	34.7
1900	2	95	0	3	0	0	0	0	0	0	0	0	0	2160	0	1	1	5	22	45	22	3	1	0	0	0	0	0	0	36.9
2000	0	70	1	0	0	0	0	0	0	0	0	0	0	2231	0	0	2	1	22	22	15	7	0	2	0	0	0	0	0	38
2100	3	50	0	2	0	2	0	0	0	0	0	0	0	2288	2	2	0	1	11	19	18	4	0	0	0	0	0	0	0	38.3
2200	0	31	0	0	0	0	0	0	0	0	0	0	0	2319	0	0	0	0	9	12	6	3	1	0	0	0	0	0	0	38.9
2300	1	25	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	1	0	10	10	4	0	1	0	0	0	0	0	0	36.5
07-19	**42**	**1742**	**18**	**173**	**7**	**13**	**0**	**4**	**2**	**3**	**0**	**1**	**7**	**2346**	**18**	**72**	**156**	**268**	**825**	**552**	**113**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**
06-22	**51**	**1974**	**19**	**183**	**7**	**15**	**0**	**4**	**2**	**3**	**0**	**1**	**7**	**2345**	**20**	**77**	**161**	**266**	**881**	**651**	**171**	**32**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**33.6**
06-00	**52**	**2030**	**19**	**183**	**7**	**15**	**0**	**4**	**2**	**3**	**0**	**1**	**7**	**2345**	**20**	**77**	**162**	**266**	**900**	**673**	**181**	**35**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**33.6**
00-00	**52**	**2061**	**19**	**184**	**7**	**15**	**0**	**4**	**2**	**3**	**0**	**1**	**7**	**2345**	**20**	**77**	**162**	**267**	**905**	**680**	**187**	**36**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**33.8**
00-00	**52**	**2051**	**19**	**184**	**7**	**15**	**0**	**4**	**2**	**3**	**0**	**1**	**7**	**2345**	**20**	**77**	**162**	**267**	**905**	**680**	**187**	**36**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**33.8**

ARUN DISTRICT COUNCIL Y[illegible]

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Tuesday, September 23, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	4	0	0	0	0	0	0	0	0	0	0	0	2349	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	2350	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2352	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-
0300	0	0	0	2	0	0	0	0	0	0	0	0	0	2354	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2356	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	-
0500	0	8	0	0	0	0	0	0	0	0	0	0	0	2364	0	0	0	0	1	5	0	0	2	0	0	0	0	0	0	-
0600	2	22	0	5	0	1	0	1	0	0	0	0	0	2395	0	4	0	1	6	10	8	1	1	0	0	0	0	0	0	37.8
0700	2	67	0	8	0	1	0	1	0	0	0	0	1	2475	0	0	0	5	34	23	14	3	1	0	0	0	0	0	0	36.2
0800	2	107	1	8	1	0	1	0	0	0	0	0	1	2596	5	8	15	39	35	18	1	0	0	0	0	0	0	0	0	30.2
0900	1	97	2	11	0	1	0	0	0	2	0	0	0	2710	0	3	5	13	50	29	10	4	0	0	0	0	0	0	0	34
1000	1	79	2	14	0	2	0	1	0	0	0	0	1	2810	0	1	5	2	41	38	11	2	0	0	0	0	0	0	0	33.6
1100	2	90	1	17	0	2	0	1	0	0	0	0	0	2923	0	0	4	7	52	41	6	3	0	0	0	0	0	0	0	33.6
1200	3	110	0	9	2	3	0	0	0	0	0	0	0	3050	1	3	7	12	54	41	7	2	0	0	0	0	0	0	0	33.6
1300	5	154	1	10	1	1	2	1	2	0	0	0	0	3227	0	5	7	9	76	58	19	3	0	0	0	0	0	0	0	34.4
1400	2	119	0	13	1	0	0	1	3	0	0	0	1	3367	1	10	17	26	41	35	9	1	0	0	0	0	0	0	0	33.3
1500	3	199	2	19	0	0	0	1	0	0	0	0	2	3593	5	30	47	50	49	38	7	0	0	0	0	0	0	0	0	31.3
1600	8	228	1	11	0	1	1	1	1	0	0	0	0	3845	0	6	14	13	80	104	30	5	0	0	0	0	0	0	0	34.4
1700	9	313	1	16	0	0	0	0	0	0	0	0	0	4184	1	4	5	10	116	155	37	7	3	1	0	0	0	0	0	34.7
1800	6	202	0	8	2	0	0	0	1	0	0	0	0	4403	1	1	6	3	62	100	36	8	1	1	0	0	0	0	0	36
1900	1	112	0	3	0	0	0	0	0	0	0	0	0	4519	0	1	1	2	37	49	21	5	0	0	0	0	0	0	0	35.6
2000	1	71	0	2	0	0	0	0	0	0	0	0	0	4593	0	0	0	1	15	27	20	9	2	0	0	0	0	0	0	39.6
2100	0	33	0	1	0	0	0	0	0	0	0	0	0	4627	0	0	0	0	6	15	8	4	1	0	0	0	0	0	0	39.6
2200	1	33	0	3	0	0	0	0	0	0	0	0	0	4664	0	0	0	1	10	11	8	6	1	0	0	0	0	0	0	40.3
2300	1	17	0	0	0	0	0	0	0	0	0	0	0	4682	0	0	0	0	2	7	8	0	1	0	0	0	0	0	0	38.5
07-19	**44**	**1765**	**11**	**144**	**7**	**11**	**4**	**7**	**7**	**2**	**0**	**0**	**6**	**4682**	**14**	**71**	**132**	**189**	**690**	**680**	**187**	**38**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**34**
06-22	**48**	**2003**	**11**	**155**	**7**	**12**	**4**	**8**	**7**	**2**	**0**	**0**	**6**	**4682**	**14**	**76**	**133**	**193**	**754**	**781**	**244**	**57**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**34.4**
06-00	**50**	**2053**	**11**	**158**	**7**	**12**	**4**	**8**	**7**	**2**	**0**	**0**	**6**	**4682**	**14**	**76**	**133**	**194**	**766**	**799**	**260**	**63**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**34.7**
00-00	**50**	**2070**	**11**	**160**	**7**	**12**	**4**	**8**	**7**	**2**	**0**	**0**	**6**	**4682**	**14**	**76**	**133**	**194**	**768**	**806**	**262**	**67**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**34.9**
00-00	**50**	**2070**	**11**	**160**	**7**	**12**	**4**	**8**	**7**	**2**	**0**	**0**	**6**	**4682**	**14**	**76**	**133**	**194**	**768**	**806**	**262**	**67**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**34.9**

ARUN DISTRICT COUNCIL Y[illegible]

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Wednesday, September 24, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	4685	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	4686	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-
0200	0	3	0	1	0	0	0	0	0	0	0	0	0	4690	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	-
0300	0	2	0	1	0	0	0	0	0	0	0	0	0	4693	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-
0400	0	1	0	1	0	0	0	0	0	0	0	0	0	4695	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-
0500	0	3	0	0	0	0	0	0	0	0	0	0	0	4698	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-
0600	1	23	0	4	1	0	0	0	0	0	0	0	0	4727	0	1	0	0	6	10	10	2	0	0	0	0	0	0	0	38.5
0700	2	64	1	9	0	0	0	0	0	0	0	0	0	4803	0	1	0	1	25	39	7	3	0	0	0	0	0	0	0	34.4
0800	0	128	0	15	0	1	0	0	0	0	0	0	1	4948	5	14	33	33	47	9	4	0	0	0	0	0	0	0	0	28.6
0900	4	125	0	11	1	1	0	0	2	0	0	0	0	5092	0	4	13	39	53	31	3	1	0	0	0	0	0	0	0	31.1
1000	2	90	1	18	1	1	0	0	0	0	0	0	1	5206	0	1	5	4	47	47	9	1	0	0	0	0	0	0	0	33.1
1100	1	115	0	15	2	3	0	0	0	0	0	0	1	5343	0	1	11	14	55	41	13	2	0	0	0	0	0	0	0	33.8
1200	1	131	1	18	2	0	0	0	0	0	0	0	0	5496	0	2	10	11	64	47	19	0	0	0	0	0	0	0	0	33.8
1300	3	110	0	14	3	1	0	1	0	0	0	0	0	5628	0	2	7	4	42	54	21	2	0	0	0	0	0	0	0	35.1
1400	3	142	0	8	2	1	0	0	0	0	0	0	1	5785	0	3	10	18	61	54	9	1	1	0	0	0	0	0	0	32.4
1500	1	171	0	13	1	1	0	0	0	0	0	0	2	5974	5	10	23	46	66	31	6	2	0	0	0	0	0	0	0	31.1
1600	5	248	1	15	1	1	0	0	0	0	0	0	1	6246	2	12	24	45	95	78	15	1	0	0	0	0	0	0	0	32.2
1700	7	282	0	10	0	0	1	0	0	0	0	0	0	6546	2	1	6	18	90	136	44	2	1	0	0	0	0	0	0	35.1
1800	3	256	3	6	2	0	0	0	1	0	0	0	2	6819	1	2	9	8	91	119	33	7	2	1	0	0	0	0	0	35.1
1900	3	107	0	5	0	0	0	0	0	0	0	0	0	6934	0	1	2	5	28	44	27	6	2	0	0	0	0	0	0	38
2000	2	63	0	1	0	0	0	0	0	0	0	0	0	7000	0	0	2	3	11	25	17	6	0	2	0	0	0	0	0	38.3
2100	0	59	0	2	0	1	0	0	0	0	0	0	0	7062	0	1	0	3	21	29	5	3	0	0	0	0	0	0	0	33.8
2200	1	34	0	1	0	0	0	0	0	0	0	0	0	7098	0	0	0	0	6	18	8	3	1	0	0	0	0	0	0	37.8
2300	1	26	0	0	0	0	0	0	0	0	0	0	0	7125	0	0	0	1	6	5	9	5	1	0	0	0	0	0	0	40.7
07-19	**32**	**1862**	**7**	**152**	**15**	**10**	**1**	**1**	**3**	**0**	**0**	**0**	**9**	**7125**	**15**	**53**	**151**	**241**	**736**	**686**	**183**	**22**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**33.6**
06-22	**38**	**2114**	**7**	**164**	**16**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**9**	**7125**	**15**	**56**	**155**	**252**	**802**	**794**	**242**	**39**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**34.2**
06-00	**40**	**2174**	**7**	**165**	**16**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**9**	**7125**	**15**	**56**	**155**	**253**	**814**	**817**	**259**	**47**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**34.2**
00-00	**40**	**2187**	**7**	**168**	**16**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**9**	**7125**	**15**	**56**	**156**	**254**	**818**	**823**	**261**	**48**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**34.2**
00-00	**40**	**2187**	**7**	**168**	**16**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**9**	**7125**	**15**	**56**	**155**	**254**	**818**	**823**	**261**	**48**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**34.2**

ARUN DISTRICT COUNCIL Y18/20/0365

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Thursday, September 25, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 6	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	14	0	0	0	0	0	0	0	0	0	0	0	7139	0	0	0	0	1	4	7	1	1	0	0	0	0	0	0	39.6
0100	0	4	0	1	1	0	0	0	0	0	0	0	0	7145	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	7145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	1	0	1	0	0	0	0	0	0	0	0	0	7147	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	7147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	5	0	1	0	0	0	0	0	0	0	0	0	7153	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	-
0600	3	23	0	5	1	0	0	0	0	0	0	0	0	7185	0	1	0	3	5	15	7	0	1	0	0	0	0	0	0	35.6
0700	0	81	1	17	2	0	1	0	0	0	0	0	0	7287	0	0	1	7	26	44	22	2	0	0	0	0	0	0	0	36.2
0800	1	117	1	5	0	3	0	0	0	0	0	0	0	7414	0	6	14	23	34	42	7	1	0	0	0	0	0	0	0	32.2
0900	1	103	1	15	1	0	0	0	0	0	0	0	0	7535	0	2	9	13	50	34	10	3	0	0	0	0	0	0	0	33.3
1000	0	103	0	13	2	4	0	0	1	0	0	0	0	7658	0	1	4	3	49	52	10	4	0	0	0	0	0	0	0	34
1100	1	120	0	19	1	3	0	0	0	1	0	0	0	7803	0	1	11	9	57	51	14	1	1	0	0	0	0	0	0	34.2
1200	5	123	0	14	0	2	0	0	0	0	0	0	1	7948	0	7	12	14	45	48	17	1	0	1	0	0	0	0	0	34.2
1300	4	132	0	9	1	0	0	0	0	1	0	0	0	8095	1	1	5	12	57	54	15	1	1	0	0	0	0	0	0	34.4
1400	6	128	1	13	0	5	0	0	0	0	0	0	0	8248	2	6	14	24	54	40	12	1	0	0	0	0	0	0	0	33.3
1500	2	179	2	11	1	0	0	1	0	0	0	0	0	8444	5	24	16	28	72	33	14	4	0	0	0	0	0	0	0	32.7
1600	5	185	1	17	0	0	0	1	1	1	0	0	2	8657	1	12	11	9	61	71	38	9	1	0	0	0	0	0	0	36.5
1700	7	326	3	20	1	0	0	2	0	2	0	0	0	9018	0	6	9	7	108	174	51	5	1	0	0	0	0	0	0	35.1
1800	5	220	2	6	1	0	0	0	0	0	0	0	0	9252	2	2	4	6	61	124	34	1	0	0	0	0	0	0	0	34.9
1900	2	120	1	6	0	0	0	0	1	0	0	0	0	9382	0	0	1	2	45	48	25	7	2	0	0	0	0	0	0	37.8
2000	0	61	0	1	0	0	0	0	1	0	0	0	0	9445	0	1	0	2	12	27	15	5	1	0	0	0	0	0	0	37.8
2100	2	72	1	1	0	0	0	0	0	0	0	0	0	9521	1	0	0	0	31	22	16	5	1	0	0	0	0	0	0	37.4
2200	0	49	0	1	0	0	0	0	0	0	0	0	0	9571	0	0	0	1	12	22	11	3	1	0	0	0	0	0	0	37.4
2300	3	23	0	1	0	0	0	0	0	0	0	0	0	9598	0	1	0	1	7	8	6	4	0	0	0	0	0	0	0	39.1
07-19	**37**	**1817**	**12**	**159**	**10**	**17**	**1**	**4**	**2**	**5**	**0**	**0**	**3**	**9598**	**11**	**68**	**110**	**155**	**674**	**767**	**244**	**33**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**34.7**
06-22	**44**	**2093**	**14**	**172**	**11**	**17**	**1**	**4**	**4**	**5**	**0**	**0**	**3**	**9598**	**12**	**70**	**111**	**162**	**767**	**879**	**307**	**50**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**34.9**
06-00	**47**	**2165**	**14**	**174**	**11**	**17**	**1**	**4**	**4**	**5**	**0**	**0**	**3**	**9598**	**12**	**71**	**111**	**164**	**786**	**909**	**324**	**57**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**35.1**
00-00	**47**	**2189**	**14**	**177**	**12**	**17**	**1**	**4**	**4**	**6**	**0**	**0**	**3**	**9598**	**12**	**71**	**111**	**164**	**789**	**916**	**335**	**62**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**35.1**
00-00	**47**	**2189**	**14**	**177**	**12**	**17**	**1**	**4**	**4**	**5**	**0**	**0**	**3**	**9598**	**12**	**71**	**111**	**164**	**789**	**916**	**335**	**62**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**35.1**

ARUN DISTRICT COUNCIL Y[illegible]

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Friday, September 26, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 6	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	7	0	0	0	0	0	0	0	0	0	0	0	9605	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	-
0100	0	6	0	0	0	0	0	0	0	0	0	0	0	9611	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	-
0200	0	1	0	1	0	0	0	0	0	0	0	0	0	9613	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-
0300	0	2	0	0	0	0	1	0	0	0	0	0	0	9616	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	-
0400	0	1	0	1	0	0	0	0	0	0	0	0	0	9618	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-
0500	0	2	0	0	0	0	0	0	0	0	0	0	0	9620	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-
0600	1	20	0	6	0	0	0	0	0	0	0	0	0	9647	0	1	0	1	3	12	8	2	0	0	0	0	0	0	0	38
0700	0	60	0	5	0	0	0	0	0	0	0	0	0	9712	0	0	0	4	27	20	11	2	1	0	0	0	0	0	0	37.6
0800	2	99	0	9	1	0	0	1	1	0	0	0	1	9826	1	5	29	25	36	14	4	0	0	0	0	0	0	0	0	30
0900	1	96	0	7	1	1	0	0	0	0	0	0	1	9933	1	7	13	18	45	19	4	0	0	0	0	0	0	0	0	31.5
1000	0	94	0	14	2	0	0	0	0	1	0	0	0	10044	1	2	11	9	40	37	9	2	0	0	0	0	0	0	0	32.9
1100	3	111	2	16	0	0	0	0	1	0	0	0	0	10177	0	8	14	26	50	26	8	0	1	0	0	0	0	0	0	32.9
1200	7	119	1	12	0	2	0	0	0	0	0	0	0	10318	2	6	10	10	41	51	21	0	0	0	0	0	0	0	0	34.9
1300	3	123	2	17	2	3	0	0	0	0	0	0	0	10468	0	2	4	9	48	65	19	2	0	1	0	0	0	0	0	34.7
1400	4	172	1	12	0	0	0	1	0	1	0	0	0	10659	1	9	17	39	65	48	9	2	1	0	0	0	0	0	0	32.4
1500	5	184	0	17	2	0	1	0	0	0	0	0	0	10868	0	19	40	43	62	29	15	1	0	0	0	0	0	0	0	31.3
1600	6	236	0	13	0	1	0	0	0	0	0	0	1	11125	0	2	7	8	84	114	41	1	0	0	0	0	0	0	0	34.9
1700	8	269	1	19	0	0	0	0	0	0	0	0	0	11422	3	4	8	19	94	110	52	5	2	0	0	0	0	0	0	35.6
1800	4	177	1	7	0	0	0	0	1	0	0	0	0	11612	0	2	3	3	40	93	38	9	1	1	0	0	0	0	0	36.9
1900	0	116	0	1	0	0	0	0	0	0	0	0	1	11730	0	2	2	1	43	45	20	3	1	1	0	0	0	0	0	36.5
2000	2	59	0	2	0	0	0	0	0	0	0	0	0	11793	0	0	0	2	17	29	10	4	0	1	0	0	0	0	0	36.7
2100	0	50	0	1	0	0	0	0	0	0	0	0	0	11844	0	0	0	2	13	19	12	2	3	0	0	0	0	0	0	37.6
2200	0	39	0	1	0	0	0	0	0	0	0	0	0	11884	0	0	0	0	13	11	12	4	0	0	0	0	0	0	0	37.8
2300	1	32	0	0	0	0	0	0	0	0	0	0	0	11917	0	0	0	0	6	9	12	4	2	0	0	0	0	0	0	40
07-19	**43**	**1740**	**8**	**148**	**8**	**7**	**1**	**2**	**3**	**2**	**0**	**0**	**3**	**11917**	**9**	**66**	**156**	**213**	**632**	**626**	**231**	**24**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**34.4**
06-22	**46**	**1985**	**8**	**158**	**8**	**7**	**1**	**2**	**3**	**2**	**0**	**0**	**4**	**11917**	**9**	**69**	**158**	**219**	**708**	**731**	**281**	**35**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**34.9**
06-00	**47**	**2056**	**8**	**159**	**8**	**7**	**1**	**2**	**3**	**2**	**0**	**0**	**4**	**11917**	**9**	**69**	**158**	**219**	**727**	**751**	**305**	**43**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**35.1**
00-00	**47**	**2075**	**8**	**161**	**8**	**7**	**2**	**2**	**3**	**2**	**0**	**0**	**4**	**11917**	**9**	**69**	**158**	**219**	**728**	**759**	**311**	**50**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**35.1**
00-00	**47**	**2075**	**8**	**161**	**8**	**7**	**2**	**2**	**3**	**2**	**0**	**0**	**4**	**11917**	**9**	**69**	**158**	**219**	**728**	**759**	**311**	**50**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**35.1**

ARUN DISTRICT COUNCIL Y18/20/0015

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Saturday, September 27, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	21	0	0	0	0	0	0	0	0	0	0	0	11938	0	0	0	1	0	9	5	4	2	0	0	0	0	0	0	42.3
0100	0	8	0	1	0	0	0	0	0	0	0	0	0	11947	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	-
0200	0	9	0	0	0	0	0	0	0	0	0	0	0	11956	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	-
0300	0	2	0	1	0	0	0	0	0	0	0	0	0	11959	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	11961	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-
0500	0	4	0	1	0	1	0	0	0	0	0	0	0	11967	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	-
0600	0	18	0	1	0	1	0	0	0	0	0	0	0	11987	0	0	0	1	1	12	6	0	0	0	0	0	0	0	0	36.5
0700	2	43	1	5	0	1	0	0	0	0	0	0	0	12039	0	1	1	0	8	28	11	3	0	0	0	0	0	0	0	36
0800	5	70	0	6	0	1	0	0	0	0	0	0	0	12121	1	3	1	3	27	32	10	4	0	1	0	0	0	0	0	35.6
0900	4	75	0	3	2	0	0	0	0	1	0	0	0	12206	0	1	3	1	25	32	20	3	0	0	0	0	0	0	0	36.7
1000	3	107	1	10	0	1	0	0	0	0	0	0	1	12329	0	3	4	7	29	51	25	4	0	0	0	0	0	0	0	36.7
1100	2	119	0	4	0	0	0	0	0	1	0	0	0	12455	0	1	5	2	30	67	15	5	1	0	0	0	0	0	0	35.1
1200	3	127	2	6	0	0	0	0	0	0	0	0	1	12594	2	1	4	6	38	68	17	3	0	0	0	0	0	0	0	34.7
1300	4	126	0	3	0	0	0	0	1	0	0	0	0	12728	0	2	6	10	55	46	10	5	0	0	0	0	0	0	0	34.2
1400	2	130	0	6	0	2	0	0	0	0	0	0	0	12868	0	3	0	3	32	69	28	5	0	0	0	0	0	0	0	35.8
1500	4	146	2	2	0	2	0	0	0	0	0	0	1	13025	4	0	2	5	41	75	25	5	0	0	0	0	0	0	0	35.6
1600	4	146	0	6	0	1	1	0	0	0	0	0	0	13183	1	0	2	4	52	60	36	3	0	0	0	0	0	0	0	35.8
1700	4	140	0	1	0	0	0	0	0	0	0	0	0	13328	1	2	0	2	37	74	25	4	0	0	0	0	0	0	0	35.6
1800	2	119	1	4	0	0	0	0	0	0	0	0	0	13454	1	0	4	5	43	40	28	4	1	0	0	0	0	0	0	37.1
1900	0	64	0	0	0	0	0	1	0	0	0	0	0	13519	0	0	0	0	15	30	14	4	0	0	2	0	0	0	0	37.8
2000	1	49	0	2	0	0	0	0	0	0	0	0	0	13571	0	1	0	4	14	19	13	1	0	0	0	0	0	0	0	36.7
2100	0	48	0	1	0	0	0	0	0	0	0	0	0	13620	0	0	0	2	11	21	9	3	2	1	0	0	0	0	0	38.3
2200	0	37	0	0	0	0	0	0	0	0	0	0	0	13657	0	0	0	2	11	17	5	0	0	1	0	0	1	0	0	34.9
2300	0	32	0	0	0	0	0	0	0	0	0	0	0	13689	0	0	0	0	10	9	10	2	0	0	1	0	0	0	0	37.4
07-19	**39**	**1348**	**7**	**56**	**2**	**8**	**1**	**0**	**1**	**2**	**0**	**0**	**3**	**13689**	**10**	**17**	**32**	**48**	**417**	**642**	**250**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**35.8**
06-22	**40**	**1527**	**7**	**60**	**2**	**9**	**1**	**1**	**1**	**2**	**0**	**0**	**3**	**13689**	**10**	**18**	**32**	**55**	**458**	**724**	**292**	**56**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**36**
06-00	**40**	**1596**	**7**	**60**	**2**	**9**	**1**	**1**	**1**	**2**	**0**	**0**	**3**	**13689**	**10**	**18**	**32**	**57**	**479**	**750**	**307**	**58**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**36.2**
00-00	**40**	**1642**	**7**	**63**	**2**	**10**	**1**	**1**	**1**	**2**	**0**	**0**	**3**	**13689**	**10**	**18**	**32**	**58**	**480**	**768**	**322**	**70**	**7**	**3**	**3**	**0**	**1**	**0**	**0**	**36.2**
00-00	**40**	**1642**	**7**	**63**	**2**	**10**	**1**	**1**	**1**	**2**	**0**	**0**	**3**	**13689**	**10**	**18**	**32**	**58**	**480**	**768**	**322**	**70**	**7**	**3**	**3**	**0**	**1**	**0**	**0**	**36.2**

NORTH END ROAD, YAPTON — NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Sunday, September 28, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 6	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	1	20	0	0	0	0	0	0	0	0	0	0	0	13710	0	1	0	1	3	7	5	1	1	1	0	0	1	0	0	44.3
0100	1	7	0	2	0	0	0	0	0	0	0	0	0	13720	1	0	0	0	0	3	3	1	0	2	0	0	0	0	0	-
0200	0	6	0	0	0	0	0	0	0	0	0	0	0	13726	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	13726	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	6	0	0	0	0	0	0	0	0	0	0	0	13732	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	-
0500	0	4	0	0	0	0	0	0	0	0	0	0	0	13736	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	-
0600	0	8	1	1	0	0	0	0	0	0	0	0	0	13746	0	0	0	0	2	3	3	1	0	1	0	0	0	0	0	-
0700	1	23	0	2	0	0	0	0	0	0	0	0	0	13772	0	1	1	1	2	8	10	3	0	0	0	0	0	0	0	38.5
0800	5	47	0	1	0	0	0	0	0	0	0	0	0	13825	0	3	2	1	20	14	8	3	2	0	0	0	0	0	0	36.5
0900	1	64	0	3	0	1	0	0	0	0	0	0	0	13894	0	2	0	0	12	35	16	2	2	0	0	0	0	0	0	38.3
1000	4	123	2	3	0	0	0	0	0	0	0	0	0	14026	1	2	2	4	34	67	21	1	0	0	0	0	0	0	0	34.9
1100	7	127	2	3	0	0	0	0	0	0	0	0	1	14166	0	1	5	3	30	70	26	5	0	0	0	0	0	0	0	36.5
1200	4	116	2	5	0	1	0	0	0	0	0	0	1	14295	1	1	1	3	28	64	24	6	1	0	0	0	0	0	0	36.2
1300	6	108	4	1	0	0	0	0	0	0	0	0	1	14415	1	1	2	2	28	54	28	4	0	0	0	0	0	0	0	36.2
1400	5	104	1	2	0	1	1	0	0	0	0	0	0	14529	0	0	2	3	32	48	23	6	0	0	0	0	0	0	0	36.2
1500	9	140	0	2	0	1	1	3	0	0	0	0	0	14685	1	3	3	9	30	82	24	4	0	0	0	0	0	0	0	35.1
1600	8	142	0	2	0	0	0	1	0	0	0	0	0	14838	0	2	2	1	44	78	23	2	1	0	0	0	0	0	0	35.1
1700	4	144	1	3	0	0	0	0	0	0	0	0	0	14990	0	2	1	7	48	59	30	4	1	0	0	0	0	0	0	36.7
1800	7	123	2	3	0	0	0	0	0	0	0	0	1	15126	2	3	3	6	30	65	18	8	0	1	0	0	0	0	0	35.8
1900	2	62	0	2	0	0	0	0	0	0	0	0	0	15192	0	2	0	0	18	30	9	4	3	0	0	0	0	0	0	38.5
2000	2	52	0	1	0	0	0	0	0	0	0	0	0	15247	0	2	0	0	10	28	12	3	0	0	0	0	0	0	0	36.9
2100	1	32	0	1	0	0	0	0	0	0	0	0	0	15281	0	0	0	0	3	11	16	3	1	0	0	0	0	0	0	38.7
2200	1	30	0	0	0	0	0	0	0	0	0	0	0	15312	0	0	0	1	4	12	10	3	1	0	0	0	0	0	0	38
07-19	**61**	**1261**	**14**	**30**	**0**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**15312**	**6**	**21**	**24**	**40**	**338**	**644**	**251**	**48**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**36**
06-22	**66**	**1415**	**15**	**35**	**0**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**15312**	**6**	**25**	**24**	**40**	**371**	**716**	**291**	**59**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**36.2**
06-00	**67**	**1445**	**15**	**35**	**0**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**15312**	**6**	**25**	**24**	**41**	**375**	**728**	**301**	**62**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**36.5**
00-00	**69**	**1486**	**15**	**37**	**0**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**15312**	**7**	**26**	**24**	**42**	**380**	**744**	**312**	**67**	**13**	**7**	**0**	**0**	**1**	**0**	**0**	**36.5**
00-00	**69**	**1488**	**15**	**37**	**0**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**15312**	**7**	**26**	**24**	**42**	**380**	**744**	**312**	**67**	**13**	**7**	**0**	**0**	**1**	**0**	**0**	**36.5**

NORTH END ROAD, YAPTON NORTHBOUND

Report Id - CustomList-37
Site Name - Yapton
Description - North End Road
Direction - North



Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vpp
---	345	13702	81	950	52	76	11	24	20	14	0	1	36	15312	87	393	775	1198	4868	5496	1990	400	77	23	3	0	2	0	0	35.1

ARUN DISTRICT COUNCIL Y/[illegible]/[illegible]

NORTH END ROAD, YAPTON SOUTHBOUND

Globals

Report Id	CustomList-36
Descriptor	RGP2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-10-03T13:10:11
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Yapton
Site Attribute	ATC 6
File Name	\\RGP-SBS-01\Users\r.attwood\MetroCount\MTE 4.06\Data\Yapton 0 2014-09-30 1229.EC0
File Type	Plus
Algorithm	Factory default axle
Description	North End Road
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-09-19T14:43:25
Start Time	2014-09-19T14:43:25
Finish Time	2014-09-30T12:28:25
Operator	ZAP
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	RGP - Southbound
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2014-09-22T00:00:00
Filter End	2014-09-28T23:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

RCP2

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

NORTH END ROAD, YAPTON — SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Monday, September 22, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-
0400	0	3	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	-
0500	0	29	0	6	0	0	0	0	0	0	0	0	0	46	0	0	0	2	4	5	9	10	3	1	1	0	0	0	0	43.8
0600	7	97	0	6	0	1	0	0	0	0	0	0	0	157	0	4	0	1	14	21	47	18	6	0	0	0	0	0	0	40.9
0700	5	289	1	38	2	1	0	0	0	0	0	0	0	493	0	3	2	16	68	132	91	19	5	0	0	0	0	0	0	38
0800	5	341	0	22	2	2	1	0	2	0	0	0	1	869	3	17	41	44	114	112	38	6	0	1	0	0	0	0	0	33.8
0900	3	142	2	14	0	0	0	1	1	0	0	0	0	1032	1	2	9	34	58	43	13	1	2	0	0	0	0	0	0	33.1
1000	1	120	0	19	1	0	0	0	0	0	0	0	0	1173	0	1	4	21	52	47	12	3	1	0	0	0	0	0	0	34
1100	2	112	2	18	1	2	0	0	0	0	0	0	0	1310	0	2	7	22	46	50	9	1	0	0	0	0	0	0	0	33.1
1200	6	112	1	17	1	0	0	0	0	0	0	0	0	1447	1	3	13	30	42	33	12	3	0	0	0	0	0	0	0	33.6
1300	1	96	0	11	0	1	0	0	0	0	0	0	0	1556	0	0	7	11	47	27	13	4	0	0	0	0	0	0	0	34.9
1400	4	95	3	14	1	0	0	0	0	0	0	0	1	1674	0	3	8	28	43	23	11	2	0	0	0	0	0	0	0	33.3
1500	3	134	2	11	0	1	0	0	0	0	0	0	1	1826	3	8	11	45	44	22	13	5	1	0	0	0	0	0	0	34
1600	2	105	0	17	0	1	0	0	0	0	0	0	0	1951	0	1	5	28	43	28	16	4	0	0	0	0	0	0	0	34.9
1700	5	108	1	10	0	0	0	0	0	0	0	0	2	2077	0	3	10	33	34	28	13	3	2	0	0	0	0	0	0	34.7
1800	8	96	2	11	0	1	0	0	0	0	0	0	1	2196	1	4	6	12	19	46	18	11	2	0	0	0	0	0	0	37.4
1900	0	65	0	5	0	0	0	0	0	0	0	0	0	2266	0	0	0	3	8	25	23	11	0	0	0	0	0	0	0	39.8
2000	0	33	0	1	0	1	0	0	0	0	0	0	0	2301	0	1	0	1	7	12	9	5	0	0	0	0	0	0	0	39.1
2100	1	32	0	1	0	0	0	0	0	0	0	0	0	2335	0	1	0	0	11	6	6	5	5	0	0	0	0	0	0	44.5
2200	0	19	0	2	0	0	0	0	0	0	0	0	0	2356	0	0	0	1	0	10	4	3	2	1	0	0	0	0	0	44.3
2300	0	8	0	0	0	0	0	0	0	0	0	0	0	2364	0	0	0	1	0	1	2	0	4	0	0	0	0	0	0	-
07-19	**45**	**1750**	**14**	**202**	**8**	**9**	**1**	**1**	**3**	**0**	**0**	**0**	**6**	**2364**	**9**	**47**	**123**	**324**	**610**	**591**	**259**	**62**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**35.1**
06-22	**53**	**1977**	**14**	**215**	**8**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**6**	**2364**	**9**	**53**	**123**	**329**	**650**	**655**	**344**	**101**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**36**
06-00	**53**	**2004**	**14**	**217**	**8**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**6**	**2364**	**9**	**53**	**123**	**331**	**650**	**666**	**350**	**104**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**36.2**
00-00	**54**	**2042**	**14**	**224**	**8**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**6**	**2364**	**9**	**53**	**123**	**333**	**654**	**674**	**362**	**116**	**34**	**4**	**2**	**0**	**0**	**0**	**0**	**36.2**
00-00	**54**	**2042**	**14**	**224**	**8**	**11**	**1**	**1**	**3**	**0**	**0**	**0**	**6**	**2364**	**9**	**53**	**123**	**333**	**654**	**674**	**362**	**116**	**34**	**4**	**2**	**0**	**0**	**0**	**0**	**36.2**

