

OVING PARISH PLAN

Action Plan template

Subject Investigated: BUS SERVICES

Survey question numbers: Q19 , Q22, Q23, Q24, Q27, Q37, Q46, Q47, Q64

Description of the perceived need:

More regular and frequent services to Chichester

Better services to Bognor

Serve Silver Lakes

Cheaper fares

A free park and ride facility for Chichester

Electronic indicator boards to give expected arrival times at bus stops

Re-time the No 85 service to assist working people

Reinstate the King's Head bus stop

Erect a bus shelter in Oving Village

Summary of the relevant survey data:

Bus Routes

85 Arundel via Fontwell and Oving to Chichester - run by Compass

85A Arundel via Barnham Oving to Chichester – run by Compass

700 on the A259 - run by Stagecoach

Peripheral bus routes

55 (Chichester (Lytton Terrace) via Westhampnett to Tangmere)

51 Chichester via Hunston and Sidlesham to Selsey

60 Chichester via Pagham and Rose Green to Selsey

U7 Chichester (Tesco) via South Bersted to Bognor Regis Campus

Funding

Route 85/85A – A service six times a day mostly at two hour intervals. Economics and demand are the two governing factors. Funded by WSCC an increase is said by Compass not to be economically feasible.

Rote 700 - a regular ten minute service

Bus shelters - are generally funded by Parish Councils

Use and other means of travel

The questionnaire results showed that 90 per cent of the respondents travel by car, 3.5 per cent by cycle, 2.1 per cent by bus.

85.1 per cent of the respondents stated that they never use public transport through Oving at all.

Gaps

Timetable changes, and the infrequency of the service resulting, are said to have deterred some further use of the bus services.

Costs appear to be a governing factor: no further money is available, we understand, from West Sussex County Council, and passenger take up is not sufficient to make up any shortfall.

The possibility of a new service between Chichester and Shopwhyke Lakes being rerouted via Oving village has been explored but there can be no expectations.

The King's Head stop on the A259 (route 700) was suspended at the instance of West Sussex County Council on safety grounds because there was no layby space, after another incident elsewhere in the county.

Description of response proposed:

A. Feasible proposals, subject to finance:

1. A bus shelter in Oving Village
2. A layby and shelter to be constructed at the King's Head stop on the A259, thereby reinstating that important connection with the village.

B. In the longer term:

3. Install electronic indicators at key bus stops.
4. Continue to press for an extension to Oving Village of the possible new route which might serve Shopwhyke Lakes.
5. The Parish Council to continue to monitor passenger demand and timetabling.
6. A minibus service (run by the Parish Council?) should be kept under review, possibly to connect with other bus routes as well as directly to destinations. Recent experiences indicated that neither take up nor economics justified this at the moment.

Feasibility of response:

Proposal 1 is feasible. Proposal 6 may be feasible.

The agency which is ultimately responsible:

- A. WSCC - funding for certain services
- B. Bus companies (Compass and Stagecoach), as noted
- C. Parish Council - provision of funds for bus shelter

Those who will benefit among the community:

Working people, if the timetables are changed.

The elderly

Schoolchildren

Time frame and estimated costs if known:

Two years for the bus shelter

Plans already in process or proposed which may be relevant:

County has been asked for clarification on the status of the India Gate bus stop.