ARUN DISTRICT COUNCIL Y[illegible]

NORTH END ROAD, YAPTON SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Tuesday, September 23, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2366	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	2366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	2366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	2367	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-
0400	0	5	0	1	0	0	0	0	0	0	0	0	0	2373	0	0	0	0	0	2	1	2	0	1	0	0	0	0	0	-
0500	2	30	0	1	0	0	0	0	0	0	0	0	0	2406	0	2	0	1	3	2	7	11	5	2	0	0	0	0	0	45.6
0600	3	91	0	18	0	2	0	0	0	0	0	0	0	2520	0	2	1	2	7	33	44	21	3	1	0	0	0	0	0	41.4
0700	10	292	0	21	1	1	0	0	0	0	0	0	0	2845	1	4	2	5	39	135	99	34	5	1	0	0	0	0	0	39.4
0800	7	374	1	20	1	0	1	2	0	0	0	0	0	3251	4	18	32	56	122	123	44	6	0	1	0	0	0	0	0	34.2
0900	2	152	0	15	0	1	1	0	0	0	0	0	0	3422	0	4	5	13	34	70	31	9	2	3	0	0	0	0	0	37.4
1000	1	106	1	14	2	2	0	0	0	1	0	0	0	3549	0	1	0	4	36	59	21	4	2	0	0	0	0	0	0	36.2
1100	1	93	3	9	1	1	0	1	0	0	0	0	0	3658	0	0	0	5	31	44	26	2	1	0	0	0	0	0	0	36
1200	4	96	2	15	1	1	1	1	0	0	0	0	0	3779	3	1	0	8	35	39	29	5	1	0	0	0	0	0	0	36.9
1300	0	106	0	17	0	4	0	1	1	1	0	0	0	3909	0	0	4	7	29	63	21	6	0	0	0	0	0	0	0	36.5
1400	4	117	1	13	0	0	0	0	0	0	0	0	0	4044	0	4	5	23	48	39	10	3	3	0	0	0	0	0	0	33.8
1500	4	138	1	16	1	2	0	2	1	0	0	0	0	4209	2	10	30	41	39	25	16	1	1	0	0	0	0	0	0	33.6
1600	2	124	1	15	1	1	0	1	0	0	0	0	1	4355	0	0	2	5	38	49	34	12	5	1	0	0	0	0	0	38.7
1700	3	125	0	11	0	0	2	0	0	0	0	0	0	4496	0	2	0	3	22	49	46	16	2	1	0	0	0	0	0	38.7
1800	0	77	0	7	0	0	0	0	0	0	0	0	0	4580	0	0	0	4	11	25	29	11	2	2	0	0	0	0	0	40.3
1900	0	46	0	3	0	0	0	0	0	0	0	0	0	4629	0	0	0	2	5	20	13	7	2	0	0	0	0	0	0	40.5
2000	1	43	0	4	0	0	0	0	0	0	0	0	0	4677	0	0	0	0	7	17	17	3	1	2	1	0	0	0	0	39.8
2100	0	16	0	1	0	0	0	0	1	0	0	0	0	4695	0	0	0	0	2	5	5	5	0	1	0	0	0	0	0	40.9
2200	0	22	0	1	0	0	0	0	0	0	0	0	0	4718	0	0	0	0	5	6	6	4	1	1	0	0	0	0	0	42.7
2300	0	8	0	0	0	0	0	0	0	0	0	0	0	4726	0	0	0	0	0	4	2	1	0	1	0	0	0	0	0	-
07-19	**38**	**1800**	**10**	**179**	**8**	**13**	**6**	**8**	**2**	**2**	**0**	**0**	**1**	**4726**	**10**	**44**	**80**	**174**	**484**	**720**	**406**	**109**	**24**	**9**	**0**	**0**	**0**	**0**	**0**	**37.1**
06-22	**42**	**1996**	**10**	**199**	**8**	**15**	**5**	**8**	**3**	**2**	**0**	**0**	**1**	**4726**	**10**	**46**	**81**	**178**	**505**	**795**	**485**	**145**	**30**	**13**	**1**	**0**	**0**	**0**	**0**	**37.6**
06-00	**42**	**2026**	**10**	**200**	**8**	**15**	**5**	**8**	**3**	**2**	**0**	**0**	**1**	**4726**	**10**	**46**	**81**	**178**	**510**	**805**	**493**	**150**	**31**	**15**	**1**	**0**	**0**	**0**	**0**	**37.6**
00-00	**44**	**2064**	**10**	**202**	**8**	**15**	**5**	**8**	**3**	**2**	**0**	**0**	**1**	**4726**	**10**	**46**	**81**	**179**	**513**	**809**	**502**	**163**	**38**	**18**	**1**	**0**	**0**	**0**	**0**	**37.8**
00-00	**44**	**2064**	**10**	**202**	**8**	**15**	**5**	**8**	**3**	**2**	**0**	**0**	**1**	**4726**	**10**	**46**	**81**	**179**	**513**	**809**	**502**	**163**	**38**	**18**	**1**	**0**	**0**	**0**	**0**	**37.8**

NORTH END ROAD, YAPTON — SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Wednesday, September 24, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	4729	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	4730	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	4730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	4731	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0400	0	4	0	3	0	0	0	0	0	0	0	0	0	4738	0	0	0	0	2	1	2	0	0	1	1	0	0	0	0	-
0500	2	24	0	4	0	0	0	0	0	0	0	0	0	4768	0	2	0	0	1	3	12	9	3	0	0	0	0	0	0	43.8
0600	2	106	1	11	0	0	0	1	0	0	0	0	0	4889	0	2	0	2	12	30	43	28	3	1	0	0	0	0	0	41.8
0700	5	291	1	27	1	0	0	0	0	0	0	0	1	5215	2	1	3	11	51	130	93	31	3	1	0	0	0	0	0	38.7
0800	4	358	1	11	0	0	0	0	0	0	0	0	0	5589	2	16	30	70	101	118	35	2	0	0	0	0	0	0	0	33.6
0900	0	187	0	9	1	0	1	0	0	0	0	0	1	5788	3	11	6	27	63	66	18	4	1	0	0	0	0	0	0	33.6
1000	0	118	2	17	1	1	0	0	0	0	0	0	0	5927	0	0	4	8	34	69	19	5	0	0	0	0	0	0	0	35.3
1100	1	109	0	19	1	0	0	0	0	0	0	0	0	6057	0	0	1	17	43	47	19	3	0	0	0	0	0	0	0	35.1
1200	2	115	0	20	1	4	0	1	0	0	0	0	0	6200	0	1	5	12	36	52	29	7	1	0	0	0	0	0	0	37.6
1300	1	107	0	9	1	0	0	0	0	0	0	0	0	6318	0	1	2	1	19	52	30	11	2	0	0	0	0	0	0	38
1400	3	130	3	17	2	1	0	0	0	0	0	0	1	6475	1	1	2	18	52	46	28	6	2	1	0	0	0	0	0	36.9
1500	6	129	0	7	2	0	0	0	0	0	0	0	2	6621	5	15	24	24	34	29	10	4	1	0	0	0	0	0	0	33.6
1600	3	116	0	16	0	2	0	0	0	0	0	0	1	6759	0	2	1	27	52	42	11	2	0	1	0	0	0	0	0	33.8
1700	3	114	0	9	0	0	0	0	1	0	0	0	0	6886	1	0	1	9	40	46	17	10	2	0	0	0	1	0	0	37.4
1800	4	111	1	5	0	1	0	0	0	0	0	0	0	7008	1	1	5	7	20	44	35	9	0	0	0	0	0	0	0	38.3
1900	0	62	1	4	0	0	0	0	0	0	0	0	0	7075	0	0	0	1	7	18	24	13	3	0	0	1	0	0	0	41.4
2000	0	43	0	1	0	0	0	0	0	0	0	0	0	7119	0	0	0	0	6	20	12	5	0	1	0	0	0	0	0	38.7
2100	0	25	0	1	0	0	0	0	0	0	0	0	0	7145	0	0	0	0	2	11	5	5	3	0	0	0	0	0	0	42.7
2200	1	27	0	1	0	0	0	0	0	0	0	0	0	7174	0	0	0	1	4	8	9	5	2	0	0	0	0	0	0	43.6
2300	0	6	0	0	0	0	0	0	0	0	0	0	0	7180	0	0	0	1	0	2	1	2	0	0	0	0	0	0	0	-
07-19	**32**	**1885**	**8**	**166**	**10**	**9**	**1**	**1**	**1**	**0**	**0**	**0**	**5**	**7180**	**15**	**49**	**84**	**231**	**545**	**741**	**344**	**94**	**12**	**3**	**0**	**0**	**1**	**0**	**0**	**36.5**
06-22	**34**	**2121**	**10**	**183**	**10**	**9**	**1**	**2**	**1**	**0**	**0**	**0**	**6**	**7180**	**15**	**51**	**84**	**234**	**572**	**820**	**428**	**145**	**21**	**5**	**0**	**1**	**1**	**0**	**0**	**37.1**
06-00	**35**	**2154**	**10**	**184**	**10**	**9**	**1**	**2**	**1**	**0**	**0**	**0**	**6**	**7180**	**15**	**51**	**84**	**236**	**576**	**830**	**438**	**152**	**23**	**5**	**0**	**1**	**1**	**0**	**0**	**37.4**
00-00	**37**	**2187**	**10**	**191**	**10**	**9**	**1**	**2**	**1**	**0**	**0**	**0**	**6**	**7180**	**15**	**53**	**84**	**236**	**580**	**835**	**453**	**163**	**26**	**6**	**1**	**1**	**1**	**0**	**0**	**37.6**
00-00	**37**	**2187**	**10**	**191**	**10**	**9**	**1**	**2**	**1**	**0**	**0**	**0**	**6**	**7180**	**15**	**53**	**84**	**236**	**580**	**835**	**453**	**163**	**26**	**6**	**1**	**1**	**1**	**0**	**0**	**37.6**

ARUN DISTRICT COUNCIL Y18/20/0025

NORTH END ROAD, YAPTON SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Thursday, September 25, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	7183	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	7184	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	7184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	7185	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0400	0	4	0	1	0	0	0	0	0	0	0	0	0	7190	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	-
0500	3	31	0	3	0	0	0	0	0	0	0	0	0	7227	0	2	1	0	4	7	8	11	3	1	0	0	0	0	0	43.4
0600	2	112	0	9	0	0	0	0	0	0	0	0	0	7350	0	2	0	1	16	30	49	19	6	0	0	0	0	0	0	41.2
0700	7	283	0	29	1	2	0	0	0	0	0	0	0	7672	1	3	2	7	46	132	94	31	5	1	0	0	0	0	0	38.9
0800	5	375	1	15	1	0	0	0	0	0	0	0	2	8071	2	8	26	51	124	139	40	9	0	0	0	0	0	0	0	34
0900	1	192	0	21	0	0	0	0	1	0	0	0	0	8286	0	1	4	17	61	84	36	8	3	1	0	0	0	0	0	36.5
1000	4	118	0	22	0	0	0	1	1	1	0	0	0	8433	3	1	1	9	42	60	24	5	0	1	1	0	0	0	0	36.7
1100	3	130	1	17	1	1	0	1	1	1	0	0	0	8589	0	0	3	12	49	58	26	7	1	0	0	0	0	0	0	36.2
1200	2	107	0	20	1	2	0	0	0	0	0	0	0	8721	0	1	6	10	21	63	29	2	0	0	0	0	0	0	0	36.2
1300	1	88	1	16	0	0	1	0	0	1	0	0	0	8829	1	1	4	9	26	44	13	9	1	0	0	0	0	0	0	37.1
1400	2	99	2	14	0	0	0	0	0	0	0	0	0	8946	0	0	2	13	35	43	17	6	1	0	0	0	0	0	0	35.8
1500	3	123	0	5	0	2	0	0	0	0	0	0	0	9079	1	5	15	26	39	30	13	1	3	0	0	0	0	0	0	33.8
1600	2	99	1	15	1	1	1	2	0	1	0	0	0	9202	0	2	2	9	36	38	31	4	1	0	0	0	0	0	0	37.6
1700	0	114	1	10	0	0	0	0	0	0	0	0	0	9327	0	1	1	2	17	47	36	16	3	2	0	0	0	0	0	40.9
1800	0	107	1	7	0	0	0	1	0	0	0	0	0	9443	0	1	1	4	12	36	38	17	7	0	0	0	0	0	0	40.7
1900	2	74	0	6	0	0	0	0	0	0	0	0	0	9525	1	0	0	1	17	34	14	12	3	0	0	0	0	0	0	40.3
2000	4	41	0	2	0	0	0	0	0	0	0	0	1	9573	0	6	0	1	4	19	11	2	3	2	0	0	0	0	0	39.1
2100	0	40	0	1	0	0	0	0	0	0	0	0	0	9614	0	0	0	0	12	13	4	8	3	1	0	0	0	0	0	42.5
2200	1	30	0	1	0	0	0	0	0	0	0	0	0	9646	0	0	0	1	2	11	5	9	3	0	1	0	0	0	0	43.8
2300	0	7	0	0	0	0	0	0	0	0	0	0	0	9653	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	-
07-19	**30**	**1835**	**8**	**191**	**5**	**8**	**2**	**5**	**3**	**4**	**0**	**0**	**2**	**9653**	**8**	**24**	**67**	**169**	**508**	**774**	**397**	**115**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**36.9**
06-22	**38**	**2102**	**8**	**209**	**5**	**8**	**2**	**5**	**3**	**4**	**0**	**0**	**3**	**9653**	**9**	**32**	**67**	**172**	**557**	**870**	**475**	**156**	**40**	**8**	**1**	**0**	**0**	**0**	**0**	**37.8**
06-00	**39**	**2139**	**8**	**210**	**5**	**8**	**2**	**5**	**3**	**4**	**0**	**0**	**3**	**9653**	**9**	**32**	**67**	**173**	**559**	**881**	**483**	**168**	**44**	**8**	**2**	**0**	**0**	**0**	**0**	**37.8**
00-00	**42**	**2179**	**8**	**214**	**5**	**8**	**2**	**5**	**3**	**4**	**0**	**0**	**3**	**9653**	**9**	**34**	**68**	**173**	**564**	**891**	**493**	**182**	**47**	**9**	**3**	**0**	**0**	**0**	**0**	**38**
00-00	**42**	**2179**	**8**	**214**	**5**	**8**	**2**	**5**	**3**	**4**	**0**	**0**	**3**	**9653**	**9**	**34**	**68**	**173**	**564**	**891**	**493**	**182**	**47**	**9**	**3**	**0**	**0**	**0**	**0**	**38**

ARUN DISTRICT COUNCIL Y18/26/09/14

NORTH END ROAD, YAPTON — SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Friday, September 26, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	9656	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	9658	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	9659	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-
0300	0	2	0	0	1	0	0	0	0	0	0	0	0	9662	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-
0400	0	4	0	1	0	0	0	0	0	0	0	0	0	9667	0	0	0	1	1	0	1	1	0	0	0	1	0	0	0	-
0500	2	32	0	4	0	0	0	0	0	0	0	0	0	9705	0	2	0	1	2	6	9	13	3	1	1	0	0	0	0	44.1
0600	4	92	0	11	0	0	0	1	1	0	0	0	0	9814	0	3	0	0	18	20	41	17	6	3	1	0	0	0	0	42.7
0700	9	260	1	34	0	0	0	0	0	0	0	0	0	10118	2	3	1	6	55	124	74	34	4	1	0	0	0	0	0	39.4
0800	4	307	0	19	1	0	0	1	0	0	0	0	0	10450	0	5	15	54	122	99	30	7	0	0	0	0	0	0	0	34
0900	1	171	2	9	0	1	0	0	0	0	0	0	0	10634	1	3	6	30	60	61	23	0	0	0	0	0	0	0	0	34
1000	3	123	1	14	0	2	0	0	0	1	0	0	0	10778	0	0	4	17	38	57	22	5	1	0	0	0	0	0	0	36
1100	1	120	0	16	0	1	0	0	1	0	0	0	0	10917	1	2	2	11	50	51	19	3	0	0	0	0	0	0	0	35.1
1200	1	104	2	16	0	1	0	0	0	0	0	0	0	11041	0	0	3	13	32	42	25	8	1	0	0	0	0	0	0	37.6
1300	2	94	1	17	1	1	0	0	0	0	0	0	0	11157	0	1	0	5	25	43	28	11	1	1	1	0	0	0	0	37.4
1400	4	110	1	12	0	1	0	0	1	0	0	0	0	11286	2	2	3	14	43	43	18	2	2	0	0	0	0	0	0	35.3
1500	3	149	1	13	2	2	0	0	0	0	0	0	0	11456	1	3	36	36	39	33	16	6	0	0	0	0	0	0	0	34.2
1600	1	99	0	5	1	0	0	0	0	0	0	0	0	11562	0	1	1	6	20	38	24	15	1	0	0	0	0	0	0	39.8
1700	1	120	1	13	0	0	0	0	0	0	0	0	0	11697	0	1	1	2	20	64	29	17	0	1	0	0	0	0	0	39.4
1800	1	96	2	4	0	0	0	0	0	0	0	0	2	11802	1	1	0	2	15	34	32	13	6	0	1	0	0	0	0	40.9
1900	0	66	0	1	0	0	0	0	0	0	0	0	0	11869	0	0	0	1	9	30	14	9	4	0	0	0	0	0	0	40.5
2000	1	42	0	0	0	0	0	0	0	0	0	0	0	11912	0	0	0	1	4	18	10	6	2	1	0	1	0	0	0	42.9
2100	0	19	0	0	0	0	0	0	0	0	0	0	0	11931	0	0	0	0	2	4	9	3	1	0	0	0	0	0	0	40.9
2200	0	22	0	0	0	0	0	0	0	0	0	0	0	11953	0	0	0	0	2	6	10	3	0	0	1	0	0	0	0	41.2
2300	0	22	0	1	0	0	0	0	0	0	0	0	0	11976	0	0	0	1	0	7	11	3	1	0	0	0	0	0	0	40.5
07-19	**31**	**1753**	**12**	**172**	**5**	**9**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**11976**	**8**	**22**	**72**	**196**	**519**	**689**	**340**	**121**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**36.7**
06-22	**36**	**1972**	**12**	**184**	**5**	**9**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**11976**	**8**	**25**	**72**	**198**	**552**	**761**	**414**	**156**	**29**	**7**	**3**	**1**	**0**	**0**	**0**	**37.8**
06-00	**36**	**2016**	**12**	**185**	**5**	**9**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**11976**	**8**	**25**	**72**	**199**	**554**	**774**	**435**	**162**	**30**	**7**	**4**	**1**	**0**	**0**	**0**	**37.8**
00-00	**38**	**2060**	**12**	**190**	**6**	**9**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**11976**	**8**	**27**	**72**	**201**	**658**	**782**	**448**	**178**	**33**	**8**	**6**	**2**	**0**	**0**	**0**	**38**
00-00	**38**	**2060**	**12**	**190**	**6**	**9**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**11976**	**8**	**27**	**72**	**201**	**558**	**762**	**448**	**178**	**33**	**8**	**6**	**2**	**0**	**0**	**0**	**38**

ARUN DISTRICT COUNCIL Y18/29/0[illegible]

NORTH END ROAD, YAPTON SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Saturday, September 27, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	9	0	0	0	0	0	0	0	0	0	0	0	11985	0	0	0	0	0	5	1	2	1	0	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	11986	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0200	0	4	1	0	0	0	0	0	0	0	0	0	0	11991	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	11992	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0400	0	3	0	1	0	0	0	0	0	0	0	0	0	11996	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	-
0500	1	10	0	2	0	0	0	0	0	0	0	0	0	12009	0	0	1	1	0	1	3	4	2	0	0	0	1	0	0	45.2
0600	1	35	0	3	0	0	0	2	0	0	0	0	0	12050	0	1	0	1	3	9	13	10	3	0	1	0	0	0	0	42.7
0700	2	70	0	7	0	1	0	1	0	0	0	0	0	12131	0	1	0	1	5	35	11	24	2	2	0	0	0	0	0	42.5
0800	7	94	0	8	0	1	1	0	0	0	0	0	0	12242	0	4	1	1	14	34	35	15	7	0	0	0	0	0	0	41.8
0900	4	156	1	7	1	0	0	0	0	0	0	0	0	12411	0	2	0	1	24	55	55	24	5	2	1	0	0	0	0	40.7
1000	3	147	0	10	0	1	0	1	0	0	0	0	0	12573	0	2	1	3	27	59	50	15	5	0	0	0	0	0	0	38.7
1100	3	149	0	10	0	1	0	0	1	0	0	0	1	12738	0	0	4	3	25	58	55	15	4	1	0	0	0	0	0	39.6
1200	4	145	1	11	0	0	0	0	0	0	0	0	0	12899	1	1	1	2	30	60	48	16	2	0	0	0	0	0	0	37.8
1300	3	117	0	9	0	0	0	0	0	0	0	0	1	13029	2	1	5	7	11	54	33	12	4	1	0	0	0	0	0	39.8
1400	3	113	0	3	0	0	0	1	0	0	0	0	0	13149	2	1	2	2	20	54	23	13	3	0	0	0	0	0	0	39.6
1500	3	119	2	5	0	0	0	0	0	0	0	0	0	13278	2	0	0	4	20	60	32	9	2	0	0	0	0	0	0	37.6
1600	2	91	0	6	0	0	0	0	0	0	0	0	0	13377	1	0	0	1	16	42	22	14	3	0	0	0	0	0	0	40.3
1700	5	88	0	2	0	1	0	0	0	0	0	0	0	13473	1	2	0	0	23	44	17	5	3	1	0	0	0	0	0	37.1
1800	3	97	0	2	0	0	0	0	0	0	0	0	0	13575	2	1	0	2	10	40	33	9	4	1	0	0	0	0	0	39.8
1900	0	65	1	2	0	0	0	0	0	0	0	0	1	13644	1	0	0	0	11	35	18	3	1	0	0	0	0	0	0	37.6
2000	0	24	0	2	0	0	0	0	0	0	0	0	0	13670	0	0	0	1	4	6	9	4	1	0	0	1	0	0	0	40.7
2100	0	21	0	2	0	0	0	0	0	0	0	0	0	13693	0	0	0	0	6	6	8	0	1	1	1	0	0	0	0	39.6
2200	0	27	0	0	0	0	0	0	0	0	0	0	0	13720	0	0	0	0	3	8	12	4	0	0	0	0	0	0	0	38.3
2300	0	10	0	1	0	0	1	0	0	0	0	0	0	13732	0	0	0	1	2	4	3	1	1	0	0	0	0	0	0	38
07-19	**42**	**1386**	**4**	**80**	**1**	**5**	**1**	**3**	**1**	**0**	**0**	**0**	**2**	**13732**	**11**	**15**	**14**	**27**	**225**	**596**	**414**	**171**	**44**	**8**	**1**	**0**	**0**	**0**	**0**	**39.8**
06-22	**43**	**1531**	**5**	**89**	**1**	**5**	**1**	**5**	**1**	**0**	**0**	**0**	**3**	**13732**	**12**	**16**	**14**	**29**	**249**	**651**	**462**	**188**	**50**	**9**	**3**	**1**	**0**	**0**	**0**	**39.8**
06-00	**43**	**1568**	**5**	**90**	**1**	**5**	**2**	**5**	**1**	**0**	**0**	**0**	**3**	**13732**	**12**	**16**	**14**	**30**	**254**	**663**	**477**	**193**	**51**	**9**	**3**	**1**	**0**	**0**	**0**	**39.8**
00-00	**44**	**1596**	**6**	**93**	**1**	**5**	**2**	**5**	**1**	**0**	**0**	**0**	**3**	**13732**	**12**	**16**	**15**	**31**	**254**	**673**	**482**	**202**	**56**	**10**	**3**	**1**	**1**	**0**	**0**	**40**
00-00	**44**	**1596**	**6**	**93**	**1**	**5**	**2**	**5**	**1**	**0**	**0**	**0**	**3**	**13732**	**12**	**16**	**15**	**31**	**254**	**673**	**482**	**202**	**56**	**10**	**3**	**1**	**1**	**0**	**0**	**40**

ARUN DISTRICT COUNCIL Y[illegible]

NORTH END ROAD, YAPTON — SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Sunday, September 28, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	0	9	0	0	0	0	0	0	0	0	0	0	0	13741	0	0	0	0	0	3	2	3	0	1	0	0	0	0	0	-
0100	0	1	0	0	0	0	0	0	1	0	0	0	0	13743	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-
0200	0	4	0	0	0	0	0	0	0	0	0	0	0	13747	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	13748	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-
0400	0	2	0	2	0	0	0	0	0	0	0	0	0	13752	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	-
0500	0	4	0	1	0	0	0	0	0	0	0	0	0	13757	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-
0600	0	20	0	0	0	0	0	0	0	0	0	0	0	13777	0	0	0	1	1	5	8	4	1	0	0	0	0	0	0	43.4
0700	1	49	0	3	0	0	0	0	0	0	0	0	0	13830	0	1	0	1	5	13	19	10	2	2	0	0	0	0	0	41.4
0800	4	78	0	1	0	0	0	0	1	0	0	0	0	13914	0	2	2	4	9	18	34	12	3	0	0	0	0	0	0	40
0900	8	127	0	4	0	0	0	0	0	0	0	0	0	14053	1	3	1	3	18	50	33	23	6	1	0	0	0	0	0	40.9
1000	12	143	0	4	0	0	0	0	0	0	0	0	1	14213	1	5	3	1	16	63	49	17	4	1	0	0	0	0	0	39.1
1100	6	141	0	8	0	0	0	0	0	0	0	0	3	14371	2	2	0	2	15	74	43	13	7	0	0	0	0	0	0	38.3
1200	6	134	1	5	0	0	0	1	0	0	0	0	0	14518	2	1	1	3	13	49	53	21	4	0	0	0	0	0	0	40.3
1300	9	118	1	2	0	0	0	0	0	0	0	0	1	14649	4	2	0	3	16	36	48	15	4	1	1	0	0	0	1	40.5
1400	6	104	0	2	0	0	0	0	0	0	0	0	0	14761	1	1	0	4	14	40	37	9	5	1	0	0	0	0	0	39.4
1500	6	85	2	2	0	0	0	0	0	0	0	0	0	14856	0	1	2	0	19	34	29	9	1	0	0	0	0	0	0	38.9
1600	3	81	1	0	0	0	0	0	0	1	0	0	0	14942	0	2	2	1	10	33	24	8	6	0	0	0	0	0	0	41.4
1700	1	74	0	4	0	0	0	0	1	0	0	0	1	15023	0	2	0	0	10	23	32	9	3	1	1	0	0	0	0	41.2
1800	1	87	1	1	1	1	1	0	0	0	0	0	1	15117	1	0	1	0	20	27	27	14	1	1	0	1	1	0	0	40.5
1900	0	52	0	0	0	0	0	0	0	0	0	0	0	15169	0	0	0	0	7	16	16	11	2	0	0	0	0	0	0	41.8
2000	2	31	1	3	0	0	0	0	0	0	0	0	0	15206	0	1	0	2	3	15	11	3	2	0	0	0	0	0	0	38.5
2100	1	14	0	1	0	0	0	0	0	0	0	0	0	15222	0	0	0	0	1	1	8	2	3	1	0	0	0	0	0	47.6
2200	0	17	0	1	0	0	0	0	0	0	0	0	0	15240	0	0	0	1	1	4	6	4	2	0	0	0	0	0	0	42.3
07-19	**63**	**1221**	**6**	**36**	**1**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**7**	**15240**	**12**	**22**	**12**	**22**	**165**	**460**	**428**	**160**	**46**	**8**	**2**	**1**	**1**	**0**	**1**	**40**
06-22	**65**	**1338**	**7**	**40**	**1**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**7**	**15240**	**12**	**23**	**12**	**25**	**177**	**497**	**471**	**180**	**54**	**9**	**2**	**1**	**1**	**0**	**1**	**40.3**
06-00	**66**	**1355**	**7**	**41**	**1**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**7**	**15240**	**12**	**23**	**12**	**26**	**178**	**501**	**477**	**184**	**56**	**9**	**2**	**1**	**1**	**0**	**1**	**40.3**
00-00	**68**	**1376**	**7**	**44**	**1**	**1**	**1**	**1**	**3**	**1**	**0**	**0**	**7**	**15240**	**12**	**23**	**12**	**26**	**178**	**509**	**487**	**189**	**56**	**10**	**3**	**1**	**1**	**0**	**1**	**40.3**
00-00	**66**	**1376**	**7**	**44**	**1**	**1**	**1**	**1**	**3**	**1**	**0**	**0**	**7**	**15240**	**12**	**23**	**12**	**26**	**178**	**509**	**487**	**189**	**56**	**10**	**3**	**1**	**1**	**0**	**1**	**40.3**

RGP2

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South

Virtual Day (Partial days = 6.95833)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	-
0500	27	1	23	0	3	0	0	0	0	0	0	0	0	0	15240	0	1	0	1	2	4	7	8	3	1	0	0	0	0	0	44.5
0600	91	3	79	0	8	0	0	0	1	0	0	0	0	0	15240	0	2	0	1	10	21	35	17	4	1	0	0	0	0	0	41.8
0700	250	6	219	0	23	1	1	0	0	0	0	0	0	0	15240	1	2	1	7	38	100	69	26	4	1	0	0	0	0	0	39.4
0800	297	5	275	0	14	1	0	0	0	0	0	0	0	0	15240	2	10	21	40	87	92	37	8	1	0	0	0	0	0	0	35.1
0900	177	3	161	1	11	0	0	0	0	0	0	0	0	0	15240	1	4	4	18	45	61	30	10	3	1	0	0	0	0	0	37.4
1000	146	3	125	1	14	1	1	0	0	0	0	0	0	0	15240	1	1	2	9	35	59	28	8	2	0	0	0	0	0	0	37.1
1100	142	2	122	1	14	1	1	0	0	0	0	0	0	1	15240	0	1	2	10	37	55	28	6	2	0	0	0	0	0	0	36.7
1200	138	4	116	1	15	1	1	0	0	0	0	0	0	0	15240	1	1	4	11	30	48	32	9	1	0	0	0	0	0	0	37.6
1300	120	2	104	0	12	0	1	0	0	0	0	0	0	0	15240	1	1	3	6	25	46	27	10	2	0	0	0	0	0	0	38
1400	127	4	110	1	11	0	0	0	0	0	0	0	0	0	15240	1	2	3	15	36	41	21	6	2	0	0	0	0	0	0	36.7
1500	141	4	125	1	8	1	1	0	0	0	0	0	0	0	15240	2	6	17	25	33	33	18	5	1	0	0	0	0	0	0	35.6
1600	118	2	102	0	11	0	1	0	0	0	0	0	0	0	15240	0	1	2	11	31	39	23	8	2	0	0	0	0	0	0	37.8
1700	119	3	106	0	8	0	0	0	0	0	0	0	0	0	15240	0	2	2	7	24	43	27	11	2	1	0	0	0	0	0	38.9
1800	106	2	96	1	5	0	0	0	0	0	0	0	0	1	15240	1	1	2	4	15	36	30	12	3	1	0	0	0	0	0	39.8
1900	65	0	61	0	3	0	0	0	0	0	0	0	0	0	15240	0	0	0	1	9	25	17	9	2	0	0	0	0	0	0	40.3
2000	40	1	37	0	2	0	0	0	0	0	0	0	0	0	15240	0	1	0	1	5	15	11	4	1	1	0	0	0	0	0	40.3
2100	25	0	24	0	1	0	0	0	0	0	0	0	0	0	15240	0	0	0	0	5	7	6	4	2	1	0	0	0	0	0	42.7
2200	25	0	23	0	1	0	0	0	0	0	0	0	0	0	15240	0	0	0	1	2	8	7	5	1	0	0	0	0	0	0	42.9
2300	11	0	10	0	0	0	0	0	0	0	0	0	0	0	15240	0	0	0	1	0	3	4	2	1	0	0	0	0	0	0	42.7

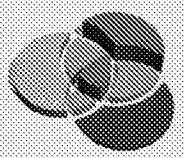
NORTH END ROAD, YAPTON SOUTHBOUND

Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South



Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vpp 85
--	325	13504	67	1158	39	58	12	24	17	8	0	0	28	15240	75	254	455	1179	3301	5173	3227	1193	290	65	19	5	3	0	1	38.3



APPENDIX B

North End Road – Yapton – RGP

Collision report 01/09/2009 – 31/08/2014

Date produced
26 September 2014

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

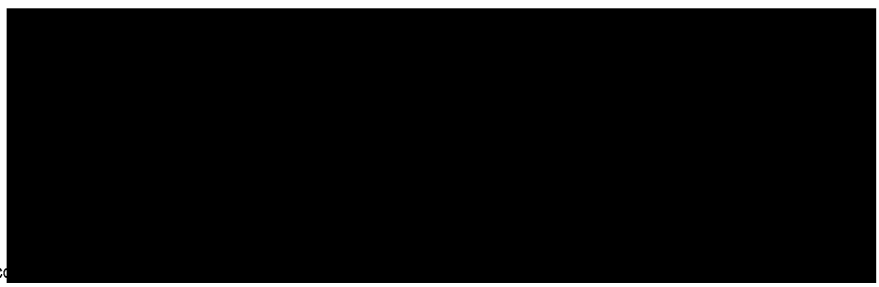
ARUN DISTRICT COUNCIL Y/88/20/SES

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

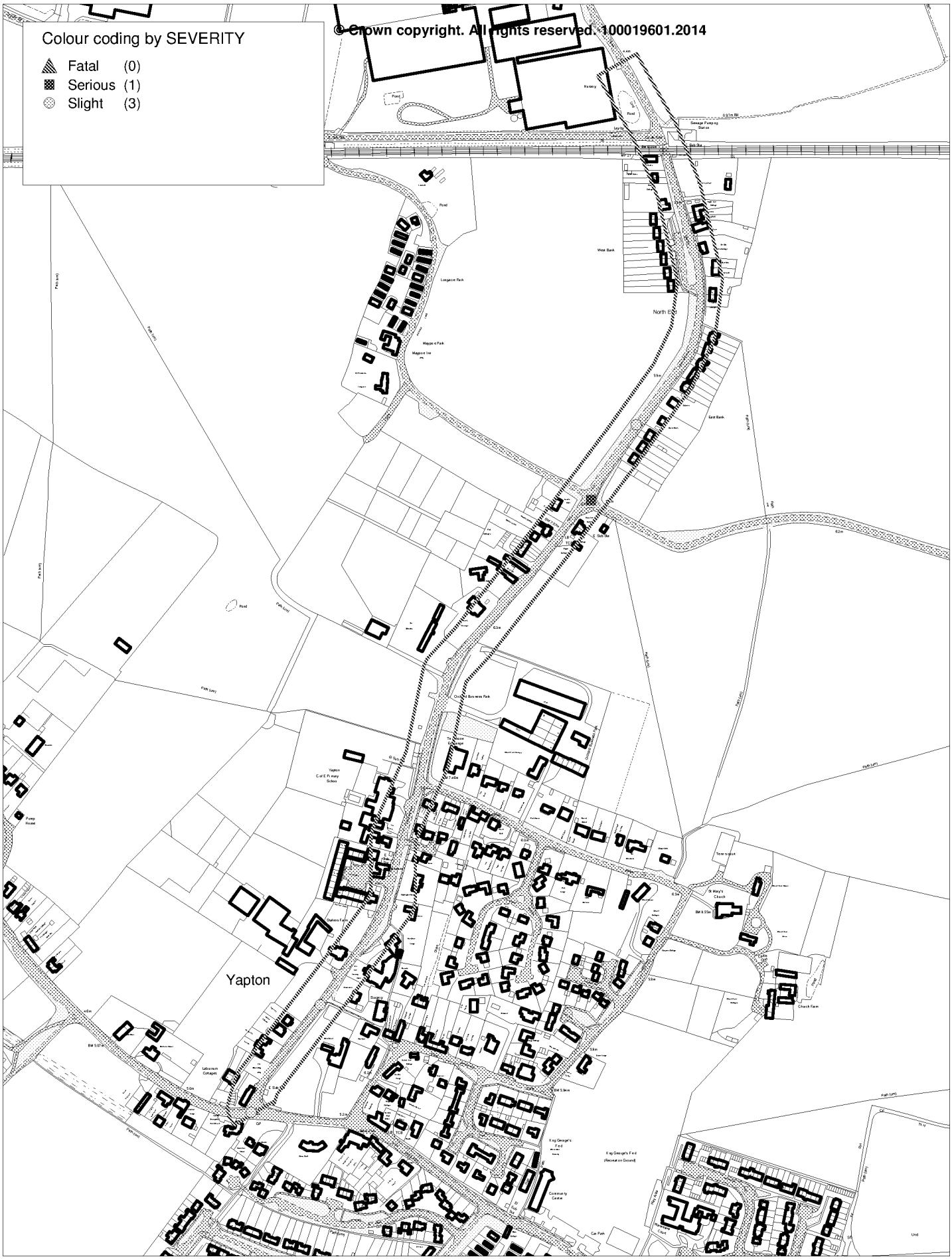
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



ARUN DISTRICT CO



Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads Partnership

Collision data
North end Road - Yapton - RGP
01/09/2009 - 31/08/2014

SCALE	1 : 5661
DATE	26/09/2014
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
1003037	Tuesday 11/05/2010 0835 hrs	B2132 NORTH END ROAD 150m North of B2233 MAIN ROAD AVISFORD DOCTORS SURGERY	Veh 1 Car 25 Go/head S to N	Ped M 7 Slight
R1: B 2132				
E 497,710	Dry			
N 103,428	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Possible
2nd:	Dangerous action in carriageway	Casualty 001	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 001	

VEHICLE 1 TRAVELLING NORTH AT SLOW SPEED. CHILD PEDESTRIAN WALKING ON NEARSIDE PAVEMENT SOUTHBOUND RAN INTO ROAD AFTER FOOTBALL COLLIDING WITH REAR NEARSIDE OF CAR CAUSING INJURY TO RIGHT FOOT.

1006279	Tuesday 21/09/2010 1547 hrs	B2233 YAPTON ROAD of B2132 NORTH END ROAD OLIVE BRANCH PH	Veh 1 Car 65 Go/head E to W	Dri M 65 Slight
R1: B 2233				
R2: B 2132				
E 497,632	Dry			
N 103,307	Fine without high winds			
	40 mph			

Causation Factor:		Participant:	Confidence:
1st:	Other	Uninjured Pedestrian	Very Likely

V 1 DRIVING WEST ALONG YAPTON ROAD YAPTON, WHEN A STONE WAS THROWN UP BY CONTRACTOR STRIMMING GRASS VERGE. STONE HIT OFFSIDE DRIVERS WINDOW CAUSING IT TO SMASH.

1105747	Wednesday 14/09/2011 2000 hrs	B2132 YAPTON LANE 50m North of C0 FORD LANE	Veh 1 M/C > 500 cc 60 Go/head S to N	Dri M 60 Slight
R1: B 2132				
	Darkness: street lighting			
E 498,066	Dry			
N 104,082	Fine without high winds			
	30 mph			

Causation Factor:		Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 001	Very Likely

V1 DRIVING N COLLIDED WITH LOOSE DOG WHICH ENTERED CARRIAGEWAY FROM OFFSIDE.

Details of Personal Injury Accidents for Period - **01/09/2009** **to** **31/08/2014** (60) months

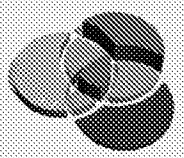
Selection:
Selected using Manual Selection

Notes:

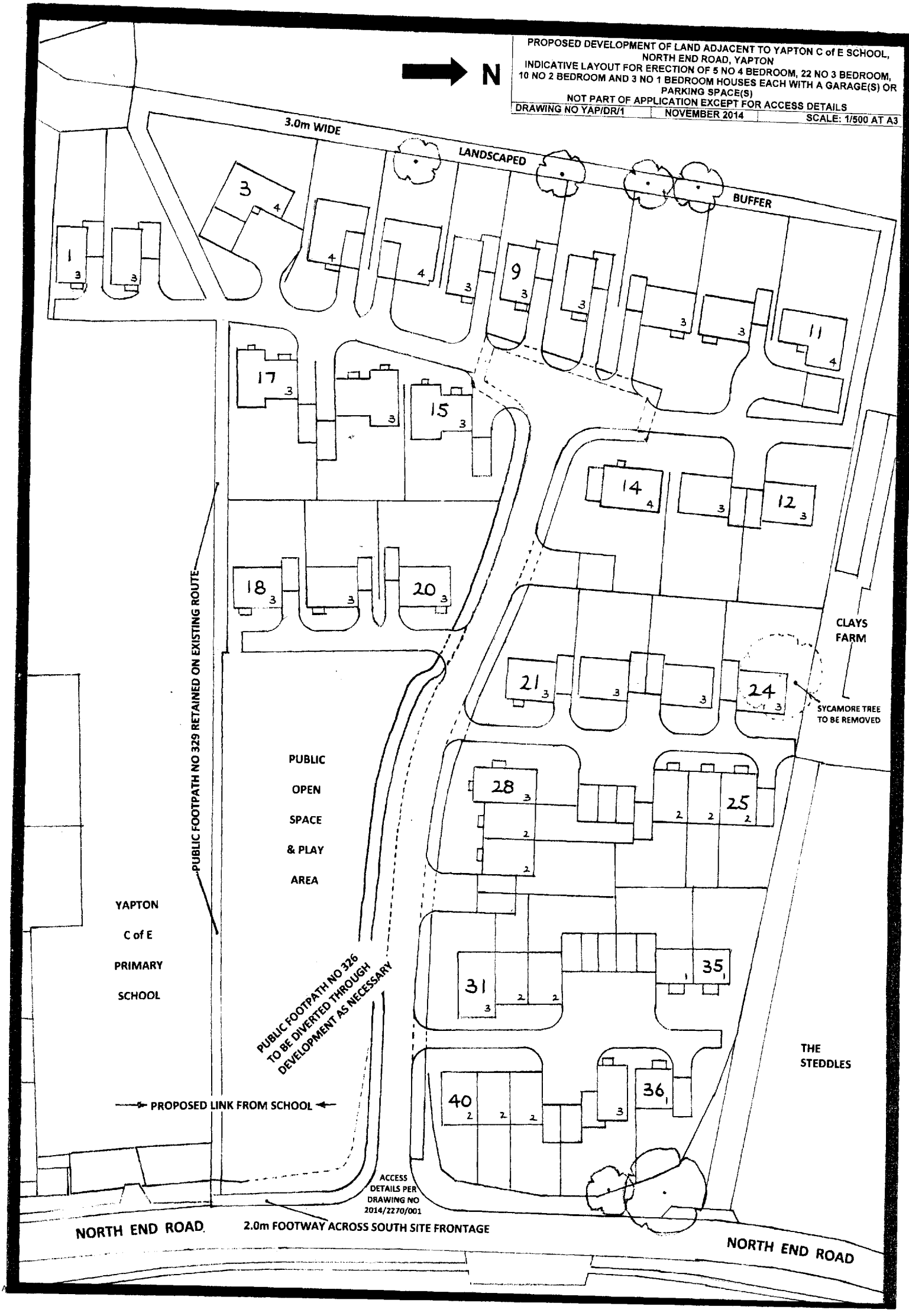
Police Ref.	Day / Location Description	Vehicles: Veh No / Type / Age / Maev / Dir / Class						Casualties: Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
1306165	Friday										
	15/11/2013	B2132 NORTH END ROAD YAPTON AT JUNCTION OF U FORD LANE OUTSIDE AT JUNCTION AS SHOWN	Veh 1	M/C > 500 cc	21	O/take m/veh o/side	N	to S	Dri	M	21 Serious
R1: B 2132	1401 hrs		Veh 2	Car	57	Turning right	E	to N			
R2: U	Daylight:street lights present		Veh 3	Goods > 7.5t	48	Go/head	N	to S			
E 498,015	Dry										
N 103,997	Fine without high winds										
	30 mph										

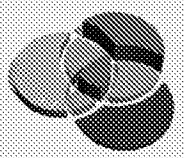
Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	

V1 TRAVELLING SOUTH ON NORTH END ROAD, YAPTON ON MOTORCYCLE AND OVERTOOK V3(BIN LORRY). V2 WAS AT GIVE WAY OF FORD LANE TURNING RIGHT/NORTH INTO NORTH END ROAD WHEN AS IT CROSSED CARRAIGEWAY IT FOUND ONCOMING MOTORCYCLIST ON WRONG SIDE OF ROAD AND COLLID
ED. V1 RIDER SUFFERED SERIOUS INJURIES.



APPENDIX C


PROPOSED DEVELOPMENT OF LAND ADJACENT TO YAPTON C of E SCHOOL, NORTH END ROAD, YAPTON
INDICATIVE LAYOUT FOR ERECTION OF 5 NO 4 BEDROOM, 22 NO 3 BEDROOM, 10 NO 2 BEDROOM AND 3 NO 1 BEDROOM HOUSES EACH WITH A GARAGE(S) OR PARKING SPACE(S)
NOT PART OF APPLICATION EXCEPT FOR ACCESS DETAILS
DRAWING NO YAP/DR/1
NOVEMBER 2014
SCALE: 1/500 AT A3
N
3.0m WIDE LANDSCAPED BUFFER
PUBLIC FOOTPATH NO 329 RETAINED ON EXISTING ROUTE
PUBLIC OPEN SPACE & PLAY AREA
YAPTON C of E PRIMARY SCHOOL
PUBLIC FOOTPATH NO 326 TO BE DIVERTED THROUGH DEVELOPMENT AS NECESSARY
PROPOSED LINK FROM SCHOOL
CLAYS FARM
SYCAMORE TREE TO BE REMOVED
THE STEDDLES
ACCESS DETAILS PER DRAWING NO 2014/2270/001
NORTH END ROAD
2.0m FOOTWAY ACROSS SOUTH SITE FRONTAGE
NORTH END ROAD



APPENDIX D

PROPOSED DEVELOPMENT ACCESS NORTH END ROAD, YAPTON

Stage 1 Road Safety Audit

November 2014

DAH/LS/14/0915/RSA1

PO Box 744, Godalming, Surrey, GU7 9DU [redacted] www.thesafetyforum.co.uk

Registered in England No.04514601. Registered office: 60 Chertsey Street, Guildford, Surrey GU1 4HL

ARUN DISTRICT COUNCIL Y/88/20/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Hubbard	L Shaw	[redacted]	06/11/14
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge Street Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
	Date: 6th November 2014

ARUN DISTRICT COUNCIL Y/88/20/OUT

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3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT....6
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APPENDIX B Designer's Response

ARUN DISTRICT COUNCIL Y/88/20/OUT

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the access arrangements for the proposed residential development at North End Road, Yapton, West Sussex.

1.1.2 The Stage 1 RSA was carried out at the request of the Russell Giles Partnership, Godalming.

1.1.3 The Audit was carried out between 5th – 6th November 2014 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from THE SAFETY FORUM LTD and independent of the project design team, has had no involvement with the project. The Auditors were:

Dave Hubbard

Laurence Shaw

1.1.4 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.

1.1.5 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 5th November 2014, between 14:45 and 15:30. The weather was dry and fine with good visibility and the road surface was dry.

1.1.7 The proposals being audited are a proposed priority junction, connecting with the existing highway network, and a footway extending from the junction along the western side of North End Road.

1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

ARUN DISTRICT COUNCIL Y/88/20/OUT

1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

ARUN DISTRICT COUNCIL Y/88/20/OUT

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership's documentation.

Drawing No.	Rev	Title
2014/2270/001	B	Proposed Access Arrangement
'TRICS' Vehicle trip estimation for 40 dwellings.		

2.2 No departures from standards have been submitted to the Audit Team.

ARUN DISTRICT COUNCIL Y/88/20/OUT

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Western verge.

SUMMARY: Risk of slips or trips.

The existing vehicle crossover to which the proposed footway will lead is uneven and traps water and silt. Pedestrians passing over it cold lose their footing and fall.

RECOMMENDATIONS

Ensure that the kerb for the proposed footway extends beyond the vehicle crossover, to the end of the existing kerb and, ensure that subsequent reinstatements eliminate the irregularities.



3.2 PROBLEM

LOCATION: The proposed priority junction mouth.

SUMMARY: Obstructed junction visibility.

During the site visit, which coincided with school travel time, parents were observed to park along the western side of North End Road up to and beyond the position of the proposed priority junction. It is likely that once the junction is built, parked vehicles could obstruct visibility for road users leaving the development, which could lead to conflict between vehicles at the junction. Whilst this problem will exist for limited periods, it will occur when the road is busy and the problem could be compounded by road users turning within the junction mouth.

RECOMMENDATIONS

Introduce waiting restrictions at the proposed junction. Consider alternative junction control, such as a mini roundabout.

ARUN DISTRICT COUNCIL Y/88/20/OUT

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER
D Hubbard
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

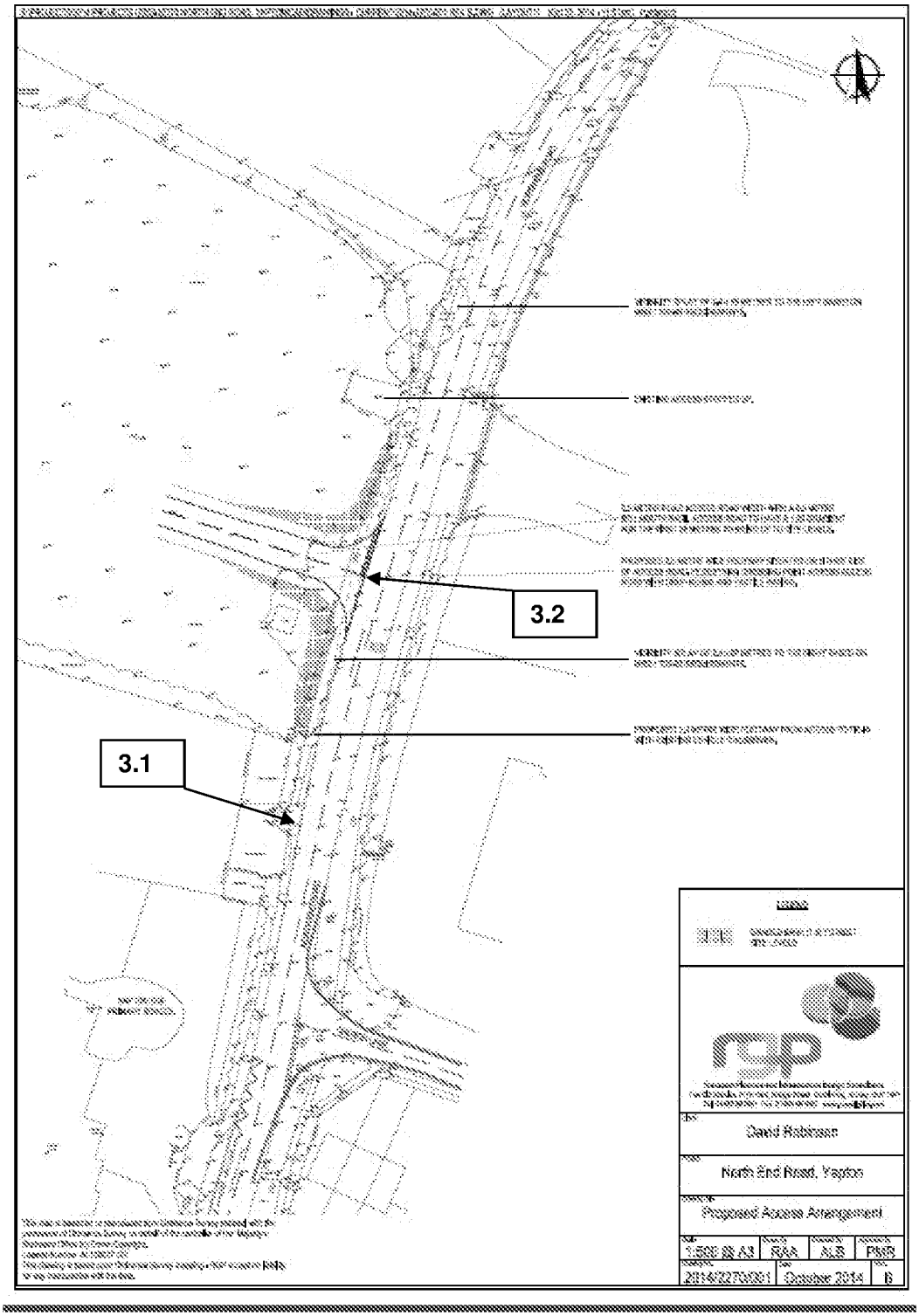
AUDIT TEAM MEMBER
L Shaw

Signed: [redacted] R Westhead PP on behalf of the Audit Team

Date: 6th November 2014

ARUN DISTRICT COUNCIL Y/88/20/OUT

APPENDIX A: LOCATION PLAN



ARUN DISTRICT COUNCIL Y/88/20/OUT

ARUN DISTRICT COUNCIL Y/88/20/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Dave Hubbard (Team Leader) and Laurie Shaw (Team Member). Date Audit Completed: 6th November 2014

Scheme: Proposed Development Access at North End Road, Yapton for Russell Giles Partnership

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1		**Yes**	The provision of the new footway at the site frontage would include the replacement of the crossover into the school field which is recognised as being in a poor condition.
3.2		**No**	The provision of additional parking facility within the proposed development site for Yapton CoE Primary School is intended to alleviate on-street parking pressures on the local road network, thus reducing the intensity of parking along North End Road and at the site frontage. It is however recognised that the exact nature and scale of the additional parking facility is not know at this stage and therefore the impact cannot be quantified. Irrespective of the potential reduction to street parking 'Manual for Streets' (MfS) 1 and 2 design guidance provides justification that the impairment to visibility caused by street parking is not to the detriment of highways safety in practice. MfS 1 design guidance section 7.8.5 and 7.8.6 states that: *'Parking within visibility splays is common in built up areas, yet it does not appear to create significant problems in practice…where speeds are low, encroachment may be acceptable'.*

ARUN DISTRICT COUNCIL Y/88/20/OUT

			MfS 2 section 10.7 elaborates on this point, identifying that: *'at urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic…Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out'* The MfS guidance regarding parking within visibility splays is considered to be particularly salient to the scenario at the junction of North End Road and the Site Access based on the following factors:- • The potential obstruction to visibility caused by parked cars would be temporary in nature (busy dropping off and collection periods were observed to last between 15 and 20 minutes). • During this period the vehicle speeds are significantly reduced as a result of the school warning sign and flashing beacon which indicates a temporary 20mph speed limit, and the busy on-street parking scenario. This reduction in vehicle speeds effectively reduces the required stopping site distances and visibility requirements, and reflects a more cautious approach by drivers during school start and finish times. The reduction to vehicle speeds is reflected in the speed surveys in Appendix A (it is worth noting the most significant reduction in speed lasts c.15 – 20 minutes, however the speeds are recorded at hourly intervals thereby diminishing the full impact of reduced speeds at school start and finish times). • The on-street parking associated with Yapton CoE Primary School also encroaches visibility envelope from the adjacent Orchard Business Park access, which has a far higher intensity of vehicular use than the proposed site access would. The absences of PIA incidents at the Orchard Business Park access as demonstrated in the section 2.3 of the Transport Statement serves to demonstrate that on-street parking is not detrimental to highways safety in practice.

ARUN DISTRICT COUNCIL Y/88/14/OUT

Principal Engineer's Statement:

Proposed Residential Development Access, North End Road, Yapton for Russell Giles Partnership

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

[redacted]..... Date.....07/11/2014.....

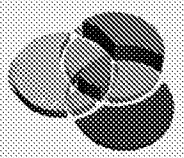
Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer



APPENDIX E

ARUN DISTRICT COUNCIL Y/88/20/OUT

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Yapton
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.052438
District Tempro Factor 2009-2026	1.067644



Ward Finder			
Postcode		Ward	

Note:

No special provision need be made for visitors where at least half of the total parking provisior with a development is unallocated. In other circumstances, it may be appropriate to allow for a demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows b in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

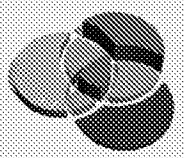
Ward data used can be checked by the user by referring to the District-Ward Data Tables. The ' Tables highlight if the Census data does not include data for certain dwelling sizes. In such case ownership values have been obtained using the nearest sized dwelling with same tenure and v example, if no data is available for a private house with 1 room then data for a private house v has been used. The Car Ownership Data is highlighted in purple where such an approach has b Where Census data contains small samples for certain sized dwellings this is highlighted in red green if <50 in the Total Demand column. In such cases, other wards should be selected to ach sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Houses	Council/Housing Association (not including shared ownership)	3	3	1	3	1	2	0	1	3
B	Houses	Council/Housing Association (not including shared ownership)	4	7	2	14	0	0	0	1	16
C	Houses	Council/Housing Association (not including shared ownership)	5	2	2	4	0	0	0	0	4
D	Houses	Private	4	3	2	6	0	0	0	1	7
E	Houses	Private	5	20	2	40	0	3	0	4	47
F	Houses	Private	6	5	3+	15	0	0	0	1	16
G											
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				40		82		6.02		8.00	96

PROJECT CENTRE

PEOPLE | PASSION | PLACES



APPENDIX F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 20 to 54 (units:)
Range Selected by User: 20 to 60 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

ARUN DISTRICT COUNCIL DC/21/0665

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY *20/11/08* *Survey Type: MANUAL*

2 DS-03-A-01 SEMI D./ TERRACED DERBYSHIRE
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20
Survey date: THURSDAY *22/06/06* *Survey Type: MANUAL*

3 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

4 GM-03-A-10 DETACHED/ SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

5 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

6 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

7 SH-03-A-05 SEMI-DETACHED/ TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-03-A-02 SEMI DETACHED WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48
Survey date: TUESDAY *02/05/06* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	34	0.091	8	34	0.252	8	34	0.343
08:00 - 09:00	8	34	0.124	**8**	**34**	**0.420**	8	34	0.544
09:00 - 10:00	8	34	0.186	8	34	0.182	8	34	0.368
10:00 - 11:00	8	34	0.099	8	34	0.128	8	34	0.227
11:00 - 12:00	8	34	0.175	8	34	0.175	8	34	0.350
12:00 - 13:00	8	34	0.142	8	34	0.106	8	34	0.248
13:00 - 14:00	8	34	0.142	8	34	0.142	8	34	0.284
14:00 - 15:00	8	34	0.153	8	34	0.150	8	34	0.303
15:00 - 16:00	8	34	0.230	8	34	0.164	8	34	0.394
16:00 - 17:00	8	34	0.358	8	34	0.172	8	34	0.530
17:00 - 18:00	**8**	**34**	**0.391**	8	34	0.157	**8**	**34**	**0.548**
18:00 - 19:00	8	34	0.263	8	34	0.113	8	34	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.354			2.161			4.515

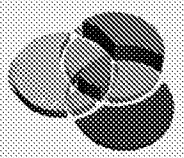
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

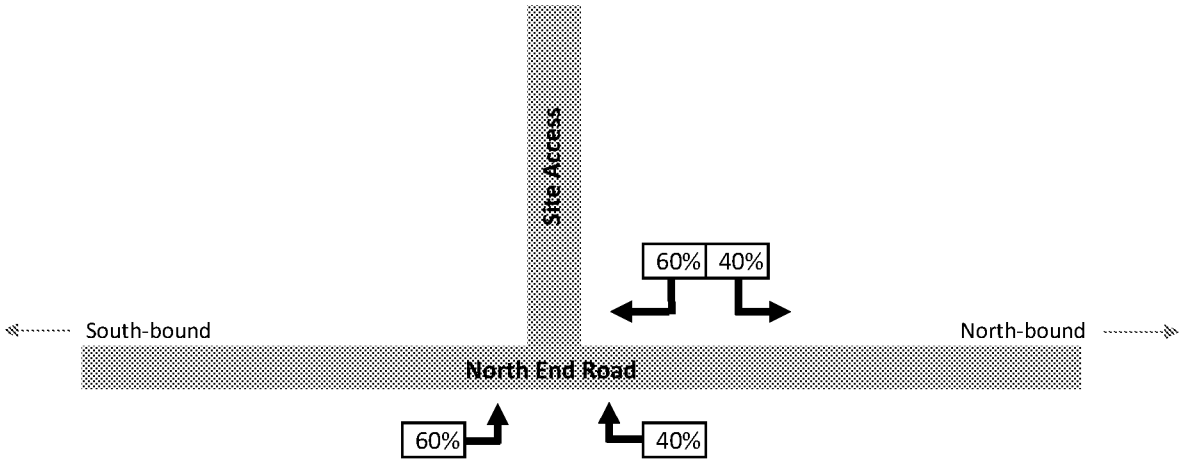
Trip rate parameter range selected:	20 - 54 (units:)
Survey date date range:	01/01/06 - 24/10/13
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



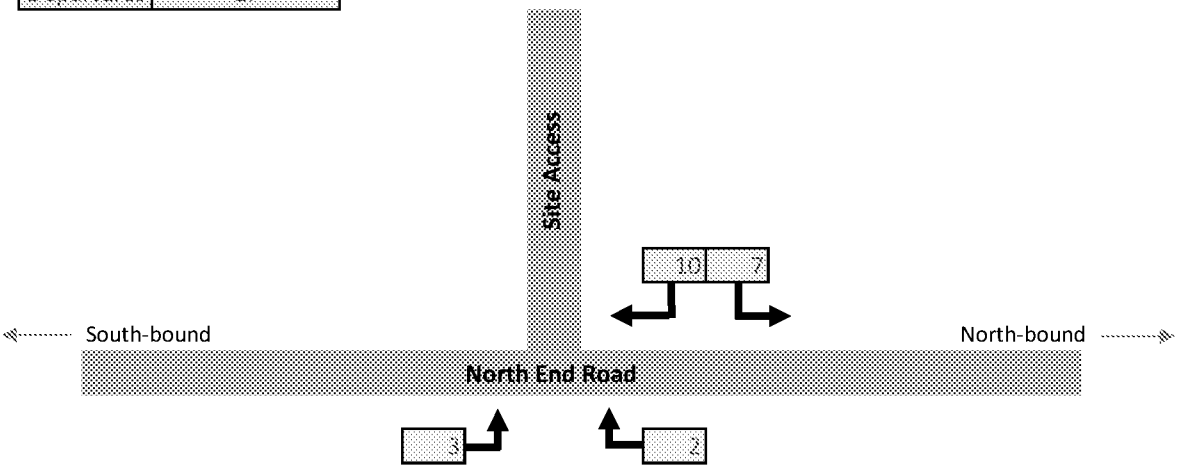
APPENDIX G

DISRIBUTIONS



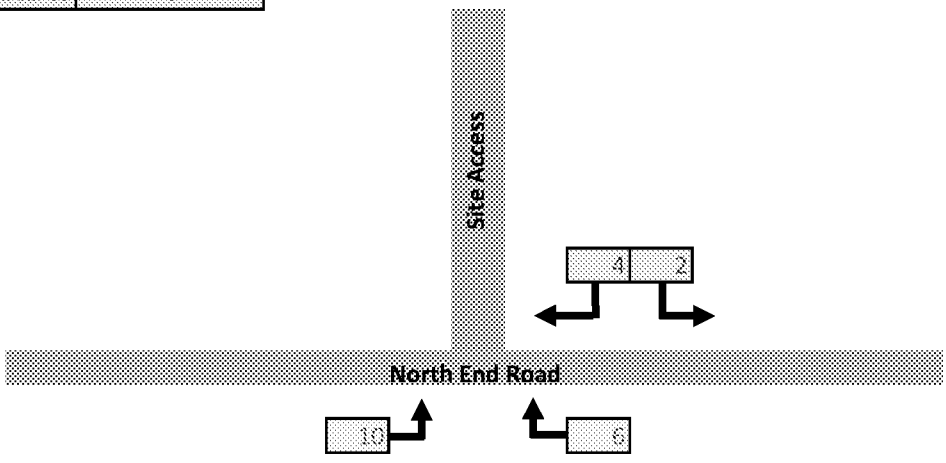
AM PEAK

Arrivals	5
Departures	17



PM PEAK

Arrivals	16
Departures	6



APPENDIX C

Public Transport Information

traveline
public transport info

www.traveline.info
0871 200 22 33
BT callers charged 10p per minute plus 6p set-up fee per call
mobile and other providers' charges vary
open daily 0700-2200

HAMPSHIRE
SURREY
KENT
EAST SUSSEX
WEST SUSSEX

Alton
Godalming
Cranleigh
Haslemere
Petersfield
Chichester
Bognor Regis
Littlehampton
Worthing
Shoreham-by-Sea
Brighton
Lewes
Haywards Heath
Burgess Hill
East Grinstead
Crawley
Horsham
Gatwick Airport
Harley

Route 99 Demand Responsive Bus operates in this area. For further details call 01903 264776

KEY

- Bus route with a daytime service every two hours or more frequently at least 5 days a week (e.g. 70G)
- Less than 2-hourly at least 5 days a week (e.g. 42)
- Certain days only (e.g. V8)
- Demand responsive bus service, please ring 01903 264776 for details (e.g. 99)
- Main rail line and station
- Private railway line and station
- Route terminus (e.g. S1)
- Route operates in direction of arrow only
- Certain journeys only
- Places of interest (Museum)
- Long distance footpath
- Full details of town services are omitted to improve clarity
- Area served by Demand Responsive Bus service, please ring 01903 264776 for details
- South Downs National Park

SCALE
0 1 2 3 4 miles
0 1 2 3 4 5 6 7 kilometres

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Digital Cartography by Pindar Creative 16.9.19
www.pindarcreative.co.uk

ARUN DISTRICT COUNCIL Y/72/20/RES

66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service	66A	66C	66A	66C	
Bognor Regis, High Street (Stop A)	—	**0815**	**1015**	**1235**	▸▸▸
§ Bognor Regis, Queensway (Stop E)	—	0816	1016	1236	
Bognor Regis, Station (Stop J)	—	**0818**	**1018**	**1238**	
§ Bognor Regis, adj Havelock Road	—	0818	1018	1238	
§ Bognor Regis, opp Signal Box	—	0819	1019	1239	
§ South Bersted, Shripney Road (NE-bound)	—	0820	1020	1240	
South Bersted, adj Tesco	—	**0822**	**1022**	**1242**	
§ North Bersted, adj Poplars Court	—	0822	1022	1242	
§ North Bersted, adj Rowan Way	—	0823	1023	1243	
§ Shripney, adj Shripney Lane	—	0825	1025	1245	
Shripney, opp The Robin Hood	—	**0826**	**1026**	**1246**	
§ Lidsey, adj Caravan Park	—	0827	1027	1247	
§ Woodgate, opp Willows Caravan Park	—	0830	1030	1249	
§ Westergate, opp Belle Meade Close	—	0830	1030	1250	
§ Westergate, opp Elmcroft Place	—	0831	1031	1250	
§ Westergate, opp Ivy Lane	—	0832	1032	1251	
Westergate, adj Barnett Close	—	**0834**	**1034**	**1253**	
§ Eastergate, War Memorial (E-bound)	0724	0834	1034	1253	
§ Eastergate, opp Church Lane	0724	0835	1035	1254	
§ Barnham, adj Downview Road	0725	0836	1036	1255	
§ Barnham, adj Elm Grove	0725	0837	1037	1256	
Barnham, opp Railway Station	**0726**	**0838**	**1038**	**1257**	
§ Barnham, opp Village Hall	0726	|	1038	|	
§ Barnham, opp Windmill	0728	|	1039	|	
§ Yapton, adj Glebelands Farm	0729	|	1040	|	
§ Barnham, adj Dial Close	|	0838	|	1257	
§ Barnham, adj Kingsmill Road	|	0838	|	1257	
§ Walberton, opp 14 The Bungalows	|	0841	|	1300	
§ Walberton, The Green (E-bound)	|	0841	|	1300	
§ Walberton, adj Tye Lane	|	0842	|	1301	
§ Walberton, adj The Holly Tree	|	0842	|	1301	
Walberton, o/s Post Office	|	**0843**	|	**1302**	
§ Walberton, Blacksmiths Corner (S-bound)	|	0843	|	1302	
§ North End, opp Lake Lane	|	0847	|	1306	
§ Yapton, adj Ford Lane	|	0847	|	1306	
§ Yapton, opp Primary School	|	0848	|	1307	
§ Yapton, opp Olive Court	|	0849	|	1308	
§ Yapton, adj Church Road	0730	0849	1041	1308	
Yapton, Canal Road (SW-bound)	**0731**	**0850**	**1042**	**1309**	
§ Yapton, opp Giles Close	0733	0851	1043	1310	
Yapton, Sparks Corner (N-bound)	**0735**	**0853**	**1045**	**1312**	more
§ Yapton, opp Village Hall	0735	0853	1045	1312	trips
§ Yapton, opp Church Road	0735	0854	1045	1312	below
§ Yapton, adj Olive Court	0736	|	1045	|	
§ Yapton, o/s Primary School	0736	|	1046	|	
§ Yapton, adj Maypole Lane	0737	|	1047	|	
§ North End, adj Lake Lane	0738	|	1047	|	
§ Walberton, Blacksmiths Corner (N-bound)	0741	|	1050	|	
Walberton, o/s Old Vicarage	**0742**	|	**1051**	|	
§ Walberton, opp The Holly Tree	0742	|	1051	|	
§ Walberton, adj Dairy Lane	0743	|	1052	|	
§ Walberton, The Green (W-bound)	0743	|	1053	|	
§ Walberton, o/s 25 The Bungalows	0744	|	1054	|	
§ Barnham, opp Kingsmill Road	0747	|	1057	|	
§ Barnham, opp Dial Close	0748	|	1058	|	
§ Yapton, opp Glebelands Farm	|	0855	|	1314	
§ Barnham, adj Windmill	|	0856	|	1315	
§ Barnham, adj Village Hall	|	0857	|	1316	
Barnham, adj Railway Station	**0749**	**0859**	**1059**	**1317**	
§ Barnham, opp Elm Grove	0749	0900	1100	1318	
§ Barnham, opp Downview Road	0750	0900	1100	1318	
§ Eastergate, adj Church Lane	0751	0901	1101	1319	
§ Eastergate, War Memorial (W-bound)	0752	0903	1103	1321	
Westergate, adj School	**0753**	**0904**	**1104**	**1322**	
§ Westergate, adj Ivy Lane	0753	0905	1105	1323	
§ Westergate, adj Elmcroft Place	0754	0906	1106	1324	
§ Westergate, adj Belle Meade Close	0755	0907	1107	1325	
§ Woodgate, adj Willows Caravan Park	0755	0907	1107	1325	
§ Lidsey, opp Caravan Park	0758	0910	1110	1328	
Shripney, adj The Robin Hood	**0759**	**0912**	**1112**	**1330**	
§ Shripney, opp Shripney Lane	0800	0912	1112	1330	
§ North Bersted, opp Rowan Way	0802	0914	1114	1332	
§ North Bersted, opp Poplars Court	0803	0914	1114	1332	
§ South Bersted, opp Riverside	0804	0915	1115	1333	
South Bersted, opp Tesco	**0805**	**0916**	**1116**	**1334**	
§ Bognor Regis, adj Signal Box	0806	0917	1117	1335	
§ Bognor Regis, opp Havelock Road	0806	0918	1118	1336	
Bognor Regis, Station (Stop K)	**0807**	**0919**	**1119**	**1337**	
§ Bognor Regis, Queensway (Stop F)	|	0920	1120	1338	
Bognor Regis, High Street (Stop C)	|	**0922**	**1122**	**1340**	
§ Bognor Regis, o/s Bognor Station	0807	—	—	—	
§ Bognor Regis, Post Office (Stop O)	0809	—	—	—	
Bognor Regis, High Street (Stop A)	**0810**	—	—	—	▸▸▸

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service	66A	66A	
Service Restrictions	1	2	
Notes	SDO	SHOL	
Bognor Regis, High Street (Stop A)	**1435**	**1440**	▸▸▸
§ Bognor Regis, Queensway (Stop E)	1436	1441	
Bognor Regis, Station (Stop J)	**1438**	**1443**	
§ Bognor Regis, adj Havelock Road	1438	1443	
§ Bognor Regis, opp Signal Box	1439	1444	
§ South Bersted, Shripney Road (NE-bound)	1440	1445	
South Bersted, adj Tesco	**1442**	**1447**	
§ North Bersted, adj Poplars Court	1442	1447	
§ North Bersted, adj Rowan Way	1443	1448	
§ Shripney, adj Shripney Lane	1444	1449	
Shripney, opp The Robin Hood	**1445**	**1450**	
§ Lidsey, adj Caravan Park	1445	1451	
§ Woodgate, opp Willows Caravan Park	1448	1453	
§ Westergate, opp Belle Meade Close	1448	1454	
§ Westergate, opp Elmcroft Place	1449	1454	
§ Westergate, opp Ivy Lane	1450	1455	
Westergate, o/s Ormiston Six Villages Academy	**1451**	|	
Westergate, adj Barnett Close	**1457**	**1457**	
§ Eastergate, War Memorial (E-bound)	1457	1457	
§ Eastergate, opp Church Lane	1459	1459	
§ Barnham, adj Downview Road	1501	1501	
§ Barnham, adj Elm Grove	1503	1503	
Barnham, opp Railway Station	**1505**	**1505**	
§ Barnham, opp Village Hall	1505	1505	
§ Barnham, opp Windmill	1506	1506	
§ Yapton, adj Glebelands Farm	1506	1506	
§ Yapton, adj Church Road	1507	1507	
Yapton, Canal Road (SW-bound)	**1508**	**1508**	
§ Yapton, opp Giles Close	1510	1510	more trips below
Yapton, Sparks Corner (N-bound)	**1512**	**1512**	
§ Yapton, opp Village Hall	1512	1512	
§ Yapton, opp Church Road	1512	1512	
§ Yapton, adj Olive Court	1513	1513	
§ Yapton, o/s Primary School	1513	1513	
§ Yapton, adj Maypole Lane	1514	1514	
§ North End, adj Lake Lane	1515	1515	
§ Walberton, Blacksmiths Corner (N-bound)	1518	1518	
Walberton, o/s Old Vicarage	**1519**	**1519**	
§ Walberton, opp The Holly Tree	1519	1519	
§ Walberton, adj Dairy Lane	1520	1520	
§ Walberton, The Green (W-bound)	1520	1520	
§ Walberton, o/s 25 The Bungalows	1521	1521	
§ Barnham, opp Kingsmill Road	1524	1524	
§ Barnham, opp Dial Close	1525	1525	
Barnham, adj Railway Station	**1526**	**1526**	
§ Barnham, opp Elm Grove	1526	1526	
§ Barnham, opp Downview Road	1527	1527	
§ Eastergate, adj Church Lane	1528	1528	
§ Eastergate, War Memorial (W-bound)	1529	1529	
Westergate, adj School	**1530**	**1530**	
§ Westergate, adj Ivy Lane	1530	1530	
§ Westergate, adj Elmcroft Place	1531	1531	
§ Westergate, adj Belle Meade Close	1532	1532	
§ Woodgate, adj Willows Caravan Park	1533	1533	
§ Lidsey, opp Caravan Park	1535	1535	
Shripney, adj The Robin Hood	**1537**	**1537**	
§ Shripney, opp Shripney Lane	1537	1537	
§ North Bersted, opp Rowan Way	1539	1539	
§ North Bersted, opp Poplars Court	1539	1539	
§ South Bersted, opp Riverside	1540	1540	
South Bersted, opp Tesco	**1541**	**1541**	
§ Bognor Regis, adj Signal Box	1542	1542	
§ Bognor Regis, opp Havelock Road	1543	1543	
Bognor Regis, Station (Stop K)	**1544**	**1544**	
§ Bognor Regis, Queensway (Stop F)	1545	1545	
Bognor Regis, High Street (Stop C)	**1547**	**1547**	▸▸▸

Service Restrictions: 1 - to 21.7.20, not 6.4.20 to 17.4., 26.5. to 29.5.
2 - from 6.4.20, not 20.4.20 to 22.5., 1.6. to 21.7.

Notes: **SDO** - Schooldays only
SHOL - Operates during School Holidays
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service	66C	66A
Bognor Regis, High Street (Stop A)	**1635**	**1740**
§ Bognor Regis, Queensway (Stop E)	1636	1741
Bognor Regis, Station (Stop J)	**1638**	**1743**
§ Bognor Regis, adj Havelock Road	1638	1743
§ Bognor Regis, opp Signal Box	1638	1743
§ South Bersted, Shripney Road (NE-bound)	1640	1745
South Bersted, adj Tesco	**1641**	**1746**
§ North Bersted, adj Poplars Court	1641	1746
§ North Bersted, adj Rowan Way	1642	1747
§ Shripney, adj Shripney Lane	1643	1748
Shripney, opp The Robin Hood	**1644**	**1749**
§ Lidsey, adj Caravan Park	1645	1750
§ Woodgate, opp Willows Caravan Park	1647	1752
§ Westergate, opp Belle Meade Close	1648	1753
§ Westergate, opp Elmcroft Place	1648	1753
§ Westergate, opp Ivy Lane	1649	1754
Westergate, adj Barnett Close	**1651**	**1756**
§ Eastergate, War Memorial (E-bound)	1651	1756
§ Eastergate, opp Church Lane	1652	1757
§ Barnham, adj Downview Road	1654	1759
§ Barnham, adj Elm Grove	1654	1759
Barnham, opp Railway Station	**1656**	**1801**
§ Barnham, opp Village Hall	|	1801
§ Barnham, opp Windmill	|	1803
§ Yapton, adj Glebelands Farm	|	1804
§ Barnham, adj Dial Close	1656	|
§ Barnham, adj Kingsmill Road	1656	|
§ Walberton, opp 14 The Bungalows	1659	|
§ Walberton, The Green (E-bound)	1659	|
§ Walberton, adj Tye Lane	1700	|
§ Walberton, adj The Holly Tree	1700	|
Walberton, o/s Post Office	**1701**	|
§ Walberton, Blacksmiths Corner (S-bound)	1701	|
§ North End, opp Lake Lane	1704	|
§ Yapton, adj Ford Lane	1705	|
§ Yapton, opp Primary School	1705	|
§ Yapton, opp Olive Court	1706	|
§ Yapton, adj Church Road	1706	1805
Yapton, Canal Road (SW-bound)	**1707**	**1806**
§ Yapton, opp Giles Close	1708	1807
Yapton, Sparks Corner (N-bound)	**1709**	**1808**
§ Yapton, opp Village Hall	1709	1808
§ Yapton, opp Church Road	1709	1808
§ Yapton, adj Olive Court	|	1808
§ Yapton, o/s Primary School	|	1809
§ Yapton, adj Maypole Lane	|	1810
§ North End, adj Lake Lane	|	1810
§ Walberton, Blacksmiths Corner (N-bound)	|	1813
Walberton, o/s Old Vicarage	|	**1814**
§ Walberton, opp The Holly Tree	|	1814
§ Walberton, adj Dairy Lane	|	1814
§ Walberton, The Green (W-bound)	|	1815
§ Yapton, opp Glebelands Farm	1711	—
§ Barnham, adj Windmill	1712	—
§ Barnham, adj Village Hall	1713	—
Barnham, adj Railway Station	**1714**	—
§ Barnham, opp Elm Grove	1715	—
§ Barnham, opp Downview Road	1715	—
§ Eastergate, adj Church Lane	1716	—
§ Eastergate, War Memorial (W-bound)	1718	—
Westergate, adj School	**1719**	—
§ Westergate, adj Ivy Lane	1719	—
§ Westergate, adj Elmcroft Place	1720	—
§ Westergate, adj Belle Meade Close	1721	—
§ Woodgate, adj Willows Caravan Park	1722	—
§ Lidsey, opp Caravan Park	1724	—
Shripney, adj The Robin Hood	**1726**	—
§ Shripney, opp Shripney Lane	1726	—
§ North Bersted, opp Rowan Way	1727	—
§ North Bersted, opp Poplars Court	1728	—
§ South Bersted, opp Riverside	1728	—
South Bersted, opp Tesco	**1729**	—
§ Bognor Regis, adj Signal Box	1730	—
§ Bognor Regis, opp Havelock Road	1731	—
Bognor Regis, Station (Stop K)	**1732**	—
§ Bognor Regis, o/s Bognor Station	1732	—
§ Bognor Regis, Post Office (Stop O)	1734	—
Bognor Regis, High Street (Stop A)	**1735**	—

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66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Service	66C	66A	66C	66A	66C	66A
Bognor Regis, High Street (Stop A)	**0815**	**1015**	**1235**	**1440**	**1635**	**1740**
§ Bognor Regis, Queensway (Stop E)	0816	1016	1236	1441	1636	1741
Bognor Regis, Station (Stop J)	**0818**	**1018**	**1238**	**1443**	**1638**	**1743**
§ Bognor Regis, adj Havelock Road	0818	1018	1238	1443	1638	1743
§ Bognor Regis, opp Signal Box	0819	1019	1239	1444	1638	1743
§ South Bersted, Shripney Road (NE-bound)	0820	1020	1240	1445	1640	1745
South Bersted, adj Tesco	**0822**	**1022**	**1242**	**1447**	**1641**	**1746**
§ North Bersted, adj Poplars Court	0822	1022	1242	1447	1641	1746
§ North Bersted, adj Rowan Way	0823	1023	1243	1448	1642	1747
§ Shripney, adj Shripney Lane	0825	1025	1245	1449	1643	1748
Shripney, opp The Robin Hood	**0826**	**1026**	**1246**	**1450**	**1644**	**1749**
§ Lidsey, adj Caravan Park	0827	1027	1247	1451	1645	1750
§ Woodgate, opp Willows Caravan Park	0830	1030	1249	1453	1647	1752
§ Westergate, opp Belle Meade Close	0830	1030	1250	1454	1648	1753
§ Westergate, opp Elmcroft Place	0831	1031	1250	1454	1648	1753
§ Westergate, opp Ivy Lane	0832	1032	1251	1455	1649	1754
Westergate, adj Barnett Close	**0834**	**1034**	**1253**	**1457**	**1651**	**1756**
§ Eastergate, War Memorial (E-bound)	0834	1034	1253	1457	1651	1756
§ Eastergate, opp Church Lane	0835	1035	1254	1459	1652	1757
§ Barnham, adj Downview Road	0836	1036	1255	1501	1654	1759
§ Barnham, adj Elm Grove	0837	1037	1256	1503	1654	1759
Barnham, opp Railway Station	**0838**	**1038**	**1257**	**1505**	**1656**	**1801**
§ Barnham, opp Village Hall	|	1038	|	1505	|	1801
§ Barnham, opp Windmill	|	1039	|	1506	|	1803
§ Yapton, adj Glebelands Farm	|	1040	|	1506	|	1804
§ Barnham, adj Dial Close	0838	|	1257	|	1656	|
§ Barnham, adj Kingsmill Road	0838	|	1257	|	1656	|
§ Walberton, opp 14 The Bungalows	0841	|	1300	|	1659	|
§ Walberton, The Green (E-bound)	0841	|	1300	|	1659	|
§ Walberton, adj Tye Lane	0842	|	1301	|	1700	|
§ Walberton, adj The Holly Tree	0842	|	1301	|	1700	|
Walberton, o/s Post Office	**0843**	|	**1302**	|	**1701**	|
§ Walberton, Blacksmiths Corner (S-bound)	0843	|	1302	|	1701	|
§ North End, opp Lake Lane	0847	|	1306	|	1704	|
§ Yapton, adj Ford Lane	0847	|	1306	|	1705	|
§ Yapton, opp Primary School	0848	|	1307	|	1705	|
§ Yapton, opp Olive Court	0849	|	1308	|	1706	|
§ Yapton, adj Church Road	0849	1041	1308	1507	1706	1805
Yapton, Canal Road (SW-bound)	**0850**	**1042**	**1309**	**1508**	**1707**	**1806**
§ Yapton, opp Giles Close	0851	1043	1310	1510	1708	1807
Yapton, Sparks Corner (N-bound)	**0853**	**1045**	**1312**	**1512**	**1709**	**1808**
§ Yapton, opp Village Hall	0853	1045	1312	1512	1709	1808
§ Yapton, opp Church Road	0854	1045	1312	1512	1709	1808
§ Yapton, adj Olive Court	|	1045	|	1513	|	1808
§ Yapton, o/s Primary School	|	1046	|	1513	|	1809
§ Yapton, adj Maypole Lane	|	1047	|	1514	|	1810
§ North End, adj Lake Lane	|	1047	|	1515	|	1810
§ Walberton, Blacksmiths Corner (N-bound)	|	1050	|	1518	|	1813
Walberton, o/s Old Vicarage	|	**1051**	|	**1519**	|	**1814**
§ Walberton, opp The Holly Tree	|	1051	|	1519	|	1814
§ Walberton, adj Dairy Lane	|	1052	|	1520	|	1814
§ Walberton, The Green (W-bound)	|	1053	|	1520	|	1815
§ Walberton, o/s 25 The Bungalows	|	1054	|	1521	|	—
§ Barnham, opp Kingsmill Road	|	1057	|	1524	|	—
§ Barnham, opp Dial Close	|	1058	|	1525	|	—
§ Yapton, opp Glebelands Farm	0855	|	1314	|	1711	—
§ Barnham, adj Windmill	0856	|	1315	|	1712	—
§ Barnham, adj Village Hall	0857	|	1316	|	1713	—
Barnham, adj Railway Station	**0859**	**1059**	**1317**	**1526**	**1714**	—
§ Barnham, opp Elm Grove	0900	1100	1318	1526	1715	—
§ Barnham, opp Downview Road	0900	1100	1318	1527	1715	—
§ Eastergate, adj Church Lane	0901	1101	1319	1528	1716	—
§ Eastergate, War Memorial (W-bound)	0903	1103	1321	1529	1718	—
Westergate, adj School	**0904**	**1104**	**1322**	**1530**	**1719**	—
§ Westergate, adj Ivy Lane	0905	1105	1323	1530	1719	—
§ Westergate, adj Elmcroft Place	0906	1106	1324	1531	1720	—
§ Westergate, adj Belle Meade Close	0907	1107	1325	1532	1721	—
§ Woodgate, adj Willows Caravan Park	0907	1107	1325	1533	1722	—
§ Lidsey, opp Caravan Park	0910	1110	1328	1535	1724	—
Shripney, adj The Robin Hood	**0912**	**1112**	**1330**	**1537**	**1726**	—
§ Shripney, opp Shripney Lane	0912	1112	1330	1537	1726	—
§ North Bersted, opp Rowan Way	0914	1114	1332	1539	1727	—
§ North Bersted, opp Poplars Court	0914	1114	1332	1539	1728	—
§ South Bersted, opp Riverside	0915	1115	1333	1540	1728	—
South Bersted, opp Tesco	**0916**	**1116**	**1334**	**1541**	**1729**	—
§ Bognor Regis, adj Signal Box	0917	1117	1335	1542	1730	—
§ Bognor Regis, opp Havelock Road	0918	1118	1336	1543	1731	—
Bognor Regis, Station (Stop K)	**0919**	**1119**	**1337**	**1544**	**1732**	—
§ Bognor Regis, Queensway (Stop F)	0920	1120	1338	1545	|	—
Bognor Regis, High Street (Stop C)	**0922**	**1122**	**1340**	**1547**	|	—
§ Bognor Regis, o/s Bognor Station	—	—	—	—	1732	—
§ Bognor Regis, Post Office (Stop O)	—	—	—	—	1734	—
Bognor Regis, High Street (Stop A)	—	—	—	—	**1735**	—

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66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Sundays
	no service

66A/66C Bognor Regis - Yapton - Bognor Regis

Compass Travel

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SMS Code	Stop Name	Street	ATCO Code
wsxdgjaj	Bognor Regis, High Street (Stop A)	High Street	4400LH0542
wsxdgjpa	Bognor Regis, Queensway (Stop E)	Queensway	4400LH0568
wsxdgdmd	Bognor Regis, Station (Stop J)	Longford Road	4400LH0513
wsxdgdmj	Bognor Regis, adj Havelock Road	Longford Road	4400LH0515
wsxdgdmt	Bognor Regis, opp Signal Box	Longford Road	4400LH0517
wsxdgjmg	South Bersted, Shripney Road (NE-bound)	A29 Shripney Road	4400LH0563
wsxdgjdp	South Bersted, adj Tesco	Shripney Road	4400LH0551
wsxdgjdt	North Bersted, adj Poplars Court	A29 Shripney Road	4400LH0552
wsxdgjdw	North Bersted, adj Rowan Way	A29 Shripney Road	4400LH0553
wsxdapjp	Shripney, adj Shripney Lane	Shripney Road	4400LH0316
wsxdapjt	Shripney, opp The Robin Hood	Shripney Road	4400LH0317
wsxdpwtw	Lidsey, adj Caravan Park	Lidsey Road	4400LH0862
wsxdapmd	Woodgate, opp Willows Caravan Park	A29 Lidsey Road	4400LH0320
wsxdapjg	Westergate, opp Belle Meade Close	Westergate Street	4400LH0314
wsxdapjd	Westergate, opp Elmcroft Place	Westergate Street	4400LH0313
wsxdapja	Westergate, opp Ivy Lane	Westergate Street	4400LH0311
wsxdgmgt	Westergate, o/s Ormiston Six Villages Academy	Lime Avenue	4400LH0613
wsxdgmgw	Westergate, adj Barnett Close	A29 Nyton Road	4400LH0614
wsxdgmja	Eastergate, War Memorial (E-bound)	Barnham Road	4400LH0615
wsxdamgp	Eastergate, opp Church Lane	Barnham Road	4400LH0239
wsxdgmjd	Barnham, adj Downview Road	Barnham Road	4400LH0619
wsxdamjd	Barnham, adj Elm Grove	Barnham Road	4400LH0244
wsxdgmjg	Barnham, opp Railway Station	Barnham Road	4400LH0628
wsxdamgj	Barnham, opp Village Hall	Yapton Road	4400LH0236
wsxdamga	Barnham, opp Windmill	Yapton Road	4400LH0234
wsxdamdp	Yapton, adj Glebelands Farm	Yapton Road	4400LH0231
wsxdamjm	Barnham, adj Dial Close	Lake Lane	4400LH0246
wsxdamjt	Barnham, adj Kingsmill Road	Barnham Lane	4400LH0248
wsxdampd	Walberton, opp 14 The Bungalows	Barnham Lane	4400LH0251
wsxdampg	Walberton, The Green (E-bound)	The Street	4400LH0631
wsxdampm	Walberton, adj Tye Lane	The Street	4400LH0255
wsxdgmpd	Walberton, adj The Holly Tree	The Street	4400LH0639
wsxdampt	Walberton, o/s Post Office	Maple Road	4400LH0257
wsxdampw	Walberton, Blacksmiths Corner (S-bound)	Yapton Lane	4400LH0260
wsxdamta	North End, opp Lake Lane	North End Road	4400LH0261
wsxdajwg	Yapton, adj Ford Lane	North End Road	4400LH0215
wsxdajwp	Yapton, opp Primary School	North End Road	4400LH0218
wsxdamad	Yapton, opp Olive Court	North End Road	4400LH0220
wsxdamdm	Yapton, adj Church Road	Main Road	4400LH0230
wsxgmwjd	Yapton, Canal Road (SW-bound)	Canal Road	4400LH0966
wsxdtgpw	Yapton, opp Giles Close	Loveys Road	4400LH0701
wsxdamtj	Yapton, Sparks Corner (N-bound)	Bilsham Road	4400LH0264
wsxdamdg	Yapton, opp Village Hall	Main Road	4400LH0228
wsxdamdj	Yapton, opp Church Road	Main Road	4400LH0229
wsxdajwt	Yapton, adj Olive Court	North End Road	4400LH0219
wsxdajwm	Yapton, o/s Primary School	North End Road	4400LH0217
wsxdajwj	Yapton, adj Maypole Lane	North End Road	4400LH0216
wsxdamtd	North End, adj Lake Lane	North End Road	4400LH0262
wsxdgmpj	Walberton, Blacksmiths Corner (N-bound)	Yapton Lane	4400LH0642
wsxdgmpg	Walberton, o/s Old Vicarage	The Street	4400LH0641
wsxtwtmt	Walberton, opp The Holly Tree	The Street	4400LH1732
wsxdgmpa	Walberton, adj Dairy Lane	The Street	4400LH0637
wsxdampj	Walberton, The Green (W-bound)	The Street	4400LH0253
wsxdampa	Walberton, o/s 25 The Bungalows	Barnham Lane	4400LH0250
wsxdamjw	Barnham, opp Kingsmill Road	Barnham Lane	4400LH0249
wsxdamjp	Barnham, opp Dial Close	Lake Lane	4400LH0247
wsxdamdt	Yapton, opp Glebelands Farm	Yapton Road	4400LH0232
wsxdamdw	Barnham, adj Windmill	Yapton Road	4400LH0233
wsxdamgd	Barnham, adj Village Hall	Yapton Road	4400LH0235
wsxdamjg	Barnham, adj Railway Station	Barnham Road	4400LH0245
wsxdamja	Barnham, opp Elm Grove	Barnham Road	4400LH0243
wsxdamgw	Barnham, opp Downview Road	Barnham Road	4400LH0242
wsxdamgt	Eastergate, adj Church Lane	Barnham Road	4400LH0240
wsxdamgm	Eastergate, War Memorial (W-bound)	Barnham Road	4400LH0237
wsxdapgw	Westergate, adj School	A29 Nyton Road	4400LH0309
wsxdgmgm	Westergate, adj Ivy Lane	Westergate Street	4400LH0606
wsxdgmgp	Westergate, adj Elmcroft Place	Westergate Street	4400LH0608
wsxdapjm	Westergate, adj Belle Meade Close	Westergate Street	4400LH0315
wsxdapmg	Woodgate, adj Willows Caravan Park	A29 Lidsey Road	4400LH0321
wsxdpwtp	Lidsey, opp Caravan Park	Lidsey Road	4400LH0861
wsxdapjw	Shripney, adj The Robin Hood	Shripney Road	4400LH0318
wsxgmtdm	Shripney, opp Shripney Lane	Shripney Road	4400LH0903
wsxdgjga	North Bersted, opp Rowan Way	A29 Shripney Road	4400LH0554
wsxdgjgd	North Bersted, opp Poplars Court	A29 Shripney Road	4400LH0555
wsxdgjgj	South Bersted, opp Riverside	A29 Shripney Road	4400LH0556
wsxdgjgm	South Bersted, opp Tesco	Shripney Road	4400LH0557
wsxdgdmw	Bognor Regis, adj Signal Box	Longford Road	4400LH0518
wsxdgdmp	Bognor Regis, opp Havelock Road	Longford Road	4400LH0516

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SMS Code	Stop Name	Street	ATCO Code
wsxdgdmg	Bognor Regis, Station (Stop K)	Longford Road	4400LH0514
wsxdgjpd	Bognor Regis, Queensway (Stop F)	Queensway	4400LH0569
wsxdgjap	Bognor Regis, High Street (Stop C)	High Street	4400LH0544
wsxdgjpm	Bognor Regis, o/s Bognor Station	Richmond Road	4400LH0572
wsxdgjam	Bognor Regis, Post Office (Stop O)	High Street	4400LH0543

141 Yapton - Felpham - Bognor Regis - Bishop Luffa School

Compass Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	SDO
Yapton, Sparks Corner (S-bound)	**0642**
§ Yapton, opp Loveys Road	0642
§ Yapton, adj Lambs Cottages	0643
§ Bilsham, Bilsham Corner (S-bound)	0644
§ Bilsham, Comet Corner (S-bound)	0645
§ Elmer, opp Recreation Ground	0647
§ Elmer, opp St Nicholas Church	0648
§ Elmer, o/s The Elmer	0648
Elmer, opp Templesheen Road	**0650**
Elmer, opp The Elmer	**0651**
Elmer, o/s St Nicholas Church	**0652**
§ Elmer, adj Recreation Ground	0652
Middleton-on-Sea, adj Sea Lane	**0653**
§ Middleton-on-Sea, opp The Byway	0654
Flansham, opp Flansham Park	**0656**
§ Flansham, opp Health Centre	0656
§ Flansham, opp Ditchfield Close	0657
Flansham, opp Alfriston Close	**0658**
§ Flansham, adj Summerhill Drive	0658
§ Flansham, opp Roundle Road	0659
Felpham, opp The Southdowns	**0700**
Felpham, opp Firs Avenue	**0701**
Felpham, opp Downview Road	**0702**
Felpham, o/s Felpham Post Office	**0703**
§ Felpham, adj Vicarage Lane	0703
§ Felpham, opp Links Avenue	0703
Felpham, Snooks Corner (W-bound)	**0704**
§ Felpham, adj Butlins	0704
Bognor Regis, adj Hotham Park	**0705**
§ Bognor Regis, opp Bognor College	0705
South Bersted, opp Somerset Gardens	**0706**
§ South Bersted, opp Orchard Way	0706
§ North Bersted, adj Hampshire Avenue	0706
§ North Bersted, opp Mansfield Road	0706
North Bersted, Shops (N-bound)	**0707**
§ North Bersted, adj Tesco Express	0707
§ North Bersted, opp The Royal Oak	0707
§ North Bersted, adj Newbarn Lane	0707
North Bersted, adj Brazwick Avenue	**0708**
§ North Bersted, opp Babsham Lane	0709
Elbridge, opp Elbridge Farm	**0711**
§ Colworth, adj Groves Farm	0712
Merston, adj Corner	**0713**
Chichester, o/s Bishop Luffa School	**0730**

Saturdays

no service

Sundays

no service

Service Restrictions: 1 - to 21.7.20, not 6.4.20 to 17.4., 26.5. to 29.5.

Notes: **SDO** - Schooldays only
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141 Bishop Luffa School - Bognor Regis - Felpham - Yapton

Compass Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	SDO
Chichester, o/s Bishop Luffa School	**1445**
§ Merston, opp The King's Head	1457
Merston, opp Corner	**1459**
§ Colworth, opp Groves Farm	1500
Elbridge, adj Elbridge Farm	**1501**
§ North Bersted, adj Babsham Lane	1502
North Bersted, opp Brazwick Avenue	**1504**
§ North Bersted, opp Newbarn Lane	1504
§ North Bersted, The Royal Oak	1504
North Bersted, Shops (S-bound)	**1505**
§ North Bersted, adj Mansfield Road	1505
§ North Bersted, opp Hampshire Avenue	1505
§ South Bersted, adj Orchard Way	1505
South Bersted, o/s Ambulance Station	**1506**
§ Bognor Regis, Hotham Way (SE-bound)	1506
§ Bognor Regis, adj Bognor College	1506
Bognor Regis, opp Hotham Park	**1507**
§ Felpham, opp Butlins	1507
Felpham, Snooks Corner (E-bound)	**1508**
§ Felpham, adj Links Avenue	1508
§ Felpham, opp Vicarage Lane	1508
Felpham, opp Felpham Post Office	**1509**
Felpham, adj Downview Road	**1510**
Felpham, adj Firs Avenue	**1511**
Felpham, o/s The Southdowns	**1512**
§ Flansham, adj Roundle Road	1512
§ Flansham, opp Summerhill Drive	1513
Flansham, adj Alfriston Close	**1514**
§ Flansham, adj Ditchfield Close	1514
§ Flansham, o/s Health Centre	1515
Flansham, adj Flansham Park	**1516**
§ Middleton-on-Sea, adj The Byway	1517
Middleton-on-Sea, opp Sea Lane	**1519**
§ Elmer, opp Recreation Ground	1519
Elmer, opp St Nicholas Church	**1520**
Elmer, o/s The Elmer	**1521**
Elmer, adj Templesheen Road	**1522**
§ Elmer, opp The Elmer	1523
§ Elmer, o/s St Nicholas Church	1523
§ Elmer, adj Recreation Ground	1524
§ Bilsham, Comet Corner (N-bound)	1526
§ Bilsham, Bilsham Corner (N-bound)	1527
§ Yapton, opp Lambs Cottages	1528
§ Yapton, adj Loveys Road	1529
Yapton, Sparks Corner (N-bound)	**1530**

Saturdays

no service

Sundays

no service

Service Restrictions: 1 - to 21.7.20, not 6.4.20 to 17.4., 26.5. to 29.5.

Notes: **SDO** - Schooldays only
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141 Yapton - Felpham - Bognor Regis - Bishop Luffa School

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wsxdamtg	Yapton, Sparks Corner (S-bound)	Bilsham Road	4400LH0263
wsxdamtm	Yapton, opp Loveys Road	Bilsham Road	4400LH0265
wsxdamwa	Yapton, adj Lambs Cottages	Bilsham Road	4400LH0268
wsxdamwg	Bilsham, Bilsham Corner (S-bound)	Bilsham Road	4400LH0270
wsxdamwj	Bilsham, Comet Corner (S-bound)	Yapton Road	4400LH0271
wsxdgdgt	Elmer, opp Recreation Ground	Elmer Road	4400LH0503
wsxdgdjd	Elmer, opp St Nicholas Church	Elmer Road	4400LH0506
wsxdgdjg	Elmer, o/s The Elmer	Elmer Road	4400LH0507
wsxdgdjt	Elmer, opp Templesheen Road	Elmer Road	4400LH0510
wsxdgdjm	Elmer, opp The Elmer	Elmer Road	4400LH0508
wsxdgdja	Elmer, o/s St Nicholas Church	Elmer Road	4400LH0505
wsxdgdgw	Elmer, adj Recreation Ground	Elmer Road	4400LH0504
wsxdgdgm	Middleton-on-Sea, adj Sea Lane	Middleton Road	4400LH0501
wsxdgdgj	Middleton-on-Sea, opp The Byway	Middleton Road	4400LH0500
wsxdgdga	Flansham, opp Flansham Park	Middleton Road	4400LH0498
wsxdgjtp	Flansham, opp Health Centre	Flansham Park	4400LH0580
wsxdgmdj	Flansham, opp Ditchfield Close	Flansham Park	4400LH0598
wsxdgmdt	Flansham, opp Alfriston Close	Flansham Park	4400LH0601
wsxdgjwd	Flansham, adj Summerhill Drive	Flansham Lane	4400LH0583
wsxdgjwm	Flansham, opp Roundle Road	Flansham Lane	4400LH0586
wsxdgmda	Felpham, opp The Southdowns	Felpham Way	4400LH0596
wsxdgmaw	Felpham, opp Firs Avenue	Felpham Way	4400LH0595
wsxdgmap	Felpham, opp Downview Road	Felpham Way	4400LH0593
wsxdgdaj	Felpham, o/s Felpham Post Office	Felpham Road	4400LH0493
wsxdgdag	Felpham, adj Vicarage Lane	Felpham Road	4400LH0492
wsxdgawt	Felpham, opp Links Avenue	Felpham Road	4400LH0490
wsxdgawj	Felpham, Snooks Corner (W-bound)	Upper Bognor Road	4400LH0487
wsxdgawg	Felpham, adj Butlins	Upper Bognor Road	4400LH0486
wsxdgmag	Bognor Regis, adj Hotham Park	Upper Bognor Road	4400LH0590
wsxdgjwt	Bognor Regis, opp Bognor College	Upper Bognor Road	4400LH0588
wsxdgdpd	South Bersted, opp Somerset Gardens	Chichester Road	4400LH0520
wsxdgdpj	South Bersted, opp Orchard Way	Chichester Road	4400LH0522
wsxdgdpt	North Bersted, adj Hampshire Avenue	Chichester Road	4400LH0524
wsxdgdta	North Bersted, opp Mansfield Road	Chichester Road	4400LH0526
wsxdgdtg	North Bersted, Shops (N-bound)	Chichester Road	4400LH0528
wsxtwgtw	North Bersted, adj Tesco Express	Chichester Road	4400LH1673
wsxdgdtp	North Bersted, opp The Royal Oak	Chichester Road	4400LH0531
wsxdtatg	North Bersted, adj Newbarn Lane	Chichester Road	4400LH0874
wsxdgdwa	North Bersted, adj Brazwick Avenue	Chichester Road	4400LH0533
wsxdgdwj	North Bersted, opp Babsham Lane	Chichester Road	4400LH0536
wsxdgdwm	Elbridge, opp Elbridge Farm	Chichester Road	4400LH0537
wsxajgwg	Colworth, adj Groves Farm	A259 Chichester Road	4400CH0517
wsxajgwj	Merston, adj Corner	Chichester Road	4400CH0518
wsxagpma	Chichester, o/s Bishop Luffa School	Westgate	4400CH0234

141 Bishop Luffa School - Bognor Regis - Felpham - Yapton

Compass Travel

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wsxagpma	Chichester, o/s Bishop Luffa School	Westgate	4400CH0234
wsxajdag	Merston, opp The King's Head	Bognor Road	4400CH0421
wsxajgwm	Merston, opp Corner	Chichester Road	4400CH0519
wsxajgwp	Colworth, opp Groves Farm	Chichester Road	4400CH0520
wsxdgdwp	Elbridge, adj Elbridge Farm	Chichester Road	4400LH0538
wsxdgdwg	North Bersted, adj Babsham Lane	Chichester Road	4400LH0535
wsxdgdwd	North Bersted, opp Brazwick Avenue	Chichester Road	4400LH0534
wsxdptmg	North Bersted, opp Newbarn Lane	Chichester Road	4400LH0678
wsxdgdtm	North Bersted, The Royal Oak		4400LH0530
wsxdgdtj	North Bersted, Shops (S-bound)	Chichester Road	4400LH0529
wsxdgdtd	North Bersted, adj Mansfield Road	Chichester Road	4400LH0527
wsxdgdpw	North Bersted, opp Hampshire Avenue	Chichester Road	4400LH0525
wsxdgdpm	South Bersted, adj Orchard Way	Chichester Road	4400LH0523
wsxdgdpa	South Bersted, o/s Ambulance Station	Chichester Road	4400LH0519
wsxdgjwp	Bognor Regis, Hotham Way (SE-bound)	Hotham Way	4400LH0587
wsxtwdaj	Bognor Regis, adj Bognor College	Upper Bognor Road	4400LH0997
wsxdgmad	Bognor Regis, opp Hotham Park	Upper Bognor Road	4400LH0589
wsxdgawd	Felpham, opp Butlins	Upper Bognor Road	4400LH0485
wsxdgawm	Felpham, Snooks Corner (E-bound)	Upper Bognor Road	4400LH0488
wsxdgawp	Felpham, adj Links Avenue	Felpham Road	4400LH0489
wsxdgdad	Felpham, opp Vicarage Lane	Felpham Road	4400LH0491
wsxdgdam	Felpham, opp Felpham Post Office	Felpham Road	4400LH0494
wsxdgmam	Felpham, adj Downview Road	Felpham Way	4400LH0592
wsxdgmat	Felpham, adj Firs Avenue	Felpham Way	4400LH0594
wsxdgmdg	Felpham, o/s The Southdowns	Felpham Way	4400LH0597
wsxdgjwj	Flansham, adj Roundle Road	Flansham Lane	4400LH0585
wsxdgjwg	Flansham, opp Summerhill Drive	Flansham Lane	4400LH0584
wsxdgmdp	Flansham, adj Alfriston Close	Flansham Park	4400LH0600
wsxdgmdm	Flansham, adj Ditchfield Close	Flansham Park	4400LH0599
wsxdgjtm	Flansham, o/s Health Centre	Flansham Park	4400LH0579
wsxdgdaw	Flansham, adj Flansham Park	Middleton Road	4400LH0497
wsxdgdgd	Middleton-on-Sea, adj The Byway	Middleton Road	4400LH0499
wsxdgdgp	Middleton-on-Sea, opp Sea Lane	Middleton Road	4400LH0502
wsxdgdgt	Elmer, opp Recreation Ground	Elmer Road	4400LH0503
wsxdgdjd	Elmer, opp St Nicholas Church	Elmer Road	4400LH0506
wsxdgdjg	Elmer, o/s The Elmer	Elmer Road	4400LH0507
wsxdgdjp	Elmer, adj Templesheen Road	Elmer Road	4400LH0509
wsxdgdjm	Elmer, opp The Elmer	Elmer Road	4400LH0508
wsxdgdja	Elmer, o/s St Nicholas Church	Elmer Road	4400LH0505
wsxdgdgw	Elmer, adj Recreation Ground	Elmer Road	4400LH0504
wsxdamwm	Bilsham, Comet Corner (N-bound)	Yapton Road	4400LH0272
wsxdamwd	Bilsham, Bilsham Corner (N-bound)	Bilsham Road	4400LH0269
wsxdamtw	Yapton, opp Lambs Cottages	Bilsham Road	4400LH0267
wsxdamtp	Yapton, adj Loveys Road	Bilsham Road	4400LH0266
wsxdamtj	Yapton, Sparks Corner (N-bound)	Bilsham Road	4400LH0264

665 Littlehampton - Westergate

Stagecoach South

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	SDO
Littlehampton, adj Selwyn Avenue	**0710**
§ Littlehampton, adj The Crossways	0710
§ Littlehampton, opp Elspring Mead	0711
§ Littlehampton, adj Wickbourne Stores	0712
§ Littlehampton, opp Fort Road	0713
§ Littlehampton, opp Wickbourne Centre	0714
§ Littlehampton, opp North Ham Road	0714
§ Littlehampton, opp St James Church	0715
Littlehampton, Anchor Springs (Stop B)	**0717**
§ Littlehampton, opp Littlehampton Railway Station	0718
§ Littlehampton, adj Arun Footbridge	0718
§ Littlehampton, adj Riverside Industrial Estate	0719
§ Climping, opp Caravan Park	0722
§ Climping, opp The Oystercatcher	0724
§ Climping, opp Horsemere Green Lane	0725
§ Yapton, opp Rollaston Park	0727
§ Yapton, opp Fordwater Gardens	0727
Yapton, opp Village Hall	**0729**
§ Yapton, opp Church Road	0729
§ Yapton, adj Olive Court	0729
§ Yapton, o/s Primary School	0730
§ Yapton, adj Maypole Lane	0731
§ North End, adj Lake Lane	0732
§ Walberton, Blacksmiths Corner (N-bound)	0736
Walberton, o/s Old Vicarage	**0737**
§ Walberton, opp The Holly Tree	0737
§ Walberton, adj Dairy Lane	0737
§ Walberton, The Green (W-bound)	0738
§ Walberton, o/s 25 The Bungalows	0738
§ Barnham, opp Kingsmill Road	0740
§ Barnham, opp Dial Close	0741
Barnham, adj Railway Station	**0742**
§ Barnham, opp Elm Grove	0743
§ Barnham, opp Downview Road	0744
§ Eastergate, adj Church Lane	0746
§ Eastergate, War Memorial (W-bound)	0748
Westergate, adj School	**0750**

Saturdays

no service

Sundays

no service

Service Restrictions: 1 - to 21.7.20, not 6.4.20 to 17.4., 26.5. to 29.5.

Notes: **SDO** - Schooldays only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

665 Westergate - Littlehampton

Stagecoach South

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	SDO
Westergate, o/s Ormiston Six Villages Academy	**1450**
Westergate, adj Barnett Close	**1451**
§ Eastergate, War Memorial (E-bound)	1451
§ Eastergate, opp Church Lane	1452
§ Barnham, adj Downview Road	1453
§ Barnham, adj Elm Grove	1454
Barnham, opp Railway Station	**1455**
§ Barnham, adj Dial Close	1455
§ Barnham, adj Kingsmill Road	1455
§ Walberton, opp 14 The Bungalows	1457
§ Walberton, The Green (E-bound)	1458
§ Walberton, adj Tye Lane	1458
§ Walberton, adj The Holly Tree	1458
Walberton, o/s Post Office	**1459**
§ Walberton, Blacksmiths Corner (S-bound)	1500
§ North End, opp Lake Lane	1503
§ Yapton, adj Ford Lane	1504
§ Yapton, opp Primary School	1505
§ Yapton, opp Olive Court	1506
§ Yapton, adj Church Road	1506
Yapton, o/s Village Hall	**1507**
§ Yapton, adj Fordwater Gardens	1508
§ Yapton, adj Rollaston Park	1508
§ Climping, adj Horsemere Green Lane	1509
§ Climping, adj The Oystercatcher	1511
§ Climping, adj Caravan Park	1512
§ Littlehampton, opp Riverside Industrial Estate	1515
§ Littlehampton, opp Arun Footbridge	1515
§ Littlehampton, adj Littlehampton Railway Station	1516
§ Littlehampton, Franciscan Way (N-bound)	1516
Littlehampton, Anchor Springs (Stop B)	**1517**
§ Littlehampton, adj St James Church	1518
§ Littlehampton, adj North Ham Road	1519
§ Littlehampton, adj Wickbourne Centre	1519
§ Littlehampton, adj Fort Road	1519
§ Littlehampton, opp Wickbourne Stores	1520
§ Littlehampton, adj Elspring Mead	1521
§ Littlehampton, opp The Crossways	1522
Littlehampton, opp Selwyn Avenue	**1523**

Saturdays

no service

Sundays

no service

Service Restrictions: 1 - to 21.7.20, not 6.4.20 to 17.4., 26.5. to 29.5.

Notes: **SDO** - Schooldays only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

665 Littlehampton - Westergate

Stagecoach South

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wsxdadap	Littlehampton, adj Selwyn Avenue	Courtwick Road	4400LH0075
wsxdadaj	Littlehampton, adj The Crossways	Courtwick Road	4400LH0073
wsxdadag	Littlehampton, opp Elspring Mead	Clun Road	4400LH0072
wsxawtwt	Littlehampton, adj Wickbourne Stores	Clun Road	4400LH0070
wsxawtwj	Littlehampton, opp Fort Road	Clun Road	4400LH0067
wsxawtwg	Littlehampton, opp Wickbourne Centre	Clun Road	4400LH0066
wsxawtwd	Littlehampton, opp North Ham Road	Clun Road	4400LH0065
wsxawtpt	Littlehampton, opp St James Church	Arundel Road	4400LH0062
wsxdagdj	Littlehampton, Anchor Springs (Stop B)	Anchor Springs	4400LH0129
wsxawtjd	Littlehampton, opp Littlehampton Railway Station	Terminus Road	4400LH0044
wsxawtjm	Littlehampton, adj Arun Footbridge	Terminus Road	4400LH0046
wsxawtjt	Littlehampton, adj Riverside Industrial Estate	Bridge Road	4400LH0048
wsxdapwt	Climping, opp Caravan Park	A259	4400LH0339
wsxdatad	Climping, opp The Oystercatcher	Crookthorn Lane	4400LH0340
wsxdamag	Climping, opp Horsemere Green Lane	Yapton Road	4400LH0221
wsxdamap	Yapton, opp Rollaston Park	Yapton Road	4400LH0224
wsxdamaw	Yapton, opp Fordwater Gardens	Burndell Road	4400LH0226
wsxdamdg	Yapton, opp Village Hall	Main Road	4400LH0228
wsxdamdj	Yapton, opp Church Road	Main Road	4400LH0229
wsxdajwt	Yapton, adj Olive Court	North End Road	4400LH0219
wsxdajwm	Yapton, o/s Primary School	North End Road	4400LH0217
wsxdajwj	Yapton, adj Maypole Lane	North End Road	4400LH0216
wsxdamtd	North End, adj Lake Lane	North End Road	4400LH0262
wsxdgmpj	Walberton, Blacksmiths Corner (N-bound)	Yapton Lane	4400LH0642
wsxdgmpg	Walberton, o/s Old Vicarage	The Street	4400LH0641
wsxtwtmt	Walberton, opp The Holly Tree	The Street	4400LH1732
wsxdgmpa	Walberton, adj Dairy Lane	The Street	4400LH0637
wsxdampj	Walberton, The Green (W-bound)	The Street	4400LH0253
wsxdampa	Walberton, o/s 25 The Bungalows	Barnham Lane	4400LH0250
wsxdamjw	Barnham, opp Kingsmill Road	Barnham Lane	4400LH0249
wsxdamjp	Barnham, opp Dial Close	Lake Lane	4400LH0247
wsxdamjg	Barnham, adj Railway Station	Barnham Road	4400LH0245
wsxdamja	Barnham, opp Elm Grove	Barnham Road	4400LH0243
wsxdamgw	Barnham, opp Downview Road	Barnham Road	4400LH0242
wsxdamgt	Eastergate, adj Church Lane	Barnham Road	4400LH0240
wsxdamgm	Eastergate, War Memorial (W-bound)	Barnham Road	4400LH0237
wsxdapgw	Westergate, adj School	A29 Nyton Road	4400LH0309

665 Westergate - Littlehampton

Stagecoach South

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SMS Code	Stop Name	Street	ATCO Code
wsxdgmgt	Westergate, o/s Ormiston Six Villages Academy	Lime Avenue	4400LH0613
wsxdgmgw	Westergate, adj Barnett Close	A29 Nyton Road	4400LH0614
wsxdgmja	Eastergate, War Memorial (E-bound)	Barnham Road	4400LH0615
wsxdamgp	Eastergate, opp Church Lane	Barnham Road	4400LH0239
wsxdgmjd	Barnham, adj Downview Road	Barnham Road	4400LH0619
wsxdamjd	Barnham, adj Elm Grove	Barnham Road	4400LH0244
wsxdgmjg	Barnham, opp Railway Station	Barnham Road	4400LH0628
wsxdamjm	Barnham, adj Dial Close	Lake Lane	4400LH0246
wsxdamjt	Barnham, adj Kingsmill Road	Barnham Lane	4400LH0248
wsxdampd	Walberton, opp 14 The Bungalows	Barnham Lane	4400LH0251
wsxdampg	Walberton, The Green (E-bound)	The Street	4400LH0631
wsxdampm	Walberton, adj Tye Lane	The Street	4400LH0255
wsxdgmpd	Walberton, adj The Holly Tree	The Street	4400LH0639
wsxdampt	Walberton, o/s Post Office	Maple Road	4400LH0257
wsxdampw	Walberton, Blacksmiths Corner (S-bound)	Yapton Lane	4400LH0260
wsxdamta	North End, opp Lake Lane	North End Road	4400LH0261
wsxdajwg	Yapton, adj Ford Lane	North End Road	4400LH0215
wsxdajwp	Yapton, opp Primary School	North End Road	4400LH0218
wsxdamad	Yapton, opp Olive Court	North End Road	4400LH0220
wsxdamdm	Yapton, adj Church Road	Main Road	4400LH0230
wsxdamda	Yapton, o/s Village Hall	Main Road	4400LH0227
wsxdamat	Yapton, adj Fordwater Gardens	Burndell Road	4400LH0225
wsxdamam	Yapton, adj Rollaston Park	Yapton Road	4400LH0223
wsxdamaj	Climping, adj Horsemere Green Lane	Yapton Road	4400LH0222
wsxdatag	Climping, adj The Oystercatcher	Crookthorn Lane	4400LH0341
wsxdataj	Climping, adj Caravan Park	A259	4400LH0342
wsxawtjw	Littlehampton, opp Riverside Industrial Estate	Bridge Road	4400LH0049
wsxawtjp	Littlehampton, opp Arun Footbridge	Terminus Road	4400LH0047
wsxawtjg	Littlehampton, adj Littlehampton Railway Station	Terminus Road	4400LH0045
wsxawtgm	Littlehampton, Franciscan Way (N-bound)	Arundel Road	4400LH0039
wsxdagdj	Littlehampton, Anchor Springs (Stop B)	Anchor Springs	4400LH0129
wsxawtpw	Littlehampton, adj St James Church	Arundel Road	4400LH0063
wsxawtwa	Littlehampton, adj North Ham Road	Clun Road	4400LH0064
wsxdpwdg	Littlehampton, adj Wickbourne Centre	Clun Road	4400LH0837
wsxawtwm	Littlehampton, adj Fort Road	Clun Road	4400LH0068
wsxawtwp	Littlehampton, opp Wickbourne Stores	Clun Road	4400LH0069
wsxdadad	Littlehampton, adj Elspring Mead	Clun Road	4400LH0071
wsxdadam	Littlehampton, opp The Crossways	Courtwick Road	4400LH0074
wsxdadat	Littlehampton, opp Selwyn Avenue	Courtwick Road	4400LH0076

700 Littlehampton - Bognor Regis - Chichester

Stagecoach South - Coastliner

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Mondays to Fridays

Service Restrictions		NMo																	
Littlehampton, Anchor Springs (Stop B)		—	—	—	**0619**	**0652**	**0707**	**0727**	**0747**	**0817**	**0845**	**0905**	**0928**	**0948**	**1012**		**12**	**32**	**52**
§ Littlehampton, opp Littlehampton Railway Station		—	—	—	0620	0653	0708	0728	0748	0818	0846	0906	0929	0949	1013		13	33	53
§ Littlehampton, adj Arun Footbridge		—	—	—	0620	0653	0708	0728	0748	0818	0846	0906	0929	0949	1013		13	33	53
§ Littlehampton, adj Riverside Industrial Estate		—	—	—	0621	0654	0709	0729	0749	0819	0847	0907	0930	0950	1014		14	34	54
§ Climping, opp Caravan Park		—	—	—	0623	0656	0711	0731	0751	0821	0849	0909	0933	0953	1016		16	36	56
§ Climping, opp The Oystercatcher		—	—	—	0625	0658	0713	0733	0753	0823	0851	0911	0935	0955	1018		18	38	58
§ Climping, opp Horsemere Green Lane		—	—	—	0626	0659	0715	0735	0755	0824	0853	0913	0936	0956	1019		19	39	59
Yapton, opp Rollaston Park		—	**0527**	**0557**	**0627**	**0700**	**0716**	**0736**	**0756**	**0825**	**0854**	**0914**	**0938**	**0958**	**1020**		**20**	**40**	**00**
§ Yapton, opp Fordwater Gardens		—	0527	0557	0628	0701	0716	0736	0756	0826	0854	0914	0938	0958	1021		21	41	01
Yapton, Sparks Corner (S-bound)		—	**0529**	**0559**	**0629**	**0702**	**0718**	**0738**	**0758**	**0827**	**0856**	**0916**	**0940**	**1000**	**1022**		**22**	**42**	**02**
§ Yapton, opp Loveys Road		—	0529	0559	0629	0702	0718	0738	0758	0827	0856	0916	0940	1000	1022		22	42	02
§ Yapton, adj Lambs Cottages		—	0529	0559	0630	0703	0719	0739	0759	0828	0857	0917	0941	1001	1023		23	43	03
§ Bilsham, Bilsham Corner (S-bound)		—	0531	0601	0631	0704	0721	0741	0802	0831	0859	0919	0943	1003	1024		24	44	04
§ Bilsham, Comet Corner (S-bound)		—	0531	0601	0632	0705	0722	0742	0803	0832	0900	0920	0944	1004	1025		25	45	05
§ Flansham, opp Hoe Lane		—	0533	0603	0635	0708	0726	0746	0807	0836	0904	0924	0948	1008	1028		28	48	08
Felpham, o/s The Southdowns		**0001**																	
§ Flansham, adj Roundle Road		0001																	
§ Flansham, opp Summerhill Drive		0002																	
Flansham, adj Alfriston Close		**0003**	**0534**	**0604**	**0636**	**0709**	**0727**	**0747**	**0808**	**0837**	**0905**	**0925**	**0949**	**1009**	**1029**		**29**	**49**	**09**
§ Flansham, adj Ditchfield Close		0003	0534	0604	0636	0709	0728	0748	0809	0838	0905	0925	0949	1009	1029		29	49	09
§ Flansham, o/s Health Centre		0004	0535	0605	0638	0711	0730	0750	0811	0840	0907	0927	0951	1011	1031		31	51	11
§ Flansham, opp Pennyfields		0004	0536	0606	0638	0711	0731	0751	0812	0841	0907	0927	0951	1011	1031		31	51	11
Felpham, opp The Southdowns		**0005**	**0537**	**0607**	**0640**	**0713**	**0733**	**0753**	**0814**	**0843**	**0909**	**0929**	**0953**	**1013**	**1033**		**33**	**53**	**13**
§ Felpham, opp Firs Avenue		0005	0537	0607	0640	0713	0734	0754	0815	0843	0909	0929	0953	1013	1033		33	53	13
§ Felpham, opp Downview Road		0006	0538	0608	0642	0715	0736	0756	0817	0845	0911	0931	0955	1015	1035	then	35	55	15
§ Bognor Regis, adj Hotham Park		0009	0541	0611	0645	0719	0741	0801	0823	0849	0914	0934	0958	1018	1038	at	38	58	18
§ Bognor Regis, adj Gloucester Road		0010	0542	0612	0646	0721	0743	0803	0825	0851	0915	0935	0959	1019	1039	these	39	59	19
§ Bognor Regis, Post Office (Stop O)		0011	0543	0613	0647	0722	0744	0804	0826	0852	0916	0936	1000	1020	1040	mins	40	00	20
Bognor Regis, High Street (Stop R)	arr	**0012**	**0544**	**0614**	**0648**	**0723**	**0745**	**0805**	**0827**	**0853**	**0917**	**0937**	**1001**	**1021**	**1041**	past	**41**	**01**	**21**
Bognor Regis, High Street (Stop R)	dep	**0013**	**0545**	**0615**	**0650**	**0725**	**0747**	**0807**	**0831**	**0857**	**0921**	**0941**	**1005**	**1025**	**1045**	each	**45**	**05**	**25**
§ Bognor Regis, Queensway (Stop E)		0014	0546	0616	0651	0726	0748	0808	0832	0858	0922	0942	1006	1026	1046	hour	46	06	26
§ Bognor Regis, Station (Stop J)		0014	0546	0616	0652	0727	0749	0809	0833	0859	0923	0943	1007	1027	1047		47	07	27
§ Bognor Regis, adj Havelock Road		0015	0547	0617	0653	0728	0750	0810	0834	0900	0924	0944	1007	1027	1047		47	07	27
§ Bognor Regis, opp Signal Box		0015	0547	0617	0653	0729	0751	0811	0835	0901	0925	0945	1008	1028	1048		48	08	28
§ South Bersted, opp Somerset Gardens		0017	0549	0619	0655	0731	0753	0813	0837	0903	0927	0947	1009	1029	1049		49	09	29
§ South Bersted, opp Orchard Way		0018	0550	0620	0656	0732	0754	0814	0838	0904	0928	0948	1010	1030	1050		50	10	30
§ North Bersted, adj Hampshire Avenue		0018	0550	0620	0657	0733	0755	0815	0839	0905	0929	0949	1011	1031	1051		51	11	31
§ North Bersted, opp Mansfield Road		0019	0551	0621	0658	0733	0755	0815	0839	0905	0929	0949	1012	1032	1052		52	12	32
North Bersted, Shops (N-bound)		**0020**	**0552**	**0622**	**0659**	**0735**	**0757**	**0817**	**0841**	**0907**	**0931**	**0951**	**1013**	**1033**	**1053**		**53**	**13**	**33**
§ North Bersted, adj Tesco Express		0020	0552	0622	0659	0735	0757	0817	0841	0907	0931	0951	1013	1033	1053		53	13	33
§ North Bersted, opp The Royal Oak		0020	0552	0622	0659	0735	0757	0817	0841	0907	0931	0951	1013	1033	1053		53	13	33
§ North Bersted, adj Newbarn Lane		0020	0552	0622	0659	0735	0757	0817	0841	0907	0931	0951	1013	1033	1053		53	13	33
§ North Bersted, adj Brazwick Avenue		0020	0552	0622	0659	0736	0758	0818	0842	0908	0932	0952	1014	1034	1054		54	14	34
§ North Bersted, opp Babsham Lane		0021	0553	0623	0700	0736	0758	0818	0842	0908	0932	0952	1014	1034	1054		54	14	34
§ Elbridge, opp Elbridge Farm		0021	0553	0623	0700	0737	0759	0819	0843	0909	0933	0953	1015	1035	1055		55	15	35
§ Colworth, adj Groves Farm		0022	0554	0624	0701	0739	0800	0820	0844	0911	0934	0954	1016	1036	1056		56	16	36
Merston, adj Corner		**0024**	**0556**	**0626**	**0703**	**0741**	**0802**	**0822**	**0846**	**0913**	**0936**	**0956**	**1018**	**1038**	**1058**		**58**	**18**	**38**
§ Chichester, adj The Peacheries		0029	0601	0631	0708	0751	0813	0836	0858	0921	0942	1002	1023	1043	1103		03	23	43
§ Chichester, adj York Road		0029	0601	0631	0709	0751	0814	0837	0859	0922	0943	1003	1024	1044	1104		04	24	44
§ Chichester, The Hornet (W-bound)		0030	0602	0632	0710	0754	0817	0841	0902	0924	0944	1004	1025	1045	1105		05	25	45
§ Chichester, Market (Stop M)		0031	0603	0633	0711	0755	0819	0843	0904	0925	0945	1005	1026	1046	1106		06	26	46
§ Chichester, Market Avenue (Stop G)		0032	0604	0634	0712	0757	0820	0845	0905	0926	0946	1006	1027	1047	1107		07	27	47
Chichester, Bus Station (Bay 9)	arr	**0033**	**0605**	**0635**	**0713**	**0759**	**0823**	**0848**	**0908**	**0928**	**0948**	**1008**	**1028**	**1048**	**1108**		**08**	**28**	**48**
Chichester, Bus Station (Bay 9)	dep	—	**0607**	**0637**	**0715**	**0803**	**0827**	**0852**	**0912**	**0932**	**0952**	**1012**	**1032**	**1052**	**1112**		**12**	**32**	**52**
Chichester, Westgate (Stop U)		—	**0609**	**0639**	**0717**	**0805**	**0829**	**0854**	**0914**	**0934**	**0954**	**1014**	**1034**	**1054**	**1114**		**14**	**34**	**54**

Service Restrictions: **NMo** - Not Mondays

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

700 Littlehampton - Bognor Regis - Chichester

Stagecoach South - Coastliner

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Mondays to Fridays

Littlehampton, Anchor Springs (Stop B)			**1552**	**1612**	**1632**	**1652**	**1712**	**1737**	**1802**	**1822**	**1844**	**1904**	**1934**	**2034**	**2134**	**2234**
§ Littlehampton, opp Littlehampton Railway Station			1553	1613	1633	1653	1713	1738	1803	1823	1845	1904	1935	2035	2135	2235
§ Littlehampton, adj Arun Footbridge			1553	1613	1633	1653	1713	1738	1803	1823	1845	1905	1935	2035	2135	2235
§ Littlehampton, adj Riverside Industrial Estate			1554	1614	1634	1654	1714	1739	1804	1824	1845	1905	1935	2035	2135	2235
§ Climping, opp Caravan Park			1556	1616	1636	1656	1716	1741	1806	1826	1847	1907	1937	2037	2137	2237
§ Climping, opp The Oystercatcher			1558	1618	1638	1658	1718	1743	1808	1828	1849	1908	1939	2039	2139	2239
§ Climping, opp Horsemere Green Lane			1559	1619	1639	1700	1720	1744	1809	1829	1850	1909	1940	2040	2140	2240
Yapton, opp Rollaston Park			**1600**	**1620**	**1640**	**1701**	**1721**	**1745**	**1810**	**1830**	**1851**	**1910**	**1941**	**2041**	**2141**	**2241**
§ Yapton, opp Fordwater Gardens			1601	1621	1641	1701	1721	1746	1811	1831	1852	1911	1942	2042	2142	2242
Yapton, Sparks Corner (S-bound)			**1602**	**1622**	**1642**	**1703**	**1723**	**1747**	**1812**	**1832**	**1853**	**1912**	**1943**	**2043**	**2143**	**2243**
§ Yapton, opp Loveys Road			1602	1622	1642	1703	1723	1747	1812	1832	1853	1912	1943	2043	2143	2243
§ Yapton, adj Lambs Cottages			1603	1623	1643	1704	1724	1748	1813	1833	1854	1913	1944	2044	2144	2244
§ Bilsham, Bilsham Corner (S-bound)			1604	1624	1644	1706	1726	1749	1814	1834	1855	1914	1945	2045	2145	2245
§ Bilsham, Comet Corner (S-bound)			1605	1625	1645	1707	1727	1750	1815	1835	1856	1915	1946	2046	2146	2246
§ Flansham, opp Hoe Lane			1608	1628	1648	1710	1730	1753	1818	1838	1858	1918	1948	2048	2148	2248
Flansham, adj Alfriston Close			**1609**	**1629**	**1649**	**1711**	**1731**	**1754**	**1819**	**1839**	**1859**	**1919**	**1949**	**2049**	**2149**	**2249**
§ Flansham, adj Ditchfield Close			1609	1629	1649	1711	1731	1754	1819	1839	1859	1919	1949	2049	2149	2249
§ Flansham, o/s Health Centre			1611	1631	1651	1713	1733	1756	1821	1840	1900	1920	1950	2050	2150	2250
§ Flansham, opp Pennyfields			1611	1631	1651	1713	1733	1756	1821	1840	1900	1920	1950	2050	2150	2250
Felpham, opp The Southdowns			**1613**	**1633**	**1653**	**1715**	**1735**	**1758**	**1823**	**1841**	**1901**	**1921**	**1951**	**2051**	**2151**	**2251**
§ Felpham, opp Firs Avenue			1613	1633	1653	1715	1735	1758	1823	1841	1901	1921	1951	2051	2151	2251
§ Felpham, opp Downview Road			1615	1635	1655	1717	1737	1800	1825	1842	1902	1922	1952	2052	2152	2252
§ Bognor Regis, adj Hotham Park			1618	1638	1658	1720	1740	1803	1829	1845	1905	1925	1955	2055	2155	2255
§ Bognor Regis, adj Gloucester Road			1619	1639	1659	1721	1741	1804	1831	1846	1906	1926	1956	2056	2156	2256
§ Bognor Regis, Post Office (Stop O)			1620	1640	1700	1722	1742	1805	1832	1847	1907	1927	1957	2057	2157	2257
Bognor Regis, High Street (Stop R)	arr	until	**1621**	**1641**	**1701**	**1723**	**1743**	**1806**	**1833**	**1848**	**1908**	**1928**	**1958**	**2058**	**2158**	**2258**
Bognor Regis, High Street (Stop R)	dep		**1625**	**1645**	**1705**	**1727**	**1747**	**1810**	**1834**	**1849**	**1909**	**1929**	**1959**	**2059**	**2159**	**2259**
§ Bognor Regis, Queensway (Stop E)			1626	1646	1706	1728	1748	1811	1834	1850	1910	1929	2000	2100	2200	2300
§ Bognor Regis, Station (Stop J)			1627	1647	1707	1729	1749	1812	1835	1850	1910	1930	2000	2100	2200	2300
§ Bognor Regis, adj Havelock Road			1627	1647	1707	1729	1749	1812	1836	1851	1911	1931	2001	2101	2201	2301
§ Bognor Regis, opp Signal Box			1628	1648	1708	1730	1750	1813	1836	1851	1911	1931	2001	2101	2201	2301
§ South Bersted, opp Somerset Gardens			1629	1649	1709	1731	1751	1814	1837	1853	1913	1932	2003	2103	2203	2303
§ South Bersted, opp Orchard Way			1630	1650	1710	1732	1752	1815	1838	1854	1914	1933	2004	2104	2204	2304
§ North Bersted, adj Hampshire Avenue			1631	1651	1711	1733	1753	1816	1838	1854	1914	1933	2004	2104	2204	2304
§ North Bersted, opp Mansfield Road			1632	1652	1712	1734	1754	1817	1839	1855	1915	1934	2005	2105	2205	2305
North Bersted, Shops (N-bound)			**1633**	**1653**	**1713**	**1735**	**1755**	**1818**	**1840**	**1856**	**1916**	**1935**	**2006**	**2106**	**2206**	**2306**
§ North Bersted, adj Tesco Express			1633	1653	1713	1735	1755	1818	1840	1856	1916	1935	2006	2106	2206	2306
§ North Bersted, opp The Royal Oak			1633	1653	1713	1735	1755	1818	1840	1856	1916	1935	2006	2106	2206	2306
§ North Bersted, adj Newbarn Lane			1633	1653	1713	1735	1755	1818	1840	1856	1916	1935	2006	2106	2206	2306
§ North Bersted, adj Brazwick Avenue			1634	1654	1714	1736	1755	1818	1840	1856	1916	1936	2006	2106	2206	2306
§ North Bersted, opp Babsham Lane			1634	1654	1714	1736	1756	1819	1841	1857	1917	1936	2007	2107	2207	2307
§ Elbridge, opp Elbridge Farm			1635	1655	1715	1737	1756	1819	1841	1857	1917	1937	2007	2107	2207	2307
§ Colworth, adj Groves Farm			1636	1656	1716	1739	1757	1820	1842	1858	1918	1938	2008	2108	2208	2308
Merston, adj Corner			**1638**	**1658**	**1718**	**1741**	**1759**	**1822**	**1844**	**1900**	**1920**	**1940**	**2010**	**2110**	**2210**	**2310**
§ Chichester, adj The Peacheries			1643	1703	1723	1746	1805	1828	1849	1905	1925	1945	2015	2115	2215	2315
§ Chichester, adj York Road			1644	1704	1724	1746	1805	1828	1849	1905	1925	1945	2015	2115	2215	2315
§ Chichester, The Hornet (W-bound)			1645	1705	1725	1747	1807	1830	1850	1906	1926	1946	2016	2116	2216	2316
§ Chichester, Market (Stop M)			1646	1706	1726	1748	1808	1831	1851	1907	1927	1947	2017	2117	2217	2317
§ Chichester, Market Avenue (Stop G)			1647	1707	1727	1749	1809	1832	1852	1908	1928	1948	2018	2118	2218	2318
Chichester, Bus Station (Bay 9)	arr		**1648**	**1708**	**1728**	**1750**	**1810**	**1833**	**1853**	**1909**	**1929**	**1949**	**2019**	**2119**	**2219**	**2319**
Chichester, Bus Station (Bay 9)	dep		**1652**	**1712**	**1732**	**1754**	**1814**	—	—	**1913**	—	—	**2021**	**2121**	**2221**	**2321**
Chichester, Westgate (Stop U)			**1654**	**1714**	**1734**	**1756**	**1816**	—	—	**1915**	—	—	**2023**	**2123**	**2223**	**2323**

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700 Littlehampton - Bognor Regis - Chichester

Stagecoach South - Coastliner

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Littlehampton, Anchor Springs (Stop B)		—	—	—	**0652**	**0712**		**12**	**32**	**52**		**1652**	**1712**	**1732**	**1752**	**1822**	**1844**	**1904**	**1934**
§ Littlehampton, opp Littlehampton Railway Station		—	—	—	0653	0713		13	33	53		1653	1713	1733	1753	1823	1845	1905	1935
§ Littlehampton, adj Arun Footbridge		—	—	—	0653	0713		13	33	53		1653	1713	1733	1753	1823	1845	1905	1935
§ Littlehampton, adj Riverside Industrial Estate		—	—	—	0654	0714		14	34	54		1654	1714	1734	1754	1824	1845	1905	1935
§ Climping, opp Caravan Park		—	—	—	0656	0716		16	36	56		1656	1716	1736	1756	1826	1847	1907	1937
§ Climping, opp The Oystercatcher		—	—	—	0658	0718		18	38	58		1658	1718	1738	1758	1828	1849	1909	1939
§ Climping, opp Horsemere Green Lane		—	—	—	0659	0719		19	39	59		1659	1719	1739	1759	1829	1850	1910	1940
Yapton, opp Rollaston Park		—	**0607**	**0647**	**0700**	**0720**		**20**	**40**	**00**		**1700**	**1720**	**1740**	**1800**	**1830**	**1851**	**1911**	**1941**
§ Yapton, opp Fordwater Gardens		—	0607	0647	0701	0721		21	41	01		1701	1721	1741	1801	1831	1852	1912	1942
Yapton, Sparks Corner (S-bound)		—	**0609**	**0649**	**0702**	**0722**		**22**	**42**	**02**		**1702**	**1722**	**1742**	**1802**	**1832**	**1853**	**1913**	**1943**
§ Yapton, opp Loveys Road		—	0609	0649	0702	0722		22	42	02		1702	1722	1742	1802	1832	1853	1913	1943
§ Yapton, adj Lambs Cottages		—	0610	0650	0703	0723		23	43	03		1703	1723	1743	1803	1833	1854	1914	1944
§ Bilsham, Bilsham Corner (S-bound)		—	0611	0651	0704	0724		24	44	04		1704	1724	1744	1804	1834	1855	1915	1945
§ Bilsham, Comet Corner (S-bound)		—	0612	0652	0705	0725		25	45	05		1705	1725	1745	1805	1835	1856	1916	1946
§ Flansham, opp Hoe Lane		—	0615	0655	0708	0728		28	48	08		1708	1728	1748	1808	1838	1858	1918	1948
Felpham, o/s The Southdowns		0001	|	|	|	|		|	|	|		|	|	|	|	|	|	|
§ Flansham, adj Roundle Road		0001	|	|	|	|		|	|	|		|	|	|	|	|	|	|
§ Flansham, opp Summerhill Drive		0002	|	|	|	|		|	|	|		|	|	|	|	|	|	|
Flansham, adj Alfriston Close		**0003**	**0616**	**0656**	**0709**	**0729**		**29**	**49**	**09**		**1709**	**1729**	**1749**	**1809**	**1839**	**1859**	**1919**	**1949**
§ Flansham, adj Ditchfield Close		0003	0616	0656	0709	0729		29	49	09		1709	1729	1749	1809	1839	1859	1919	1949
§ Flansham, o/s Health Centre		0004	0617	0657	0711	0731		31	51	11		1711	1731	1751	1811	1840	1900	1920	1950
§ Flansham, opp Pennyfields		0004	0618	0658	0711	0731		31	51	11		1711	1731	1751	1811	1840	1900	1920	1950
Felpham, opp The Southdowns		**0005**	**0619**	**0659**	**0713**	**0733**		**33**	**53**	**13**		**1713**	**1733**	**1753**	**1813**	**1841**	**1901**	**1921**	**1951**
§ Felpham, opp Firs Avenue		0005	0619	0659	0713	0733		33	53	13		1713	1733	1753	1813	1841	1901	1921	1951
§ Felpham, opp Downview Road		0006	0620	0700	0715	0735	then	35	55	15		1715	1735	1755	1815	1842	1902	1922	1952
§ Bognor Regis, adj Hotham Park		0009	0623	0703	0718	0738	at	38	58	18		1718	1738	1758	1818	1845	1905	1925	1955
§ Bognor Regis, adj Gloucester Road		0010	0624	0704	0719	0739	these	39	59	19		1719	1739	1759	1819	1846	1906	1926	1956
§ Bognor Regis, Post Office (Stop O)		0011	0625	0705	0720	0740	mins	40	00	20	until	1720	1740	1800	1820	1847	1907	1927	1957
Bognor Regis, High Street (Stop R)	arr	**0012**	**0626**	**0706**	**0721**	**0741**	past	**41**	**01**	**21**		**1721**	**1741**	**1801**	**1821**	**1848**	**1908**	**1928**	**1958**
Bognor Regis, High Street (Stop R)	dep	**0013**	**0628**	**0708**	**0725**	**0745**	each	**45**	**05**	**25**		**1725**	**1745**	**1805**	**1825**	**1849**	**1909**	**1929**	**1959**
§ Bognor Regis, Queensway (Stop E)		0014	0629	0709	0726	0746	hour	46	06	26		1726	1746	1806	1826	1850	1910	1930	2000
§ Bognor Regis, Station (Stop J)		0014	0630	0710	0727	0747		47	07	27		1727	1747	1807	1827	1850	1910	1930	2000
§ Bognor Regis, adj Havelock Road		0015	0630	0710	0727	0747		47	07	27		1727	1747	1807	1827	1851	1911	1931	2001
§ Bognor Regis, opp Signal Box		0015	0631	0711	0728	0748		48	08	28		1728	1748	1808	1828	1851	1911	1931	2001
§ South Bersted, opp Somerset Gardens		0017	0632	0712	0729	0749		49	09	29		1729	1749	1809	1829	1853	1913	1933	2003
§ South Bersted, opp Orchard Way		0018	0633	0713	0730	0750		50	10	30		1730	1750	1810	1830	1854	1914	1934	2004
§ North Bersted, adj Hampshire Avenue		0018	0634	0714	0731	0751		51	11	31		1731	1751	1811	1831	1854	1914	1934	2004
§ North Bersted, opp Mansfield Road		0019	0635	0715	0732	0752		52	12	32		1732	1752	1812	1832	1855	1915	1935	2005
North Bersted, Shops (N-bound)		**0020**	**0636**	**0716**	**0733**	**0753**		**53**	**13**	**33**		**1733**	**1753**	**1813**	**1833**	**1856**	**1916**	**1936**	**2006**
§ North Bersted, adj Tesco Express		0020	0636	0716	0733	0753		53	13	33		1733	1753	1813	1833	1856	1916	1936	2006
§ North Bersted, opp The Royal Oak		0020	0636	0716	0733	0753		53	13	33		1733	1753	1813	1833	1856	1916	1936	2006
§ North Bersted, adj Newbarn Lane		0020	0636	0716	0733	0753		53	13	33		1733	1753	1813	1833	1856	1916	1936	2006
§ North Bersted, adj Brazwick Avenue		0020	0637	0717	0734	0754		54	14	34		1734	1754	1814	1834	1856	1916	1936	2006
§ North Bersted, opp Babsham Lane		0021	0637	0717	0734	0754		54	14	34		1734	1754	1814	1834	1857	1917	1937	2007
§ Elbridge, opp Elbridge Farm		0021	0638	0718	0735	0755		55	15	35		1735	1755	1815	1835	1857	1917	1937	2007
§ Colworth, adj Groves Farm		0022	0639	0719	0736	0756		56	16	36		1736	1756	1816	1836	1858	1918	1938	2008
Merston, adj Corner		**0024**	**0641**	**0721**	**0738**	**0758**		**58**	**18**	**38**		**1738**	**1758**	**1818**	**1838**	**1900**	**1920**	**1940**	**2010**
§ Chichester, adj The Peacheries		0029	0646	0726	0743	0803		03	23	43		1743	1803	1823	1843	1905	1925	1945	2015
§ Chichester, adj York Road		0029	0646	0726	0744	0804		04	24	44		1744	1804	1824	1844	1905	1925	1945	2015
§ Chichester, The Hornet (W-bound)		0030	0647	0727	0745	0805		05	25	45		1745	1805	1825	1845	1906	1926	1946	2016
§ Chichester, Market (Stop M)		0031	0648	0728	0746	0806		06	26	46		1746	1806	1826	1846	1907	1927	1947	2017
§ Chichester, Market Avenue (Stop G)		0032	0649	0729	0747	0807		07	27	47		1747	1807	1827	1847	1908	1928	1948	2018
Chichester, Bus Station (Bay 9)	arr	**0033**	**0650**	**0730**	**0748**	**0808**		**08**	**28**	**48**		**1748**	**1808**	**1828**	**1848**	**1909**	**1929**	**1949**	**2019**
Chichester, Bus Station (Bay 9)	dep	—	**0652**	**0732**	**0752**	**0812**		**12**	**32**	**52**		**1752**	**1812**	—	—	**1913**	—	—	**2021**
Chichester, Westgate (Stop U)		—	**0654**	**0734**	**0754**	**0814**		**14**	**34**	**54**		**1754**	**1814**	—	—	**1915**	—	—	**2023**

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

		Saturdays		
Littlehampton, Anchor Springs (Stop B)		**2034**	**2134**	**2234**
§ Littlehampton, opp Littlehampton Railway Station		2035	2135	2235
§ Littlehampton, adj Arun Footbridge		2035	2135	2235
§ Littlehampton, adj Riverside Industrial Estate		2035	2135	2235
§ Climping, opp Caravan Park		2037	2137	2237
§ Climping, opp The Oystercatcher		2039	2139	2239
§ Climping, opp Horsemere Green Lane		2040	2140	2240
Yapton, opp Rollaston Park		**2041**	**2141**	**2241**
§ Yapton, opp Fordwater Gardens		2042	2142	2242
Yapton, Sparks Corner (S-bound)		**2043**	**2143**	**2243**
§ Yapton, opp Loveys Road		2043	2143	2243
§ Yapton, adj Lambs Cottages		2044	2144	2244
§ Bilsham, Bilsham Corner (S-bound)		2045	2145	2245
§ Bilsham, Comet Corner (S-bound)		2046	2146	2246
§ Flansham, opp Hoe Lane		2048	2148	2248
Flansham, adj Alfriston Close		**2049**	**2149**	**2249**
§ Flansham, adj Ditchfield Close		2049	2149	2249
§ Flansham, o/s Health Centre		2050	2150	2250
§ Flansham, opp Pennyfields		2050	2150	2250
Felpham, opp The Southdowns		**2051**	**2151**	**2251**
§ Felpham, opp Firs Avenue		2051	2151	2251
§ Felpham, opp Downview Road		2052	2152	2252
§ Bognor Regis, adj Hotham Park		2055	2155	2255
§ Bognor Regis, adj Gloucester Road		2056	2156	2256
§ Bognor Regis, Post Office (Stop O)		2057	2157	2257
Bognor Regis, High Street (Stop R)	arr	**2058**	**2158**	**2258**
Bognor Regis, High Street (Stop R)	dep	**2059**	**2159**	**2259**
§ Bognor Regis, Queensway (Stop E)		2100	2200	2300
§ Bognor Regis, Station (Stop J)		2100	2200	2300
§ Bognor Regis, adj Havelock Road		2101	2201	2301
§ Bognor Regis, opp Signal Box		2101	2201	2301
§ South Bersted, opp Somerset Gardens		2103	2203	2303
§ South Bersted, opp Orchard Way		2104	2204	2304
§ North Bersted, adj Hampshire Avenue		2104	2204	2304
§ North Bersted, opp Mansfield Road		2105	2205	2305
North Bersted, Shops (N-bound)		**2106**	**2206**	**2306**
§ North Bersted, adj Tesco Express		2106	2206	2306
§ North Bersted, opp The Royal Oak		2106	2206	2306
§ North Bersted, adj Newbarn Lane		2106	2206	2306
§ North Bersted, adj Brazwick Avenue		2106	2206	2306
§ North Bersted, opp Babsham Lane		2107	2207	2307
§ Elbridge, opp Elbridge Farm		2107	2207	2307
§ Colworth, adj Groves Farm		2108	2208	2308
Merston, adj Corner		**2110**	**2210**	**2310**
§ Chichester, adj The Peacheries		2115	2215	2315
§ Chichester, adj York Road		2115	2215	2315
§ Chichester, The Hornet (W-bound)		2116	2216	2316
§ Chichester, Market (Stop M)		2117	2217	2317
§ Chichester, Market Avenue (Stop G)		2118	2218	2318
Chichester, Bus Station (Bay 9)	arr	**2119**	**2219**	**2319**
Chichester, Bus Station (Bay 9)	dep	**2121**	**2221**	**2321**
Chichester, Westgate (Stop U)		**2123**	**2223**	**2323**

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Sundays

Littlehampton, Anchor Springs (Stop B)		—	—	**0745**	**0815**		**15**	**45**		**1745**	**1815**	**1835**	**1855**	**1955**	**2055**
§ Littlehampton, opp Littlehampton Railway Station		—	—	0746	0816		16	46		1746	1816	1836	1856	1956	2056
§ Littlehampton, adj Arun Footbridge		—	—	0746	0816		16	46		1746	1816	1836	1856	1956	2056
§ Littlehampton, adj Riverside Industrial Estate		—	—	0747	0817		17	47		1747	1817	1837	1856	1956	2056
§ Climping, opp Caravan Park		—	—	0749	0819		19	49		1749	1819	1839	1858	1958	2058
§ Climping, opp The Oystercatcher		—	—	0751	0821		21	51		1751	1821	1841	1900	2000	2100
§ Climping, opp Horsemere Green Lane		—	—	0752	0822		22	52		1752	1822	1842	1901	2001	2101
Yapton, opp Rollaston Park		—	—	**0753**	**0823**		**23**	**53**		**1753**	**1823**	**1843**	**1902**	**2002**	**2102**
§ Yapton, opp Fordwater Gardens		—	—	0754	0824		24	54		1754	1824	1844	1903	2003	2103
Yapton, Sparks Corner (S-bound)		—	—	**0755**	**0825**		**25**	**55**		**1755**	**1825**	**1845**	**1904**	**2004**	**2104**
§ Yapton, opp Loveys Road		—	—	0755	0825		25	55		1755	1825	1845	1904	2004	2104
§ Yapton, adj Lambs Cottages		—	—	0756	0826		26	56		1756	1826	1846	1905	2005	2105
§ Bilsham, Bilsham Corner (S-bound)		—	—	0757	0827		27	57		1757	1827	1847	1906	2006	2106
§ Bilsham, Comet Corner (S-bound)		—	—	0758	0828		28	58		1758	1828	1848	1907	2007	2107
§ Flansham, opp Hoe Lane		—	—	0801	0831		31	01		1801	1831	1851	1910	2010	2110
Felpham, o/s The Southdowns		**0001**	—	|	|		|	|		|	|	|	|	|	|
§ Flansham, adj Roundle Road		0001	—	|	|		|	|		|	|	|	|	|	|
§ Flansham, opp Summerhill Drive		0002	—	|	|		|	|		|	|	|	|	|	|
Flansham, adj Alfriston Close		**0003**	**0732**	**0802**	**0832**		**32**	**02**		**1802**	**1832**	**1852**	**1911**	**2011**	**2111**
§ Flansham, adj Ditchfield Close		0003	0732	0802	0832		32	02		1802	1832	1852	1911	2011	2111
§ Flansham, o/s Health Centre		0004	0734	0804	0834		34	04		1804	1834	1854	1912	2012	2112
§ Flansham, opp Pennyfields		0004	0734	0804	0834		34	04		1804	1834	1854	1913	2013	2113
Felpham, opp The Southdowns		**0005**	**0736**	**0806**	**0836**		**36**	**06**		**1806**	**1836**	**1856**	**1914**	**2014**	**2114**
§ Felpham, opp Firs Avenue		0005	0736	0806	0836		36	06		1806	1836	1856	1914	2014	2114
§ Felpham, opp Downview Road		0006	0738	0808	0838	then	38	08		1808	1838	1858	1915	2015	2115
§ Bognor Regis, adj Hotham Park		0009	0741	0811	0841	at	41	11		1811	1841	1901	1918	2018	2118
§ Bognor Regis, adj Gloucester Road		0010	0742	0812	0842	these	42	12		1812	1842	1902	1919	2019	2119
§ Bognor Regis, Post Office (Stop O)		0011	0743	0813	0843	mins	43	13	until	1813	1843	1903	1920	2020	2120
Bognor Regis, High Street (Stop R)	arr	**0012**	**0744**	**0814**	**0844**	past	**44**	**14**		**1814**	**1844**	**1904**	**1921**	**2021**	**2121**
Bognor Regis, High Street (Stop R)	dep	**0013**	**0746**	**0816**	**0846**	each	**46**	**16**		**1816**	**1846**	**1906**	**1922**	**2022**	**2122**
§ Bognor Regis, Queensway (Stop E)		0014	0747	0817	0847	hour	47	17		1817	1847	1907	1923	2023	2123
§ Bognor Regis, Station (Stop J)		0014	0748	0818	0848		48	18		1818	1848	1908	1924	2024	2124
§ Bognor Regis, adj Havelock Road		0015	0748	0818	0848		48	18		1818	1848	1908	1924	2024	2124
§ Bognor Regis, opp Signal Box		0015	0749	0819	0849		49	19		1819	1849	1909	1925	2025	2125
§ South Bersted, opp Somerset Gardens		0017	0750	0820	0850		50	20		1820	1850	1910	1926	2026	2126
§ South Bersted, opp Orchard Way		0018	0751	0821	0851		51	21		1821	1851	1911	1927	2027	2127
§ North Bersted, adj Hampshire Avenue		0018	0752	0822	0852		52	22		1822	1852	1912	1928	2028	2128
§ North Bersted, opp Mansfield Road		0019	0753	0823	0853		53	23		1823	1853	1913	1929	2029	2129
North Bersted, Shops (N-bound)		**0020**	**0754**	**0824**	**0854**		**54**	**24**		**1824**	**1854**	**1914**	**1930**	**2030**	**2130**
§ North Bersted, adj Tesco Express		0020	0754	0824	0854		54	24		1824	1854	1914	1930	2030	2130
§ North Bersted, opp The Royal Oak		0020	0754	0824	0854		54	24		1824	1854	1914	1930	2030	2130
§ North Bersted, adj Newbarn Lane		0020	0754	0824	0854		54	24		1824	1854	1914	1930	2030	2130
§ North Bersted, adj Brazwick Avenue		0020	0755	0825	0855		55	25		1825	1855	1915	1930	2030	2130
§ North Bersted, opp Babsham Lane		0021	0755	0825	0855		55	25		1825	1855	1915	1931	2031	2131
§ Elbridge, opp Elbridge Farm		0021	0756	0826	0856		56	26		1826	1856	1916	1931	2031	2131
§ Colworth, adj Groves Farm		0022	0757	0827	0857		57	27		1827	1857	1917	1932	2032	2132
Merston, adj Corner		**0024**	**0759**	**0829**	**0859**		**59**	**29**		**1829**	**1859**	**1919**	**1934**	**2034**	**2134**
§ Chichester, adj The Peacheries		0029	0804	0834	0904		04	34		1834	1904	1924	1939	2039	2139
§ Chichester, adj York Road		0029	0805	0835	0905		05	35		1835	1905	1925	1939	2039	2139
§ Chichester, The Hornet (W-bound)		0030	0806	0836	0906		06	36		1836	1906	1926	1940	2040	2140
§ Chichester, Market (Stop M)		0031	0807	0837	0907		07	37		1837	1907	1927	1941	2041	2141
§ Chichester, Market Avenue (Stop G)		0032	0808	0838	0908		08	38		1838	1908	1928	1942	2042	2142
Chichester, Bus Station (Bay 9)	arr	**0033**	**0809**	**0839**	**0909**		**09**	**39**		**1839**	**1909**	**1929**	**1943**	**2043**	**2143**
Chichester, Bus Station (Bay 9)	dep	—	**0813**	**0843**	**0913**		**13**	**43**		**1843**	**1913**	—	**1945**	—	—
Chichester, Westgate (Stop U)		—	**0815**	**0845**	**0915**		**15**	**45**		**1845**	**1915**	—	**1947**	—	—

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700 Chichester - Bognor Regis - Littlehampton

Stagecoach South - Coastliner

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Chichester, Westgate (Stop U)		—	—	—	**0609**	**0639**	—	**0717**	—	**0805**	**0829**	**0854**	**0914**		**14**	**34**	**54**		**1454**
Chichester, Cathedral (Stop P)	arr	—	—	—	**0610**	**0640**	—	**0718**	—	**0806**	**0830**	**0855**	**0915**		**15**	**35**	**55**		**1455**
Chichester, Cathedral (Stop P)	dep	—	—	—	**0620**	**0640**	—	**0720**	—	**0815**	**0835**	**0857**	**0919**		**19**	**39**	**59**		**1459**
§ Chichester, South Street (Stop E)		—	—	—	0621	0641	—	0721	—	0816	0836	0858	0920		20	40	00		1500
Chichester, Bus Station (Bay 8)	arr	—	—	—	**0624**	**0644**	—	**0724**	—	**0820**	**0840**	**0901**	**0923**		**23**	**43**	**03**		**1503**
Chichester, Bus Station (Bay 8)	dep	**0520**	**0551**	**0611**	**0626**	**0646**	**0706**	**0728**	**0756**	**0824**	**0844**	**0905**	**0927**		**27**	**47**	**07**		**1507**
§ Chichester, Market Avenue (Stop I)		0520	0551	0611	0626	0646	0706	0728	0756	0824	0844	0905	0927		27	47	07		1507
§ Chichester, Market (Stop N)		0520	0551	0611	0626	0646	0706	0729	0757	0825	0845	0906	0928		28	48	08		1508
§ Chichester, The Hornet (E-bound)		0521	0552	0612	0627	0647	0707	0729	0757	0825	0845	0906	0929		29	49	09		1509
§ Chichester, opp York Road		0522	0553	0613	0628	0648	0708	0730	0758	0826	0846	0907	0929		29	49	09		1509
§ Chichester, opp The Peacheries		0522	0553	0613	0628	0648	0708	0730	0758	0826	0846	0907	0930		30	50	10		1510
§ Merston, opp The King's Head		0524	0555	0615	0630	0650	0710	0733	0801	0829	0849	0910	0932		32	52	12		1512
Merston, opp Corner		**0525**	**0556**	**0616**	**0631**	**0651**	**0711**	**0734**	**0802**	**0830**	**0850**	**0911**	**0934**		**34**	**54**	**14**		**1514**
§ Colworth, opp Groves Farm		0527	0558	0618	0633	0653	0713	0736	0804	0832	0852	0913	0936		36	56	16		1516
§ Elbridge, adj Elbridge Farm		0529	0601	0621	0636	0656	0716	0739	0807	0835	0855	0916	0939		39	59	19		1519
§ North Bersted, adj Babsham Lane		0530	0602	0622	0637	0657	0717	0740	0808	0836	0856	0917	0940		40	00	20		1520
§ North Bersted, opp Brazwick Avenue		0531	0603	0623	0638	0658	0718	0741	0809	0837	0857	0918	0941		41	01	21		1521
§ North Bersted, opp Newbarn Lane		0531	0603	0623	0639	0659	0719	0742	0810	0838	0858	0919	0941		41	01	21		1521
§ North Bersted, adj The Royal Oak		0532	0603	0623	0639	0659	0719	0742	0810	0838	0858	0919	0941		41	01	21		1521
§ North Bersted, The Royal Oak		0532	0604	0624	0640	0700	0720	0743	0811	0839	0859	0920	0942		42	02	22		1522
North Bersted, Shops (S-bound)		**0533**	**0605**	**0625**	**0641**	**0701**	**0721**	**0744**	**0812**	**0840**	**0900**	**0921**	**0943**		**43**	**03**	**23**		**1523**
§ North Bersted, adj Mansfield Road		0533	0605	0625	0641	0701	0721	0744	0812	0840	0900	0921	0943		43	03	23		1523
§ North Bersted, opp Hampshire Avenue		0534	0606	0626	0642	0702	0722	0745	0813	0841	0901	0922	0944		44	04	24		1524
§ South Bersted, adj Orchard Way		0534	0606	0626	0642	0702	0722	0746	0814	0842	0902	0923	0945		45	05	25		1525
§ South Bersted, o/s Ambulance Station		0536	0608	0628	0644	0704	0724	0747	0815	0843	0903	0924	0946		46	06	26		1526
§ Bognor Regis, adj Signal Box		0537	0609	0629	0645	0705	0725	0749	0817	0845	0905	0926	0948	then at	48	08	28		1528
§ Bognor Regis, opp Havelock Road		0538	0610	0630	0646	0706	0726	0749	0817	0845	0905	0926	0948	these	48	08	28		1528
§ Bognor Regis, Station (Stop K)		0538	0610	0630	0646	0706	0726	0750	0818	0846	0906	0927	0949	mins	49	09	29	until	1529
§ Bognor Regis, Queensway (Stop F)		0539	0611	0631	0647	0707	0727	0751	0819	0847	0907	0928	0950	past	50	10	30		1530
Bognor Regis, High Street (Stop C)	arr	**0541**	**0613**	**0633**	**0649**	**0709**	**0729**	**0753**	**0821**	**0849**	**0909**	**0930**	**0952**	each	**52**	**12**	**32**		**1532**
Bognor Regis, High Street (Stop C)	dep	**0543**	**0615**	**0635**	**0651**	**0711**	**0731**	**0757**	**0825**	**0853**	**0913**	**0934**	**0956**	hour	**56**	**16**	**36**		**1536**
§ Bognor Regis, adj Den Avenue		0543	0615	0635	0651	0711	0731	0757	0825	0853	0913	0934	0956		56	16	36		1536
§ Bognor Regis, opp Hotham Park		0544	0616	0636	0652	0712	0733	0759	0827	0855	0915	0936	0958		58	18	38		1538
§ Felpham, adj Downview Road		0547	0619	0639	0655	0715	0736	0802	0830	0858	0918	0939	1001		01	21	41		1541
§ Felpham, adj Firs Avenue		0549	0621	0641	0657	0717	0737	0803	0831	0859	0919	0940	1002		02	22	42		1542
Felpham, o/s The Southdowns		**0550**	**0622**	**0642**	**0658**	**0718**	**0739**	**0805**	**0833**	**0901**	**0921**	**0942**	**1004**		**04**	**24**	**44**		**1544**
§ Flansham, adj Pennyfields		0550	0622	0642	0659	0719	0740	0806	0834	0901	0921	0943	1004		04	24	44		1544
§ Flansham, opp Health Centre		0551	0623	0643	0659	0719	0740	0806	0834	0902	0922	0943	1005		05	25	45		1545
§ Flansham, opp Ditchfield Close		0552	0624	0644	0700	0720	0741	0807	0835	0903	0923	0944	1006		06	26	46		1546
Flansham, opp Alfriston Close		**0553**	**0625**	**0645**	**0702**	**0722**	**0743**	**0809**	**0837**	**0904**	**0924**	**0946**	**1007**		**07**	**27**	**47**		**1547**
§ Flansham, adj Hoe Lane		0553	0625	0645	0702	0722	0743	0809	0837	0904	0924	0946	1007		07	27	47		1547
§ Bilsham, Comet Corner (N-bound)		0556	0628	0648	0705	0725	0746	0812	0840	0907	0927	0950	1010		10	30	50		1550
§ Bilsham, Bilsham Corner (N-bound)		0557	0629	0649	0706	0726	0747	0813	0841	0908	0928	0951	1011		11	31	51		1551
§ Yapton, opp Lambs Cottages		0558	0630	0650	0708	0728	0749	0815	0843	0910	0930	0953	1013		13	33	53		1553
§ Yapton, adj Loveys Road		0559	0631	0651	0709	0729	0750	0816	0844	0911	0931	0954	1014		14	34	54		1554
Yapton, Sparks Corner (N-bound)		**0600**	**0632**	**0652**	**0710**	**0730**	**0751**	**0817**	**0845**	**0912**	**0932**	**0955**	**1015**		**15**	**35**	**55**		**1555**
§ Yapton, adj Fordwater Gardens		0600	0632	0652	0711	0731	0752	0818	0846	0913	0933	0956	1016		16	36	56		1556
Yapton, adj Rollaston Park		**0601**	**0633**	**0653**	**0711**	**0731**	**0753**	**0819**	**0847**	**0913**	**0933**	**0956**	**1016**		**16**	**36**	**56**		**1556**
§ Climping, adj Horsemere Green Lane		0602	0634	0654	0713	0733	0755	0821	0848	0914	0934	0957	1017		17	37	57		1557
§ Climping, adj The Oystercatcher		0603	0635	0655	0714	0734	0757	0823	0851	0916	0936	0959	1019		19	39	59		1559
§ Climping, adj Caravan Park		0605	0637	0657	0717	0737	0800	0826	0853	0918	0938	1001	1021		21	41	01		1601
§ Littlehampton, opp Riverside Industrial Estate		0608	0640	0700	0719	0739	0804	0830	0857	0920	0940	1003	1023		23	43	03		1603
§ Littlehampton, opp Arun Footbridge		0608	0640	0700	0720	0740	0805	0831	0858	0921	0941	1004	1024		24	44	04		1604
§ Littlehampton, adj Littlehampton Railway Station		0609	0641	0701	0720	0740	0806	0832	0858	0922	0942	1005	1025		25	45	05		1605
§ Littlehampton, Franciscan Way (N-bound)		0609	0641	0701	0721	0741	0806	0832	0859	0922	0942	1005	1025		25	45	05		1605
Littlehampton, Anchor Springs (Stop B)		**0610**	**0642**	**0702**	**0722**	**0742**	**0808**	**0834**	**0900**	**0923**	**0943**	**1006**	**1026**		**26**	**46**	**06**		**1606**

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Stagecoach South - Coastliner

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Notes																
Chichester, Westgate (Stop U)		**1514**	**1534**	**1554**	**1614**	**1634**	**1654**	**1714**	**1734**	**1756**	**1816**	**1915**	**2023**	**2123**	**2223**	**2323**
Chichester, Cathedral (Stop P)	arr	**1515**	**1535**	**1555**	**1615**	**1635**	**1655**	**1715**	**1735**	**1757**	**1817**	**1916**	**2024**	**2124**	**2224**	**2324**
Chichester, Cathedral (Stop P)	dep	**1519**	**1539**	**1559**	**1619**	**1639**	**1659**	**1719**	**1739**	**1759**	**1819**	**1925**	**2025**	**2125**	**2225**	**2325**
§ Chichester, South Street (Stop E)		1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1926	2026	2126	2226	2326
Chichester, Bus Station (Bay 8)	arr	**1523**	**1543**	**1603**	**1623**	**1643**	**1703**	**1723**	**1743**	**1803**	**1823**	**1928**	**2028**	**2128**	**2228**	**2328**
Chichester, Bus Station (Bay 8)	dep	**1527**	**1547**	**1607**	**1627**	**1647**	**1707**	**1727**	**1747**	**1807**	**1827**	**1932**	**2032**	**2132**	**2232**	**2332**
§ Chichester, Market Avenue (Stop I)		1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1932	2032	2132	2232	2332
§ Chichester, Market (Stop N)		1528	1548	1608	1628	1648	1708	1728	1748	1808	1828	1932	2032	2132	2232	2332
§ Chichester, The Hornet (E-bound)		1529	1549	1609	1629	1649	1709	1729	1749	1809	1829	1933	2033	2133	2233	2333
§ Chichester, opp York Road		1529	1549	1609	1629	1649	1709	1729	1749	1809	1829	1934	2034	2134	2234	2334
§ Chichester, opp The Peacheries		1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1934	2034	2134	2234	2334
§ Merston, opp The King's Head		1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	1936	2036	2136	2236	2336
Merston, opp Corner		**1534**	**1554**	**1614**	**1634**	**1654**	**1714**	**1734**	**1754**	**1814**	**1834**	**1937**	**2037**	**2137**	**2237**	**2337**
§ Colworth, opp Groves Farm		1536	1556	1616	1637	1658	1718	1738	1757	1817	1836	1939	2039	2139	2239	2339
§ Elbridge, adj Elbridge Farm		1539	1559	1619	1640	1701	1723	1742	1801	1820	1838	1942	2042	2142	2242	2342
§ North Bersted, adj Babsham Lane		1540	1600	1620	1642	1703	1724	1744	1802	1821	1839	1943	2043	2143	2243	2343
§ North Bersted, opp Brazwick Avenue		1541	1601	1621	1643	1705	1726	1745	1804	1822	1840	1944	2044	2144	2244	2344
§ North Bersted, opp Newbarn Lane		1541	1602	1622	1644	1705	1727	1746	1804	1823	1840	1944	2044	2144	2244	2344
§ North Bersted, adj The Royal Oak		1541	1602	1622	1644	1706	1728	1747	1805	1823	1841	1944	2044	2144	2244	2344
§ North Bersted, The Royal Oak		1542	1603	1623	1644	1706	1728	1747	1805	1824	1841	1945	2045	2145	2245	2345
North Bersted, Shops (S-bound)		**1543**	**1604**	**1624**	**1646**	**1708**	**1730**	**1749**	**1807**	**1825**	**1842**	**1946**	**2046**	**2146**	**2246**	**2346**
§ North Bersted, adj Mansfield Road		1543	1604	1624	1646	1708	1730	1749	1807	1825	1842	1946	2046	2146	2246	2346
§ North Bersted, opp Hampshire Avenue		1544	1605	1625	1647	1709	1731	1750	1808	1826	1843	1947	2047	2147	2247	2347
§ South Bersted, adj Orchard Way		1545	1606	1626	1648	1710	1732	1751	1809	1826	1843	1947	2047	2147	2247	2347
§ South Bersted, o/s Ambulance Station		1546	1607	1627	1649	1711	1733	1752	1810	1828	1845	1948	2048	2148	2248	2348
§ Bognor Regis, adj Signal Box		1548	1609	1629	1651	1713	1735	1754	1812	1829	1846	1949	2049	2149	2249	2349
§ Bognor Regis, opp Havelock Road		1548	1609	1629	1651	1713	1735	1754	1812	1830	1847	1950	2050	2150	2250	2350
§ Bognor Regis, Station (Stop K)		1549	1610	1630	1652	1714	1736	1755	1813	1830	1847	1951	2051	2151	2251	2351
§ Bognor Regis, Queensway (Stop F)		1550	1611	1631	1653	1715	1737	1756	1814	1831	1848	1951	2051	2151	2251	2351
Bognor Regis, High Street (Stop C)	arr	**1552**	**1613**	**1633**	**1655**	**1717**	**1739**	**1758**	**1816**	**1833**	**1850**	**1953**	**2053**	**2153**	**2253**	**2353**
Bognor Regis, High Street (Stop C)	dep	**1556**	**1617**	**1637**	**1659**	**1721**	**1743**	**1802**	**1820**	**1837**	**1852**	**1954**	**2054**	**2154**	**2254**	**2354**
§ Bognor Regis, adj Den Avenue		1556	1617	1637	1659	1721	1743	1802	1820	1837	1852	1954	2054	2154	2254	2354
§ Bognor Regis, opp Hotham Park		1558	1619	1639	1701	1723	1745	1804	1822	1838	1853	1955	2055	2155	2255	2355
§ Felpham, adj Downview Road		1601	1622	1642	1704	1726	1748	1807	1825	1841	1856	1958	2058	2158	2258	2358
§ Felpham, adj Firs Avenue		1602	1623	1643	1705	1727	1749	1808	1826	1843	1858	1959	2059	2159	2259	2359
Felpham, o/s The Southdowns		**1604**	**1625**	**1645**	**1707**	**1729**	**1751**	**1810**	**1828**	**1844**	**1859**	**2000**	**2100**	**2200**	**2300**	**0001**
§ Flansham, adj Pennyfields		1604	1625	1645	1707	1729	1751	1810	1828	1844	1859	2000	2100	2200		—
§ Flansham, opp Health Centre		1605	1626	1646	1708	1730	1752	1811	1829	1845	1900	2001	2101	2201		—
§ Flansham, opp Ditchfield Close		1606	1627	1647	1709	1731	1753	1812	1830	1846	1901	2002	2102	2202		—
Flansham, opp Alfriston Close		**1607**	**1628**	**1648**	**1710**	**1732**	**1754**	**1813**	**1831**	**1847**	**1902**	**2003**	**2103**	**2203**		—
§ Flansham, adj Hoe Lane		1607	1628	1648	1710	1732	1754	1813	1831	1847	1902	2003	2103	2203		—
§ Bilsham, Comet Corner (N-bound)		1610	1631	1651	1713	1735	1757	1816	1834	1850	1905	2006	2106	2206		—
§ Bilsham, Bilsham Corner (N-bound)		1611	1632	1652	1714	1736	1758	1817	1835	1851	1906	2007	2107	2207		—
§ Yapton, opp Lambs Cottages		1613	1634	1654	1716	1738	1800	1819	1837	1852	1907	2008	2108	2208		—
§ Yapton, adj Loveys Road		1614	1635	1655	1717	1739	1801	1820	1838	1853	1908	2009	2109	2209		—
Yapton, Sparks Corner (N-bound)		**1615**	**1636**	**1656**	**1718**	**1740**	**1802**	**1821**	**1839**	**1854**	**1909**	**2010**	**2110**	**2210**		—
§ Yapton, adj Fordwater Gardens		1616	1637	1657	1719	1741	1803	1822	1840	1855	1910	2010	2110	2210		—
Yapton, adj Rollaston Park		**1616**	**1637**	**1657**	**1720**	**1741**	**1803**	**1822**	**1840**	**1855**	**1910**	**2011**	**2111**	**2211**		—
§ Climping, adj Horsemere Green Lane		1617	1638	1658	1721	1743	1804	1823	1841	1856	1911	2012	2112	2212		—
§ Climping, adj The Oystercatcher		1619	1640	1700	1723	1744	1806	1825	1843	1858	1913	2013	2113	2213		—
§ Climping, adj Caravan Park		1621	1642	1702	1726	1747	1808	1827	1845	1900	1915	2015	2115	2215		—
§ Littlehampton, opp Riverside Industrial Estate		1623	1644	1704	1729	1749	1810	1829	1847	1902	1917	2018	2118	2218		—
§ Littlehampton, opp Arun Footbridge		1624	1645	1705	1730	1750	1811	1830	1848	1903	1918	2018	2118	2218		—
§ Littlehampton, adj Littlehampton Railway Station		1625	1646	1706	1730	1750	1812	1831	1849	1904	1919	2019	2119	2219		—
§ Littlehampton, Franciscan Way (N-bound)		1625	1646	1706	1731	1751	1812	1831	1849	1904	1919	2019	2119	2219		—
Littlehampton, Anchor Springs (Stop B)		**1626**	**1647**	**1707**	**1732**	**1752**	**1813**	**1832**	**1850**	**1905**	**1920**	**2020**	**2120**	**2220**		—
§ Flansham, adj Roundle Road		—	—	—	—	—	—	—	—	—	—	—	—	—	2301	—
§ Flansham, opp Summerhill Drive		—	—	—	—	—	—	—	—	—	—	—	—	—	2301	—
Flansham, adj Alfriston Close		—	—	—	—	—	—	—	—	—	—	—	—	—	**2303**	—
§ Flansham, adj Ditchfield Close		—	—	—	—	—	—	—	—	—	—	—	—	—	2303	—
Flansham, o/s Health Centre		—	—	—	—	—	—	—	—	—	—	—	—	—	**2304**	—

Notes: * - Part or all of this journey operates in the morning of the following day

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

700 Chichester - Bognor Regis - Littlehampton

Stagecoach South - Coastliner

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Chichester, Westgate (Stop U)		—	—	—	—	**0654**	—	**0734**	**0754**	**0814**		**14**	**34**	**54**		**1654**	**1714**	**1734**	**1754**
Chichester, Cathedral (Stop P)	arr	—	—	—	—	**0655**	—	**0735**	**0755**	**0815**		**15**	**35**	**55**		**1655**	**1715**	**1735**	**1755**
Chichester, Cathedral (Stop P)	dep	—	—	—	—	**0659**	—	**0739**	**0759**	**0819**		**19**	**39**	**59**		**1659**	**1719**	**1739**	**1759**
§ Chichester, South Street (Stop E)		—	—	—	—	0700	—	0740	0800	0820		20	40	00		1700	1720	1740	1800
Chichester, Bus Station (Bay 8)	arr	—	—	—	—	**0703**	—	**0743**	**0803**	**0823**		**23**	**43**	**03**		**1703**	**1723**	**1743**	**1803**
Chichester, Bus Station (Bay 8)	dep	**0556**	**0616**	**0636**	**0653**	**0707**	**0727**	**0747**	**0807**	**0827**		**27**	**47**	**07**		**1707**	**1727**	**1747**	**1807**
§ Chichester, Market Avenue (Stop I)		0556	0616	0636	0653	0707	0727	0747	0807	0827		27	47	07		1707	1727	1747	1807
§ Chichester, Market (Stop N)		0556	0616	0636	0653	0708	0728	0748	0808	0828		28	48	08		1708	1728	1748	1808
§ Chichester, The Hornet (E-bound)		0557	0617	0637	0654	0709	0729	0749	0809	0829		29	49	09		1709	1729	1749	1809
§ Chichester, opp York Road		0558	0618	0638	0655	0709	0729	0749	0809	0829		29	49	09		1709	1729	1749	1809
§ Chichester, opp The Peacheries		0558	0618	0638	0655	0710	0730	0750	0810	0830		30	50	10		1710	1730	1750	1810
§ Merston, opp The King's Head		0600	0620	0640	0657	0712	0732	0752	0812	0832		32	52	12		1712	1732	1752	1812
Merston, opp Corner		**0601**	**0621**	**0641**	**0658**	**0714**	**0734**	**0754**	**0814**	**0834**		**34**	**54**	**14**		**1714**	**1734**	**1754**	**1814**
§ Colworth, opp Groves Farm		0603	0623	0643	0700	0716	0736	0756	0816	0836		36	56	16		1716	1736	1756	1816
§ Elbridge, adj Elbridge Farm		0606	0626	0646	0703	0719	0739	0759	0819	0839		39	59	19		1719	1739	1759	1819
§ North Bersted, adj Babsham Lane		0607	0627	0647	0704	0720	0740	0800	0820	0840		40	00	20		1720	1740	1800	1820
§ North Bersted, opp Brazwick Avenue		0608	0628	0648	0705	0721	0741	0801	0821	0841		41	01	21		1721	1741	1801	1821
§ North Bersted, opp Newbarn Lane		0608	0628	0648	0705	0721	0741	0801	0821	0841		41	01	21		1721	1741	1801	1821
§ North Bersted, adj The Royal Oak		0608	0628	0648	0705	0721	0741	0801	0821	0841		41	01	21		1721	1741	1801	1821
§ North Bersted, The Royal Oak		0609	0629	0649	0706	0722	0742	0802	0822	0842		42	02	22		1722	1742	1802	1822
North Bersted, Shops (S-bound)		**0610**	**0630**	**0650**	**0707**	**0723**	**0743**	**0803**	**0823**	**0843**		**43**	**03**	**23**		**1723**	**1743**	**1803**	**1823**
§ North Bersted, adj Mansfield Road		0610	0630	0650	0707	0723	0743	0803	0823	0843		43	03	23		1723	1743	1803	1823
§ North Bersted, opp Hampshire Avenue		0611	0631	0651	0708	0724	0744	0804	0824	0844		44	04	24		1724	1744	1804	1824
§ South Bersted, adj Orchard Way		0611	0631	0651	0708	0725	0745	0805	0825	0845		45	05	25		1725	1745	1805	1825
§ South Bersted, o/s Ambulance Station		0613	0633	0653	0710	0726	0746	0806	0826	0846		46	06	26		1726	1746	1806	1826
§ Bognor Regis, adj Signal Box		0614	0634	0654	0711	0728	0748	0808	0828	0848	then at	48	08	28		1728	1748	1808	1828
§ Bognor Regis, opp Havelock Road		0615	0635	0655	0712	0728	0748	0808	0828	0848	these	48	08	28		1728	1748	1808	1828
§ Bognor Regis, Station (Stop K)		0615	0635	0655	0712	0729	0749	0809	0829	0849	mins	49	09	29		1729	1749	1809	1829
§ Bognor Regis, Queensway (Stop F)		0616	0636	0656	0713	0730	0750	0810	0830	0850	past	50	10	30	until	1730	1750	1810	1830
Bognor Regis, High Street (Stop C)	arr	**0618**	**0638**	**0658**	**0715**	**0732**	**0752**	**0812**	**0832**	**0852**	each	**52**	**12**	**32**		**1732**	**1752**	**1812**	**1832**
Bognor Regis, High Street (Stop C)	dep	**0620**	**0640**	**0700**	**0717**	**0736**	**0756**	**0816**	**0836**	**0856**	hour	**56**	**16**	**36**		**1736**	**1756**	**1816**	**1836**
§ Bognor Regis, adj Den Avenue		0620	0640	0700	0717	0736	0756	0816	0836	0856		56	16	36		1736	1756	1816	1836
§ Bognor Regis, opp Hotham Park		0621	0641	0701	0718	0738	0758	0818	0838	0858		58	18	38		1738	1758	1818	1838
§ Felpham, adj Downview Road		0624	0644	0704	0721	0741	0801	0821	0841	0901		01	21	41		1741	1801	1821	1841
§ Felpham, adj Firs Avenue		0626	0646	0706	0723	0742	0802	0822	0842	0902		02	22	42		1742	1802	1822	1842
Felpham, o/s The Southdowns		**0627**	**0647**	**0707**	**0724**	**0744**	**0804**	**0824**	**0844**	**0904**		**04**	**24**	**44**		**1744**	**1804**	**1824**	**1844**
§ Flansham, adj Pennyfields		0627	0647	0707	0724	0744	0804	0824	0844	0904		04	24	44		1744	1804	1824	1844
§ Flansham, opp Health Centre		0628	0648	0708	0725	0745	0805	0825	0845	0905		05	25	45		1745	1805	1825	1845
§ Flansham, opp Ditchfield Close		0629	0649	0709	0726	0746	0806	0826	0846	0906		06	26	46		1746	1806	1826	1846
Flansham, opp Alfriston Close		**0630**	**0650**	**0710**	**0727**	**0747**	**0807**	**0827**	**0847**	**0907**		**07**	**27**	**47**		**1747**	**1807**	**1827**	**1847**
§ Flansham, adj Hoe Lane		0630	0650	0710	0727	0747	0807	0827	0847	0907		07	27	47		1747	1807	1827	1847
§ Bilsham, Comet Corner (N-bound)		0633	0653	0713	0730	0750	0810	0830	0850	0910		10	30	50		1750	1810	1830	1850
§ Bilsham, Bilsham Corner (N-bound)		0634	0654	0714	0731	0751	0811	0831	0851	0911		11	31	51		1751	1811	1831	1851
§ Yapton, opp Lambs Cottages		0635	0655	0715	0733	0753	0813	0833	0853	0913		13	33	53		1753	1813	1833	1852
§ Yapton, adj Loveys Road		0636	0656	0716	0734	0754	0814	0834	0854	0914		14	34	54		1754	1814	1834	1853
Yapton, Sparks Corner (N-bound)		**0637**	**0657**	**0717**	**0735**	**0755**	**0815**	**0835**	**0855**	**0915**		**15**	**35**	**55**		**1755**	**1815**	**1835**	**1854**
§ Yapton, adj Fordwater Gardens		0637	0657	0717	0736	0756	0816	0836	0856	0916		16	36	56		1756	1816	1836	1855
Yapton, adj Rollaston Park		**0638**	**0658**	**0718**	**0736**	**0756**	**0816**	**0836**	**0856**	**0916**		**16**	**36**	**56**		**1756**	**1816**	**1836**	**1855**
§ Climping, adj Horsemere Green Lane		0639	0659	0719	0737	0757	0817	0837	0857	0917		17	37	57		1757	1817	1837	1856
§ Climping, adj The Oystercatcher		0640	0700	0720	0739	0759	0819	0839	0859	0919		19	39	59		1759	1819	1839	1858
§ Climping, adj Caravan Park		0642	0702	0722	0741	0801	0821	0841	0901	0921		21	41	01		1801	1821	1841	1900
§ Littlehampton, opp Riverside Industrial Estate		0645	0705	0725	0743	0803	0823	0843	0903	0923		23	43	03		1803	1823	1843	1902
§ Littlehampton, opp Arun Footbridge		0645	0705	0725	0744	0804	0824	0844	0904	0924		24	44	04		1804	1824	1844	1903
§ Littlehampton, adj Littlehampton Railway Station		0646	0706	0726	0745	0805	0825	0845	0905	0925		25	45	05		1805	1825	1845	1904
§ Littlehampton, Franciscan Way (N-bound)		0646	0706	0726	0745	0805	0825	0845	0905	0925		25	45	05		1805	1825	1845	1904
Littlehampton, Anchor Springs (Stop B)		**0647**	**0707**	**0727**	**0746**	**0806**	**0826**	**0846**	**0906**	**0926**		**26**	**46**	**06**		**1806**	**1826**	**1846**	**1905**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

700 Chichester - Bognor Regis - Littlehampton

Stagecoach South - Coastliner

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

	Notes						
							*
Chichester, Westgate (Stop U)		**1814**	**1915**	**2023**	**2123**	**2223**	**2323**
Chichester, Cathedral (Stop P)	arr	**1815**	**1916**	**2024**	**2124**	**2224**	**2324**
Chichester, Cathedral (Stop P)	dep	**1819**	**1925**	**2025**	**2125**	**2225**	**2325**
§ Chichester, South Street (Stop E)		1820	1926	2026	2126	2226	2326
Chichester, Bus Station (Bay 8)	arr	**1823**	**1928**	**2028**	**2128**	**2228**	**2328**
Chichester, Bus Station (Bay 8)	dep	**1827**	**1932**	**2032**	**2132**	**2232**	**2332**
§ Chichester, Market Avenue (Stop I)		1827	1932	2032	2132	2232	2332
§ Chichester, Market (Stop N)		1828	1932	2032	2132	2232	2332
§ Chichester, The Hornet (E-bound)		1829	1933	2033	2133	2233	2333
§ Chichester, opp York Road		1829	1934	2034	2134	2234	2334
§ Chichester, opp The Peacheries		1830	1934	2034	2134	2234	2334
§ Merston, opp The King's Head		1832	1936	2036	2136	2236	2336
Merston, opp Corner		**1834**	**1937**	**2037**	**2137**	**2237**	**2337**
§ Colworth, opp Groves Farm		1836	1939	2039	2139	2239	2339
§ Elbridge, adj Elbridge Farm		1838	1942	2042	2142	2242	2342
§ North Bersted, adj Babsham Lane		1839	1943	2043	2143	2243	2343
§ North Bersted, opp Brazwick Avenue		1840	1944	2044	2144	2244	2344
§ North Bersted, opp Newbarn Lane		1840	1944	2044	2144	2244	2344
§ North Bersted, adj The Royal Oak		1841	1944	2044	2144	2244	2344
§ North Bersted, The Royal Oak		1841	1945	2045	2145	2245	2345
North Bersted, Shops (S-bound)		**1842**	**1946**	**2046**	**2146**	**2246**	**2346**
§ North Bersted, adj Mansfield Road		1842	1946	2046	2146	2246	2346
§ North Bersted, opp Hampshire Avenue		1843	1947	2047	2147	2247	2347
§ South Bersted, adj Orchard Way		1843	1947	2047	2147	2247	2347
§ South Bersted, o/s Ambulance Station		1845	1948	2048	2148	2248	2348
§ Bognor Regis, adj Signal Box		1846	1949	2049	2149	2249	2349
§ Bognor Regis, opp Havelock Road		1847	1950	2050	2150	2250	2350
§ Bognor Regis, Station (Stop K)		1847	1951	2051	2151	2251	2351
§ Bognor Regis, Queensway (Stop F)		1848	1951	2051	2151	2251	2351
Bognor Regis, High Street (Stop C)	arr	**1850**	**1953**	**2053**	**2153**	**2253**	**2353**
Bognor Regis, High Street (Stop C)	dep	**1852**	**1954**	**2054**	**2154**	**2254**	**2354**
§ Bognor Regis, adj Den Avenue		1852	1954	2054	2154	2254	2354
§ Bognor Regis, opp Hotham Park		1853	1955	2055	2155	2255	2355
§ Felpham, adj Downview Road		1856	1958	2058	2158	2258	2358
§ Felpham, adj Firs Avenue		1858	1959	2059	2159	2259	2359
Felpham, o/s The Southdowns		**1859**	**2000**	**2100**	**2200**	**2300**	**0001**
§ Flansham, adj Pennyfields		1859	2000	2100	2200	|	—
§ Flansham, opp Health Centre		1900	2001	2101	2201	|	—
§ Flansham, opp Ditchfield Close		1901	2002	2102	2202	|	—
Flansham, opp Alfriston Close		**1902**	**2003**	**2103**	**2203**	|	—
§ Flansham, adj Hoe Lane		1902	2003	2103	2203	|	—
§ Bilsham, Comet Corner (N-bound)		1905	2006	2106	2206	|	—
§ Bilsham, Bilsham Corner (N-bound)		1906	2007	2107	2207	|	—
§ Yapton, opp Lambs Cottages		1907	2008	2108	2208	|	—
§ Yapton, adj Loveys Road		1908	2009	2109	2209	|	—
Yapton, Sparks Corner (N-bound)		**1909**	**2010**	**2110**	**2210**	|	—
§ Yapton, adj Fordwater Gardens		1910	2010	2110	2210	|	—
Yapton, adj Rollaston Park		**1910**	**2011**	**2111**	**2211**	|	—
§ Climping, adj Horsemere Green Lane		1911	2012	2112	2212	|	—
§ Climping, adj The Oystercatcher		1913	2013	2113	2213	|	—
§ Climping, adj Caravan Park		1915	2015	2115	2215	|	—
§ Littlehampton, opp Riverside Industrial Estate		1917	2018	2118	2218	|	—
§ Littlehampton, opp Arun Footbridge		1918	2018	2118	2218	|	—
§ Littlehampton, adj Littlehampton Railway Station		1919	2019	2119	2219	|	—
§ Littlehampton, Franciscan Way (N-bound)		1919	2019	2119	2219	|	—
Littlehampton, Anchor Springs (Stop B)		**1920**	**2020**	**2120**	**2220**	|	—
§ Flansham, adj Roundle Road		—	—	—	—	2300	—
§ Flansham, opp Summerhill Drive		—	—	—	—	2301	—
Flansham, adj Alfriston Close		—	—	—	—	**2302**	—
§ Flansham, adj Ditchfield Close		—	—	—	—	2302	—
Flansham, o/s Health Centre		—	—	—	—	**2304**	—

Notes: * - Part or all of this journey operates in the morning of the following day
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

700 Chichester - Bognor Regis - Littlehampton

Stagecoach South - Coastliner

The information on this timetable is expected to be valid until at least 1st April 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Chichester, Westgate (Stop U)		—	—	—	—	**0815**		**15**	**45**		**1645**	**1715**	**1745**	**1815**	**1845**	**1915**	**1947**
Chichester, Cathedral (Stop P)	arr	—	—	—	—	**0816**		**16**	**46**		**1646**	**1716**	**1746**	**1816**	**1846**	**1916**	**1948**
Chichester, Cathedral (Stop P)	dep	—	—	—	—	**0822**		**22**	**52**		**1652**	**1722**	**1752**	**1822**	**1852**	**1922**	**1952**
§ Chichester, South Street (Stop E)		—	—	—	—	0823		23	53		1653	1723	1753	1823	1853	1923	1953
Chichester, Bus Station (Bay 8)	arr	—	—	—	—	**0826**		**26**	**56**		**1656**	**1726**	**1756**	**1826**	**1856**	**1926**	**1956**
Chichester, Bus Station (Bay 8)	dep	**0640**	**0710**	**0740**	**0800**	**0830**		**30**	**00**		**1700**	**1730**	**1800**	**1830**	**1900**	**1930**	**2000**
§ Chichester, Market Avenue (Stop I)		0640	0710	0740	0800	0830		30	00		1700	1730	1800	1830	1900	1930	2000
§ Chichester, Market (Stop N)		0641	0711	0741	0801	0831		31	01		1701	1731	1801	1831	1901	1931	2001
§ Chichester, The Hornet (E-bound)		0641	0711	0741	0802	0832		32	02		1702	1732	1801	1831	1901	1931	2001
§ Chichester, opp York Road		0642	0712	0742	0802	0832		32	02		1702	1732	1802	1832	1902	1932	2002
§ Chichester, opp The Peacheries		0642	0712	0742	0803	0833		33	03		1703	1733	1802	1832	1902	1932	2002
§ Merston, opp The King's Head		0645	0715	0745	0805	0835		35	05		1705	1735	1805	1835	1905	1935	2005
Merston, opp Corner		**0646**	**0716**	**0746**	**0807**	**0837**		**37**	**07**		**1707**	**1737**	**1806**	**1836**	**1906**	**1936**	**2006**
§ Colworth, opp Groves Farm		0648	0718	0748	0809	0839		39	09		1709	1739	1808	1838	1908	1938	2008
§ Elbridge, adj Elbridge Farm		0650	0720	0750	0812	0842		42	12		1712	1742	1810	1840	1910	1940	2010
§ North Bersted, adj Babsham Lane		0651	0721	0751	0813	0843		43	13		1713	1743	1811	1841	1911	1941	2011
§ North Bersted, opp Brazwick Avenue		0652	0722	0752	0814	0844		44	14		1714	1744	1812	1842	1912	1942	2012
§ North Bersted, opp Newbarn Lane		0652	0722	0752	0814	0844		44	14		1714	1744	1812	1842	1912	1942	2012
§ North Bersted, adj The Royal Oak		0653	0723	0753	0814	0844		44	14		1714	1744	1813	1843	1913	1943	2013
§ North Bersted, The Royal Oak		0653	0723	0753	0815	0845		45	15		1715	1745	1813	1843	1913	1943	2013
North Bersted, Shops (S-bound)		**0654**	**0724**	**0754**	**0816**	**0846**		**46**	**16**		**1716**	**1746**	**1814**	**1844**	**1914**	**1944**	**2014**
§ North Bersted, adj Mansfield Road		0654	0724	0754	0816	0846		46	16		1716	1746	1814	1844	1914	1944	2014
§ North Bersted, opp Hampshire Avenue		0655	0725	0755	0817	0847		47	17		1717	1747	1815	1845	1915	1945	2015
§ South Bersted, adj Orchard Way		0655	0725	0755	0818	0848		48	18		1718	1748	1815	1845	1915	1945	2015
§ South Bersted, o/s Ambulance Station		0656	0726	0756	0819	0849		49	19		1719	1749	1817	1847	1917	1947	2017
§ Bognor Regis, adj Signal Box		0657	0727	0757	0821	0851	then at	51	21		1721	1751	1818	1848	1918	1948	2018
§ Bognor Regis, opp Havelock Road		0658	0728	0758	0821	0851	these	51	21		1721	1751	1819	1849	1919	1949	2019
§ Bognor Regis, Station (Stop K)		0659	0729	0759	0822	0852	mins	52	22	until	1722	1752	1819	1849	1919	1949	2019
§ Bognor Regis, Queensway (Stop F)		0659	0729	0759	0823	0853	past	53	23		1723	1753	1820	1850	1920	1950	2020
Bognor Regis, High Street (Stop C)	arr	**0701**	**0731**	**0801**	**0825**	**0855**	each	**55**	**25**		**1725**	**1755**	**1822**	**1852**	**1922**	**1952**	**2022**
Bognor Regis, High Street (Stop C)	dep	**0702**	**0732**	**0802**	**0829**	**0859**	hour	**59**	**29**		**1729**	**1759**	**1824**	**1854**	**1924**	**1954**	**2024**
§ Bognor Regis, adj Den Avenue		0702	0732	0802	0829	0859		59	29		1729	1759	1824	1854	1924	1954	2024
§ Bognor Regis, opp Hotham Park		0703	0733	0803	0831	0901		01	31		1731	1801	1825	1855	1925	1955	2025
§ Felpham, adj Downview Road		0706	0736	0806	0834	0904		04	34		1734	1804	1828	1858	1928	1958	2028
§ Felpham, adj Firs Avenue		0708	0738	0808	0835	0905		05	35		1735	1805	1829	1859	1929	1959	2029
Felpham, o/s The Southdowns		**0709**	**0739**	**0809**	**0837**	**0907**		**07**	**37**		**1737**	**1807**	**1830**	**1900**	**1930**	**2000**	**2030**
§ Flansham, adj Pennyfields		0709	0739	0809	0837	0907		07	37		1737	1807	1830	1900	1930	2000	2030
§ Flansham, opp Health Centre		0710	0740	0810	0838	0908		08	38		1738	1808	1831	1901	1931	2001	2031
§ Flansham, opp Ditchfield Close		0711	0741	0811	0839	0909		09	39		1739	1809	1832	1902	1932	2002	2032
Flansham, opp Alfriston Close		**0712**	**0742**	**0812**	**0840**	**0910**		**10**	**40**		**1740**	**1810**	**1833**	**1903**	**1933**	**2003**	**2033**
§ Flansham, adj Hoe Lane		0712	0742	0812	0840	0910		10	40		1740	1810	1833	1903	1933	2003	2033
§ Bilsham, Comet Corner (N-bound)		0715	0745	0815	0843	0913		13	43		1743	1813	1835	1905	1935	2005	2035
§ Bilsham, Bilsham Corner (N-bound)		0716	0746	0816	0844	0914		14	44		1744	1814	1836	1906	1936	2006	2036
§ Yapton, opp Lambs Cottages		0717	0747	0817	0846	0916		16	46		1746	1816	1837	1907	1937	2007	2037
§ Yapton, adj Loveys Road		0718	0748	0818	0847	0917		17	47		1747	1817	1838	1908	1938	2008	2038
Yapton, Sparks Corner (N-bound)		**0719**	**0749**	**0819**	**0848**	**0918**		**18**	**48**		**1748**	**1818**	**1839**	**1909**	**1939**	**2009**	**2039**
§ Yapton, adj Fordwater Gardens		0719	0749	0819	0849	0919		19	49		1749	1819	1839	1910	1939	2010	2039
Yapton, adj Rollaston Park		**0720**	**0750**	**0820**	**0849**	**0919**		**19**	**49**		**1749**	**1819**	**1840**	**1911**	**1940**	**2011**	**2040**
§ Climping, adj Horsemere Green Lane		0721	0751	0821	0850	0920		20	50		1750	1820	1841	—	1941	—	2041
§ Climping, adj The Oystercatcher		0722	0752	0822	0852	0922		22	52		1752	1822	1842	—	1942	—	2042
§ Climping, adj Caravan Park		0724	0754	0824	0854	0924		24	54		1754	1824	1844	—	1944	—	2044
§ Littlehampton, opp Riverside Industrial Estate		0727	0757	0827	0856	0926		26	56		1756	1826	1847	—	1947	—	2047
§ Littlehampton, opp Arun Footbridge		0727	0757	0827	0857	0927		27	57		1757	1827	1847	—	1947	—	2047
§ Littlehampton, adj Littlehampton Railway Station		0728	0758	0828	0858	0928		28	58		1758	1828	1848	—	1948	—	2048
§ Littlehampton, Franciscan Way (N-bound)		0728	0758	0828	0858	0928		28	58		1758	1828	1848	—	1948	—	2048
Littlehampton, Anchor Springs (Stop B)		**0729**	**0759**	**0829**	**0859**	**0929**		**29**	**59**		**1759**	**1829**	**1849**	—	**1949**	—	**2049**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

700 Littlehampton - Bognor Regis - Chichester

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wsxdagdj	Littlehampton, Anchor Springs (Stop B)	Anchor Springs	4400LH0129
wsxawtjd	Littlehampton, opp Littlehampton Railway Station	Terminus Road	4400LH0044
wsxawtjm	Littlehampton, adj Arun Footbridge	Terminus Road	4400LH0046
wsxawtjt	Littlehampton, adj Riverside Industrial Estate	Bridge Road	4400LH0048
wsxdapwt	Climping, opp Caravan Park	A259	4400LH0339
wsxdatad	Climping, opp The Oystercatcher	Crookthorn Lane	4400LH0340
wsxdamag	Climping, opp Horsemere Green Lane	Yapton Road	4400LH0221
wsxdamap	Yapton, opp Rollaston Park	Yapton Road	4400LH0224
wsxdamaw	Yapton, opp Fordwater Gardens	Burndell Road	4400LH0226
wsxdamtg	Yapton, Sparks Corner (S-bound)	Bilsham Road	4400LH0263
wsxdamtm	Yapton, opp Loveys Road	Bilsham Road	4400LH0265
wsxdamwa	Yapton, adj Lambs Cottages	Bilsham Road	4400LH0268
wsxdamwg	Bilsham, Bilsham Corner (S-bound)	Bilsham Road	4400LH0270
wsxdamwj	Bilsham, Comet Corner (S-bound)	Yapton Road	4400LH0271
wsxdgjtw	Flansham, opp Hoe Lane	Flansham Lane	4400LH0581
wsxdgmdg	Felpham, o/s The Southdowns	Felpham Way	4400LH0597
wsxdgjwj	Flansham, adj Roundle Road	Flansham Lane	4400LH0585
wsxdgjwg	Flansham, opp Summerhill Drive	Flansham Lane	4400LH0584
wsxdgmdp	Flansham, adj Alfriston Close	Flansham Park	4400LH0600
wsxdgmdm	Flansham, adj Ditchfield Close	Flansham Park	4400LH0599
wsxdgjtm	Flansham, o/s Health Centre	Flansham Park	4400LH0579
wsxdgdap	Flansham, opp Pennyfields	Middleton Road	4400LH0495
wsxdgmda	Felpham, opp The Southdowns	Felpham Way	4400LH0596
wsxdgmaw	Felpham, opp Firs Avenue	Felpham Way	4400LH0595
wsxdgmap	Felpham, opp Downview Road	Felpham Way	4400LH0593
wsxdgmag	Bognor Regis, adj Hotham Park	Upper Bognor Road	4400LH0590
wsxdgjpg	Bognor Regis, adj Gloucester Road	High Street	4400LH0570
wsxdgjam	Bognor Regis, Post Office (Stop O)	High Street	4400LH0543
wsxdtdja	Bognor Regis, High Street (Stop R)	High Street	4400LH0880
wsxdgjpa	Bognor Regis, Queensway (Stop E)	Queensway	4400LH0568
wsxdgdmd	Bognor Regis, Station (Stop J)	Longford Road	4400LH0513
wsxdgdmj	Bognor Regis, adj Havelock Road	Longford Road	4400LH0515
wsxdgdmt	Bognor Regis, opp Signal Box	Longford Road	4400LH0517
wsxdgdpd	South Bersted, opp Somerset Gardens	Chichester Road	4400LH0520
wsxdgdpj	South Bersted, opp Orchard Way	Chichester Road	4400LH0522
wsxdgdpt	North Bersted, adj Hampshire Avenue	Chichester Road	4400LH0524
wsxdgdta	North Bersted, opp Mansfield Road	Chichester Road	4400LH0526
wsxdgdtg	North Bersted, Shops (N-bound)	Chichester Road	4400LH0528
wsxtwgtw	North Bersted, adj Tesco Express	Chichester Road	4400LH1673
wsxdgdtp	North Bersted, opp The Royal Oak	Chichester Road	4400LH0531
wsxdtatg	North Bersted, adj Newbarn Lane	Chichester Road	4400LH0874
wsxdgdwa	North Bersted, adj Brazwick Avenue	Chichester Road	4400LH0533
wsxdgdwj	North Bersted, opp Babsham Lane	Chichester Road	4400LH0536
wsxdgdwm	Elbridge, opp Elbridge Farm	Chichester Road	4400LH0537
wsxajgwg	Colworth, adj Groves Farm	A259 Chichester Road	4400CH0517
wsxajgwj	Merston, adj Corner	Chichester Road	4400CH0518
wsxagwdj	Chichester, adj The Peacheries	Bognor Road	4400CH0330
wsxagwda	Chichester, adj York Road	Bognor Road	4400CH0327
wsxagwat	Chichester, The Hornet (W-bound)	The Hornet	4400CH0325
wsxajgmw	Chichester, Market (Stop M)	Market Road	4400CH0500
wsxdtdgd	Chichester, Market Avenue (Stop G)	Market Avenue	4400CH0589
wsxajgmp	Chichester, Bus Station (Bay 9)	A286	4400CH0498
wsxagtmd	Chichester, Westgate (Stop U)	Avenue De Chartres	4400CH0294

700 Chichester - Bognor Regis - Littlehampton

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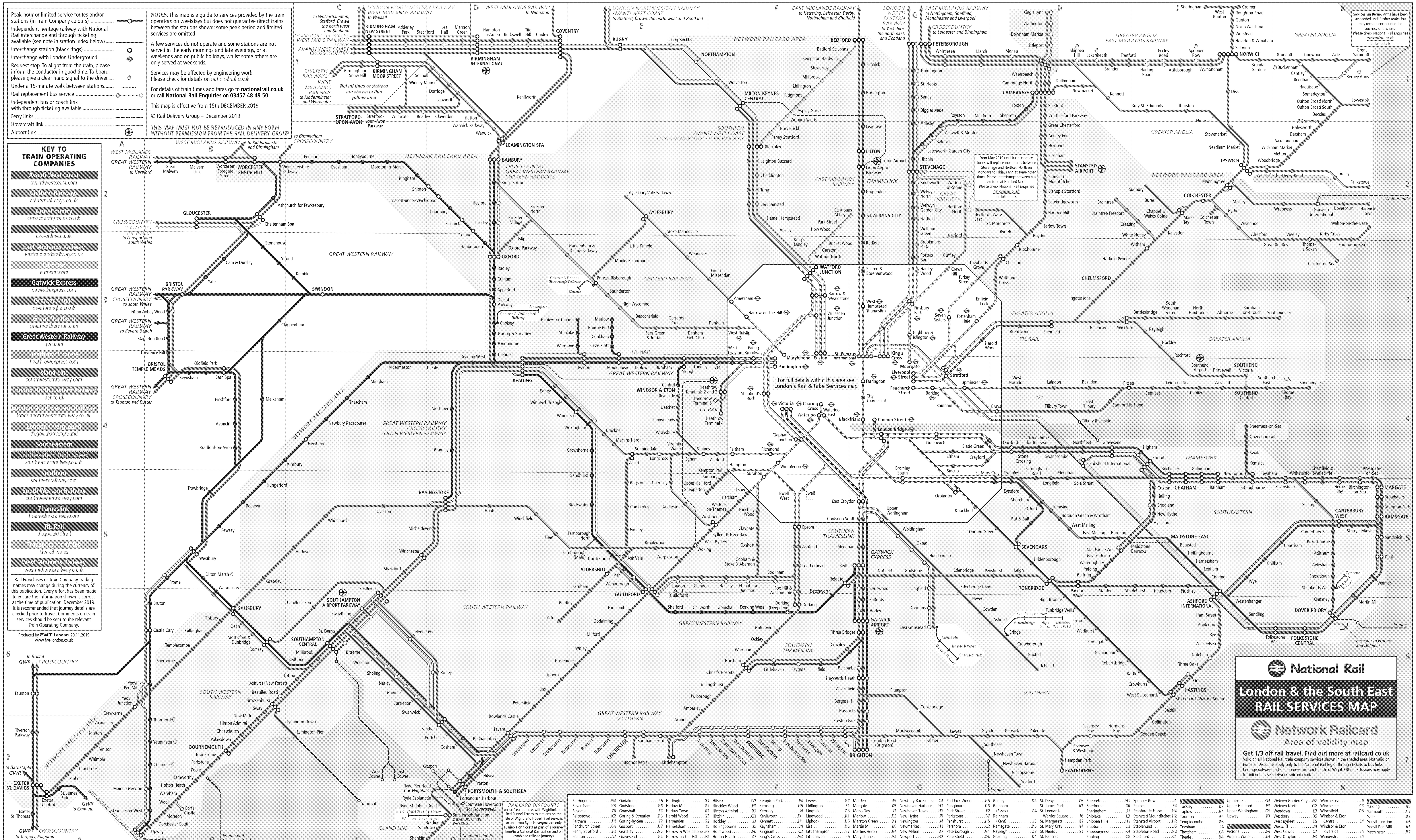
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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wsxagtmd	Chichester, Westgate (Stop U)	Avenue De Chartres	4400CH0294
wsxajgdt	Chichester, Cathedral (Stop P)	West Street	4400CH0485
wsxajgdj	Chichester, South Street (Stop E)	South Street	4400CH0482
wsxajgmj	Chichester, Bus Station (Bay 8)	A286	4400CH0497
wsxajgpd	Chichester, Market Avenue (Stop I)	Market Avenue	4400CH0502
wsxajgmt	Chichester, Market (Stop N)	Market Road	4400CH0499
wsxagwap	Chichester, The Hornet (E-bound)	The Hornet	4400CH0324
wsxagwaw	Chichester, opp York Road	Bognor Road	4400CH0326
wsxagwdg	Chichester, opp The Peacheries	Bognor Road	4400CH0328
wsxajdag	Merston, opp The King's Head	Bognor Road	4400CH0421
wsxajgwm	Merston, opp Corner	Chichester Road	4400CH0519
wsxajgwp	Colworth, opp Groves Farm	Chichester Road	4400CH0520
wsxdgdwp	Elbridge, adj Elbridge Farm	Chichester Road	4400LH0538
wsxdgdwg	North Bersted, adj Babsham Lane	Chichester Road	4400LH0535
wsxdgdwd	North Bersted, opp Brazwick Avenue	Chichester Road	4400LH0534
wsxdptmg	North Bersted, opp Newbarn Lane	Chichester Road	4400LH0678
wsxdgdtw	North Bersted, adj The Royal Oak	Chichester Road	4400LH0532
wsxdgdtm	North Bersted, The Royal Oak		4400LH0530
wsxdgdtj	North Bersted, Shops (S-bound)	Chichester Road	4400LH0529
wsxdgdtd	North Bersted, adj Mansfield Road	Chichester Road	4400LH0527
wsxdgdpw	North Bersted, opp Hampshire Avenue	Chichester Road	4400LH0525
wsxdgdpm	South Bersted, adj Orchard Way	Chichester Road	4400LH0523
wsxdgdpa	South Bersted, o/s Ambulance Station	Chichester Road	4400LH0519
wsxdgdmw	Bognor Regis, adj Signal Box	Longford Road	4400LH0518
wsxdgdmp	Bognor Regis, opp Havelock Road	Longford Road	4400LH0516
wsxdgdmg	Bognor Regis, Station (Stop K)	Longford Road	4400LH0514
wsxdgjpd	Bognor Regis, Queensway (Stop F)	Queensway	4400LH0569
wsxdgjap	Bognor Regis, High Street (Stop C)	High Street	4400LH0544
wsxdgjpj	Bognor Regis, adj Den Avenue	High Street	4400LH0571
wsxdgmad	Bognor Regis, opp Hotham Park	Upper Bognor Road	4400LH0589
wsxdgmam	Felpham, adj Downview Road	Felpham Way	4400LH0592
wsxdgmat	Felpham, adj Firs Avenue	Felpham Way	4400LH0594
wsxdgmdg	Felpham, o/s The Southdowns	Felpham Way	4400LH0597
wsxdgdat	Flansham, adj Pennyfields	Middleton Road	4400LH0496
wsxdgjtp	Flansham, opp Health Centre	Flansham Park	4400LH0580
wsxdgmdj	Flansham, opp Ditchfield Close	Flansham Park	4400LH0598
wsxdgmdt	Flansham, opp Alfriston Close	Flansham Park	4400LH0601
wsxdgjwa	Flansham, adj Hoe Lane	Flansham Lane	4400LH0582
wsxdamwm	Bilsham, Comet Corner (N-bound)	Yapton Road	4400LH0272
wsxdamwd	Bilsham, Bilsham Corner (N-bound)	Bilsham Road	4400LH0269
wsxdamtw	Yapton, opp Lambs Cottages	Bilsham Road	4400LH0267
wsxdamtp	Yapton, adj Loveys Road	Bilsham Road	4400LH0266
wsxdamtj	Yapton, Sparks Corner (N-bound)	Bilsham Road	4400LH0264
wsxdamat	Yapton, adj Fordwater Gardens	Burndell Road	4400LH0225
wsxdamam	Yapton, adj Rollaston Park	Yapton Road	4400LH0223
wsxdamaj	Climping, adj Horsemere Green Lane	Yapton Road	4400LH0222
wsxdatag	Climping, adj The Oystercatcher	Crookthorn Lane	4400LH0341
wsxdataj	Climping, adj Caravan Park	A259	4400LH0342
wsxawtjw	Littlehampton, opp Riverside Industrial Estate	Bridge Road	4400LH0049
wsxawtjp	Littlehampton, opp Arun Footbridge	Terminus Road	4400LH0047
wsxawtjg	Littlehampton, adj Littlehampton Railway Station	Terminus Road	4400LH0045
wsxawtgm	Littlehampton, Franciscan Way (N-bound)	Arundel Road	4400LH0039
wsxdagdj	Littlehampton, Anchor Springs (Stop B)	Anchor Springs	4400LH0129
wsxdgjwj	Flansham, adj Roundle Road	Flansham Lane	4400LH0585
wsxdgjwg	Flansham, opp Summerhill Drive	Flansham Lane	4400LH0584
wsxdgmdp	Flansham, adj Alfriston Close	Flansham Park	4400LH0600
wsxdgmdm	Flansham, adj Ditchfield Close	Flansham Park	4400LH0599
wsxdgjtm	Flansham, o/s Health Centre	Flansham Park	4400LH0579

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A
Acle K1
Adderley Park C1
Addlestone E5
Adisham K5
Aldermaston C4
Aldershot E5
Aldrington F7
Alresford K2
Althorne J3
Alton D6
Amberley E6
Amersham F3
Andover C5
Angmering E7
Appledore J6
Appleford D3
Apsley F2
Arlesey G2
Arundel E7
Ascot E4
Ascott-under-Wychwood D2
Ash E5
Ashchurch for Tewkesbury B2
Ashford (Surrey) F4
Ashford International J6
Ashtead F5
Ashurst H6
Ashurst (New Forest) B6
Ash Vale E5
Ashwell & Morden G2
Aspley Guise F1
Attleborough J1
Audley End H2
Avoncliff B4
Axminster A7
Aylesbury E2
Aylesbury Vale Parkway E2
Aylesford J5
Aylesham K5

B
Bagshot E5
Balcombe G6
Baldock G2
Banbury D2
Barking G4
Barming H5
Barnham E7
Basildon H4
Basingstoke D5
Bat & Ball H5
Bath Spa B4
Battle J6
Battlesbridge J3
Bayford G2
Beaconsfield E3
Bearley C1
Bearsted J5
Beaulieu Road B6
Beccles K1
Bedford F1
Bedford St. Johns F1
Bedhampton D7
Bedwyn B5
Bekesbourne K5
Beltring H5
Benfleet J4
Berkhamsted F2
Berkswell D1
Berney Arms K1
Berwick H7
Betchworth F5
Bexhill J6
Bicester North D2
Bicester Village D2
Biggleswade G1
Billericay H3
Billingshurst F6
Birchington-on-Sea K5
Birmingham:
International D1
Moor Street C1
New Street C1
Snow Hill C1
Bishop's Stortford H2
Bishopstone H7
Bitterne C6
Blackfriars G4
Blackwater E5
Bletchley F2
Bognor Regis E7
Bookham F5
Borough Green & Wrotham H5
Bosham E7
Botley D6
Bourne End E3
Bournemouth B7
Bow Brickhill F2
Box Hill & Westhumble F5
Bracknell E4
Brading D7
Braintree H2
Braintree Freeport H2
Bradford-on-Avon B4
Bramley D4
Brampton K2
Brandon H1
Branksome B7
Brentwood H3
Bricket Wood F3
Brighton G7
Bristol Parkway B3
Bristol Temple Meads B4
Broadstairs K5
Brockenhurst B6
Bromley South G4
Brookmans Park G3
Brookwood E5
Broxbourne H3
Brundall K1
Brundall Gardens J1
Bruton B6
Buckenham K1
Bures J2
Burgess Hill G6
Burnham E4
Burnham-on-Crouch J3
Bursledon C6
Bury St. Edmunds J1
Buxted H6
Byfleet & New Haw F5

C
Cam & Dursley B3
Camberley E5
Cambridge H1
Cambridge North H1
Canley D1
Cannon Street G4
Canterbury East K5
Canterbury West K5
Cantley K1
Castle Cary B6
Chalkwell J4
Chandler's Ford C6
Chappel & Wakes Colne J2
Charing J5
Charing Cross F4
Charlbury D2
Chartham K5
Chatham J5
Cheddington F2
Chelmsford H3
Cheltenham Spa B2
Chertsey E5
Cheshunt H3
Chestfield & Swalecliffe K4
Chetnole B7
Chichester E7
Chilham J5
Chilworth E6
Chippenham B3
Cholsey D3
Christchurch B7
Christ's Hospital F6
City Thameslink G4
Clacton-on-Sea K3
Clandon E5
Clapham Junction F4
Claverdon D1
Claygate F5
Cobham & Stoke D'Abernon F5
Colchester J2
Colchester Town J2
Collington H7
Combe D2
Cooden Beach H7
Cookham E3
Cooksbridge G6
Corfe Castle B7
Cosham D7
Coulsdon South G5
Coventry D1
Cowden G6
Cranbrook A7
Crawley F6
Crayford G4
Cressing J2
Crews Hill G3
Crewkerne A6
Cromer J1
Crowborough H6
Crowhurst J6
Crowthorne E4
Cuffley G3
Culham D3
Cuxton J5

D
Dartford H4
Darsham K2
Datchet E4
Deal K5
Dean B6
Denham F3
Denham Golf Club E3
Derby Road K2
Didcot Parkway D3
Dilton Marsh B5
Diss J1
Doleham J6
Dorchester South B7
Dorchester West A7
Dorking F6
Dorking (Deepdene) F6
Dorking West F6
Dormans G6
Dorridge D1
Dover Priory K6
Dovercourt K2
Downham Market H1
Dullingham H1
Dumpton Park K5
Dunton Green H5
Durrington-on-Sea F7

E
Ealing Broadway F3
Earley D4
Earlswood G5
Eastbourne H7
East Cowes C7
East Croydon G5
East Farleigh H5
East Grinstead G6
Eastleigh C5
East Malling H5
East Tilbury H4
East Worthing F7
Ebbsfleet International H4
Eccles Road J1
Edenbridge G5
Edenbridge Town G5
Effingham Junction F5
Egham E4
Elmswell J1
Elsenham H2
Elstree & Borehamwood G3
Eltham G4
Ely H1
Emsworth D7
Enfield Lock G3
Epsom F5
Eridge H6
Esher F5
Etchingham H6
Euston F3
Evesham C2
Ewell East F5
Ewell West F5
Exeter Central A7
Exeter St. Davids A7
Exeter St. Thomas A7
Eynsford H5

F
Falmer G7
Fareham D7
Farnborough (Main) E5
Farnborough North E5
Farncombe E6
Farnham E5
Farningham Road H4
Farringdon G4
Faversham K5
Faygate F6
Felixstowe K2
Feltham F4
Fenchurch Street G4
Fenny Stratford F2
Feniton A7
Filton Abbey Wood B3
Finsbury Park G3
Finstock D2
Fishbourne E7
Fishersgate F7
Fleet D5
Flitwick G1
Folkestone Central K6
Folkestone West K6
Ford E7
Foxton H1
Frant H6
Fratton D7
Freshford B4
Frimley E5
Frinton-on-Sea K3
Frome B5
Furze Platt E3

G
Garston F3
Gatwick Airport G6
Gerrards Cross E3
Gillingham (Dorset) B6
Gillingham (Kent) J4
Glynde G7
Godalming E6
Godstone G5
Gomshall F6
Goring & Streatley D3
Goring-by-Sea F7
Gosport D7
Grateley B5
Gravesend H4
Grays H4
Great Bentley K3
Great Chesterford H2
Great Malvern B2
Great Missenden E3
Great Yarmouth K1
Greenhithe H4
Greenwich G4
Guildford E5
Gunton J1

H
Haddenham & Thame Parkway E3
Haddiscoe K1
Hadley Wood G3
Halesworth K2
Halling J5
Hamble C6
Hampden Park H7
Hampton F4
Ham Street J6
Hampton-in-Arden D1
Hamworthy B7
Hanborough D3
Harling Road J1
Harlington G1
Harlow Mill H2
Harlow Town H2
Harold Wood G3
Harpenden G2
Harrietsham J5
Harrow & Wealdstone F3
Harrow-on-the-Hill F3
Harwich International K2
Harwich Town K2
Haslemere E6
Hassocks G6
Hastings J6
Hatfield G2
Hatfield Peverel H3
Hatton D1
Havant D7
Haywards Heath G6
Headcorn J5
Heathrow Airport F4
Hedge End C6
Hemel Hempstead F2
Henley-on-Thames E3
Herne Bay K5
Hersham F5
Hertford East G2
Hertford North G2
Hever G6
Heyford D2
Higham J4
High Brooms H6
High Wycombe E3
Highbury & Islington G3
Hildenborough H5
Hilsea D7
Hinchley Wood F5
Hinton Admiral B7
Hitchin G2
Hockley J3
Hollingbourne J5
Holmwood F6
Holton Heath B7
Honeybourne C2
Honiton A7
Hook D5
Horley G6
Horsham F6
Horsley F5
Hove F7
Hoveton & Wroxham J1
How Wood F2
Hungerford B5
Huntingdon G1
Hurst Green G5
Hythe J2

I
Ifield F6
Ingatestone H3
Ipswich J2
Islip D2
Iver F4

K
Kearsney K6
Kelvedon J2
Kemble C3
Kempston Hardwick F1
Kempton Park F4
Kemsing H5
Kemsley J4
Kenilworth D1
Kennett H1
Keynsham B4
Kingham C2
King's Cross G3
King's Langley F3
King's Lynn H1
Kings Sutton D2
Kintbury C4
Kirby Cross K2
Knebworth G2
Knockholt G5

L
Laindon H4
Lake D7
Lakenheath H1
Lancing F7
Langley E4
Lapworth D1
Lawrence Hill B3
Leagrave G2
Lea Hall D1
Leamington Spa D2
Leatherhead F5
Leigh H5
Leigh-on-Sea J4
Leighton Buzzard F2
Lenham J5
Letchworth Garden City G2
Lewes G7
Lidlington F1
Lingfield G5
Lingwood K1
Liphook D6
Liss D6
Littlehampton E7
Littlehaven F6
Littleport H1
Little Kimble E3
Liverpool Street G4
London Bridge G4
London Rd (Brighton) G7
London Rd (Guildford) E5
Long Buckby E1
Longcross E4
Longfield H5
Lowestoft K1
Luton G2
Luton Airport G2
Luton Airport P'kway G2
Lymington Pier C7
Lymington Town C7

M
Maidenhead E4
Maiden Newton A7
Maidstone Barracks J5
Maidstone East J5
Maidstone West H5
Malvern Link B2
Manea H1
Manningtree J2
March G1
Marden H5
Margate K5
Marks Tey J2
Marlow E3
Marston Green D1
Martin Mill K6
Martins Heron E4
Marylebone F3
Meldreth G1
Melksham B4
Melton K2
Meopham H4
Merstham G5
Micheldever C5
Midgham C4
Milford E6
Millbrook (Beds) F1
Millbrook (Hants) C6
Milton Keynes Central F1
Minster K5
Mistley J2
Monks Risborough E3
Moorgate G4
Moreton B7
Moreton-in-Marsh C2
Mortimer D4
Mottisfont & Dunbridge B6
Moulsecoomb G7

N
Needham Market J2
Netley C6
Newbury C4
Newbury Racecourse C4
Newhaven Harbour H7
Newhaven Town H7
New Hythe J5
Newington J4
Newmarket H1
New Milton B7
Newport H2
Normans Bay H7
Northampton E1
North Camp E5
North Fambridge J3
Northfleet H4
North Walsham J1
Norwich J1
Nutbourne E7
Nutfield G5

O
Ockley F6
Oldfield Park B4
Ore J6
Orpington G5
Otford H5
Oulton Broad North K1
Oulton Broad South K1
Overton C5
Oxford D3
Oxford Parkway D3
Oxshott F5
Oxted G5

P
Paddington F4
Paddock Wood H5
Pangbourne D3
Park Street F2
Parkstone B7
Penshurst H5
Pershore C2
Peterborough G1
Petersfield D6
Pevensey & Westham H7
Pevensey Bay H7
Pewsey B5
Pinhoe A7
Pitsea H4
Pluckley J5
Plumpton G6
Pokesdown B7
Polegate H7
Poole B7
Portchester D7
Portslade F7
Portsmouth & Southsea D7
Portsmouth Harbour D7
Potters Bar G3
Preston Park G7
Princes Risborough E3
Prittlewell J4
Pulborough F6

Q
Queenborough J4

R
Radlett G3
Radley D3
Rainham (Essex) G4
Rainham (Kent) J5
Ramsgate K5
Rayleigh J3
Reading D4
Reading West D3
Redbridge C6
Redhill G5
Reedham K1
Reigate F5
Richmond F4
Ridgmont F1
Robertsbridge H6
Rochester J4
Rochford J3
Romsey B6
Roughton Road J1
Rowlands Castle D7
Roydon H2
Royston G1
Rugby E1
Ryde Esplanade D7
Ryde Pier Head D7
Ryde St. John's Road D7
Rye J6
Rye House H2

S
St. Albans Abbey G2
St. Albans City G2
St. Denys C6
St. James Park A7
St. Leonards Warrior Square J6
St. Margarets H2
St. Mary Cray H4
St. Neots G1
St. Pancras International G3
Salfords G6
Salhouse J1
Salisbury B6
Sandhurst E4
Sandling J6
Sandown D7
Sandwich K5
Sandy G1
Saunderton E3
Sawbridgeworth H2
Saxmundham K2
Seaford H7
Seer Green & Jordans E3
Selling K5
Seven Sisters G3
Sevenoaks H5
Shalford E6
Shanklin D7
Shawford C5
Sheerness-on-Sea J4
Shelford H1
Shenfield H3
Shepherd's Bush F4
Shepherds Well K5
Shepperton E5
Shepreth H1
Sherborne B6
Sheringham J1
Shiplake E3
Shippea Hill H1
Shipton C2
Shoeburyness K4
Sholing C6
Shoreham H5
Shoreham-by-Sea F7
Sidcup G4
Sittingbourne J5
Slade Green G4
Slough E4
Smallbrook Junction D7
Snodland J5
Snowdown K5
Sole Street H5
Solihull D1
Somerleyton K1
Southampton Airport Parkway C6
Southampton Central C6
Southbourne D7
Southease G7
Southend Airport J4
Southend Central J4
Southend East J4
Southend Victoria J4
Southminster J3
Southsea Hoverport D7
Southwick F7
South Woodham Ferrers J3
Spooner Row J1
Staines E4
Stanford-le-Hope H4
Stansted Airport H2
Stansted Mountfitchet H2
Staplehurst J5
Stapleton Road B3
Stechford C1
Stevenage G2
Stewartby F1
Stoke Mandeville E2
Stone Crossing H4
Stonegate H6
Stonehouse B3
Stowmarket J2
Stratford G4
Stratford-upon-Avon C1
Stratford-upon-Avon Parkway C1
Strood J4
Stroud B3
Sturry K5
Sudbury J2
Sunbury F4
Sunningdale E4
Sunnymeads E4
Surbiton F4
Swale J4
Swanley H4
Swanscombe H4
Swanwick C6
Sway B6
Swaythling C6
Swindon C3

T
Tackley D2
Taplow E4
Taunton A6
Templecombe B6
Teynham J4
Thatcham C4
Theale D4
Theobalds Grove G3
Thetford H1
Thornford B7
Thorpe Bay K4
Thorpe-le-Soken K3
Three Bridges G6
Three Oaks J6
Thurston J1
Tilbury Riverside H4
Tilbury Town H4
Tile Hill D1
Tilehurst D3
Tisbury B6
Tiverton Parkway A7
Tonbridge H5
Tottenham Hale G3
Totton C6
Trimley K2
Tring F2
Trowbridge B5
Tunbridge Wells H6
Turkey Street G3
Twyford E4

U
Uckfield H6
Upminster G4
Upper Halliford E5
Upper Warlingham G5
Upwey B7

V
Victoria F4
Virginia Water E4

W
Wadhurst H6
Walmer K5
Waltham Cross H3
Walton-on-Thames F5
Walton-on-the-Naze K2
Wanborough E5
Warblington D7
Ware H2
Wareham B7
Wargrave E3
Warminster B5
Warnham F6
Warwick D2
Warwick Parkway D2
Waterbeach H1
Wateringbury H5
Waterloo F4
Waterloo East F4
Watford Junction F3
Watford North F3
Watlington H1
Watton-at-Stone G2
Weeley K2
Welham Green G2
Welwyn Garden City G2
Welwyn North G2
Wendover E3
Westbury B5
West Byfleet E5
Westcliff J4
West Cowes C7
West Drayton F3
Westenhanger J6
Westerfield J2
Westgate-on-Sea K4
West Hampstead Thameslink G3
West Horndon H4
West Malling H5
West Ruislip E3
West Runton J1
West St. Leonards J6
West Worthing F7
Weybridge F5
Weymouth B7
Whimple A7
Whitchurch C5
White Notley J2
Whitstable K4
Whittlesea G1
Whittlesford Parkway H1
Wickford H3
Wickham Market K2
Widney Manor D1
Willesden Junction F3
Wilmcote C1
Wimbledon F4
Winchelsea J6
Winchester C5
Winchfield D5
Windsor & Eton Central E4
Windsor & Eton Riverside E4
Winnersh E4
Winnersh Triangle D4
Witham J3
Witley E6
Wivelsfield G6
Wivenhoe J2
Woburn Sands F1
Woking E5
Wokingham E4
Woldingham G5
Wolverton F1
Woodbridge K2
Wool B7
Woolston C6
Worcester Foregate Street B2
Worcestershire Parkway B2
Worcester Shrub Hill B2
Worplesdon E5
Worstead J1
Worthing F7
Wrabness K2
Wraysbury E4
Wye J5
Wymondham J1

Y
Yalding H5
Yarmouth C7
Yate B3
Yeovil Junction A6
Yeovil Pen Mill A6
Yetminster B7

HERITAGE RAILWAYS

Through ticketing is available to the heritage railways shown, but the Network Railcard (and other Railcards) only offer a discount on the National Rail leg of the journey.

Bluebell G6
Chinnor & Princes Risborough E3
Cholsey & Wallingford D3
East Kent K5
Isle of Wight C7
Spa Valley H6

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APPENDIX D

Example Residential Travel Survey Questionnaire

This survey has been prepared as part of our commitment to review the travel patterns for residents at XXX. We would be very grateful if you could please fill in this short survey.
At the end of the survey you have the chance to enter in a Prizedraw to win £XX in shopping vouchers. Please fill in your details and make sure to give us permission to contact you by ticking the box. For data protection reasons we will only contact you in relation to the topics you have given us permission to do so.
If you have any questions about this survey or travel to and from Parkview please contact your Travel Plan Coordinator at XXX

1. Please state your gender:

- ◌ Male
- ◌ Female
- ◌ Prefer not to say

2. Please state your age range:

- ◌ 17 or under
- ◌ 18 - 24
- ◌ 25 - 34
- ◌ 35 - 44
- ◌ 45 - 54
- ◌ 55 - 64
- ◌ 65+

* 3. What is normally your main means of transport when travelling to work from your home at XXX?

(This should represent the method of travel which covers the longest distance as part of your journey to work. For example, if you walk 400m to a bus stop, then take the bus for 2km, you should answer "Bus")

- ◌ Walk
- ◌ Bicycle
- ◌ Train
- ◌ Bus
- ◌ P&R bus
- ◌ Car driver (with a passenger)
- ◌ Car (as a passenger)
- ◌ Car driver (no passengers)
- ◌ Taxi
- ◌ Scooter / Motorcycle (below 125cc)
- ◌ Scooter / Motorcycle (above 125cc)
- ◌ Work from home
- ◌ I don't work
- ◌ Other (please specify)

* 4. What time do you usually leave and return to your home for work related journeys? Please select all that apply.

- ☐ Before 7am
- ☐ 7am - 8am
- ☐ 8am - 9am
- ☐ 9am - 10am
- ☐ 10am - 4pm
- ☐ 4pm - 5pm
- ☐ 5pm - 6pm
- ☐ 6pm - 7pm
- ☐ 7pm - 9pm
- ☐ After 9pm
- ☐ Not Applicable

* 5. What is normally your main means of transport when travelling for non-work related journeys from your home?

(This should represent the method of travel which covers the longest distance as part of your journey. For example, if you walk 400m to a bus stop, then take the bus for 2km, you should answer "Bus")

- ◌ Walk
- ◌ Bicycle
- ◌ Train
- ◌ Bus
- ◌ P&R bus
- ◌ Car driver (with a passenger)
- ◌ Car (as a passenger)
- ◌ Car driver (no passengers)
- ◌ Taxi
- ◌ Scooter / Motorcycle (below 125cc)
- ◌ Scooter / Motorcycle (above 125cc)
- ◌ Other (please specify)

* 6. What time do you usually leave and return home for non-work related journeys? Please select all that apply.

- ☐ Before 7am
- ☐ 7am - 8am
- ☐ 8am - 9am
- ☐ 9am - 10am
- ☐ 10am - 4pm
- ☐ 4pm - 5pm
- ☐ 5pm - 6pm
- ☐ 6pm - 7pm
- ☐ 7pm - 9pm
- ☐ After 9pm
- ☐ Not Applicable

7. If you take the train, how do you usually get to the station?

- ○ Walk
- ○ Bicycle
- ○ Bus
- ○ Car driver (with a passenger)
- ○ Car (as a passenger)
- ○ Car driver (no passengers)
- ○ Taxi
- ○ Scooter / Motorcycle (below 125cc)
- ○ Scooter / Motorcycle (above 125cc)
- ○ Other (please specify)

* 8. Of the following, which best describes your reason(s) for choosing your normal mode(s) of travel?

- ☐ Safety (safer than alternatives)
- ☐ Special needs (e.g. mobility impaired)
- ☐ Quicker than alternatives
- ☐ Cheaper than alternatives
- ☐ More environmentally friendly
- ☐ No viable alternative
- ☐ Because you don't own a car
- ☐ Other (please specify)

9. Are you interested in joining a Bicycle User Group (BUG) or a Walking Group? If you answered "Yes" please provide an email address or phone number at the end of the survey so we can get in touch with you.

- ○ Yes
- ○ No

10. Do you work from home? If yes, how often do you do this?

- ◌ Work from home permanently
- ◌ More than 3 days per week
- ◌ 1 - 2 days per week
- ◌ 1 day every 2 weeks
- ◌ 1 day per month
- ◌ Rarely work from home (less than 1 day per month)
- ◌ Other (please specify)

11. Do you have any additional comments regarding travel to/from XXX?

12. Please indicate whether you are happy to be contacted for the following reasons and provide an email address so we can get in touch. We will only use your personal for the purposes indicated and will never pass that data onto anyone else.

- ☐ I would like to be entered into the Prizedraw and am happy to be contacted if I win
- ☐ I am happy to be contacted about interest groups (bicycle user group / walking group / etc)
- ☐ I am happy to be contacted about other travel-related events etc

Please provide your email address