Travel Plan Statement

Capella House Car Park
Railway Approach,
Worthing









Client: Jez Rippon

Ref: 13974
Date: Oct 2025

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Issue	Issue date	Compiled	Checked	Authorised
1	09-2025	TS	EP	LNS
Final	09-10-2025	TS	EP	LNS
Updated Site Plan	Aug 2026	TS	LNS	LNS
WSCC Comments	Oct 2026	TS	LNS	LNS

Executive Summary

The Railway Approach development proposes the redevelopment of the existing car park at the end of Railway Approach to deliver 27 residential flats. While the site currently serves office parking, the scheme will retain 19 parking spaces to continue supporting nearby office use.

The development is car-free, with no dedicated parking provided for the proposed 27 residential flats. However, vehicular access to the site will still be maintained, primarily to serve the retained office parking spaces. Continuous footpaths along both sides of Railway Approach offer safe and convenient access to nearby bus stops (approximately 150m from the site) and local amenities, including Morrisons, located around 200m away. A range of facilities and services within Railway Approach are easily accessible by foot and bicycle, supporting sustainable travel choices for future residents.

This Travel Plan Statement outlines a strategy of targets and measures aimed at promoting sustainable travel choices, with a particular focus on supporting the car-free nature of the proposed development.

The primary objectives of the travel plan statement are to help and encourage residents to achieve the following:

- To encourage a modal shift to active modes such as walking and cycling;
- To increase resident awareness of the advantages and availability of sustainable/active modes of transport;
- To promote the health and fitness benefits of active travel to all users;
- To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes.

1 Introduction

1.1 This Travel Plan has been prepared for Jez Rippon 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 West Sussex County Council Development Travel Plan Policy Document gives thresholds for the requirements for Travel Plans and Travel Plan Frameworks in Appendix C of the document. For C3 Dwelling Houses, no assessment is required if the number of houses is <50 dwellings.

1.3 However, as a measure to encourage more sustainable modes of transport to and from the proposed development site, a Travel Plan Statement has been provided. As this is not a specific planning requirement, specific elements of the guidance will not necessarily be adhered to, such as monitoring. This TPS will ensure that walking, cycling and use of public transport is accounted for at the beginning of the development for this to be a realistic, reliable modal choice for residents instead of use of the private car.

1.4 At the time of writing, the most recent guidance is: "WSCC Guidance on Travel Plan Statements (Travel Plans for Smaller Businesses and Residential Developments)", as of October 2025.

1.5 In accordance with the WSCC guidance, the Travel Plan will cover the following:

- Introduction – Brief description of the development proposal and the reason for the Travel Plan Statement;
- Site Accessibility – Description of the existing and proposed accessibility by all modes;
- Policy/Policy Compliance – Detail relevant policy including NPPF, LTP and WSCC's Travel Plan guidance;
- Objectives – The development of a number of objectives to encourage non car travel;
- Proposed range of measures – A number of actions will be suggested for each transport mode, which will aim to encourage non-car trips to and from the site and encourage the use of more sustainable modes;
- Conclusion – Summary and conclusion of the Travel Plan.

1.6 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS) 1 & 2;
- West Sussex County Council Local Plan (2020-2036);
- West Sussex County Council Local Transport Plan (2022-2036).

Travel Plan Background – West Sussex County Council Development Travel Plan Policy

1.7 Travel Plans have become an essential tool for the delivery of national, regional and local transport policy as they can assist in increasing accessibility and improving public health whilst reducing congestion and local air pollution.

1.8 A Travel Plan is a long-term management strategy for an organisation or site that establishes a structured strategy with clear objectives, supported by suitable policies, which ensures that sustainable transport objectives are delivered through action.

1.9 A Travel Plan is a living document involving the identification of an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Other objectives could include:

- Improving site access and travel choice;
- Meeting an organisation's environmental standards;
- Increasing business efficiency and equality;
- Reducing congestion and demand for parking spaces;
- Ensuring adequate provision for people with disabilities;
- Providing opportunities for active, healthy travel.
- Providing choice and quality access to key services (such as hospitals, education shops and employment),
- Delivering local environmental improvements from reduced congestion, pollution and noise.
- This is particularly appropriate to developments within or adjacent to Air Quality
- Management Areas (AQMAs) or environmentally sensitive locations.

1.10 By influencing travel behaviour and contributing to a reduction in trips made by car, Travel Plans can help to reduce emissions and air pollutants, climate change gases and noise to the benefit of people who live or work in West Sussex and visitors to our county.

1.11 An early start to Travel Planning enables future occupiers to adapt their travel behaviour to match the travel opportunities and constraints of a development site. It is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the occupiers and those using the site.

1.12 A Travel Plan is part of a process capable of achieving a great deal. It is the intention of this guidance to assist in the development and implementation of good quality, effective Travel Plans to support developments in West Sussex.

Travel Plan benefits to residents, visitors and the community

- Improved accessibility, public transport provision and travel choice for reaching local facilities by residents and the wider community
- 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
- Reduced need to travel by provision of on-site facilities and access to information and services through the internet
- More households changing their travel behaviour and adopting positive lifestyle choices
- A more attractive environment that contributes to regeneration and renewal initiatives
- Increased scope for child friendly housing layouts with fewer roads, vehicle movements and parking areas
- Scope to complement nearby Travel Plans and possibly even assisting them in achieving more ambitious initiatives
- Existing residents in the surrounding community will enjoy a less polluted environment and improved road safety that will especially benefit children and other vulnerable groups

Travel Plan benefits to the environment

- Reducing the need for car use
- Less congestion
- Improved personal and road safety
- Improved air quality
- Reductions in noise pollution
- Improved quality of the public space
- Lower carbon footprint

Travel Plan Coordinator

1.13 A Travel Plan Coordinator (TPC) will be responsible for overseeing the implementation, monitoring and review of the Travel Plan. The coordinator will act as the main point of contact for travel-related matters and will promote sustainable travel options to staff and visitors.

1.14 The details of the Travel Plan Coordinator are provided below:

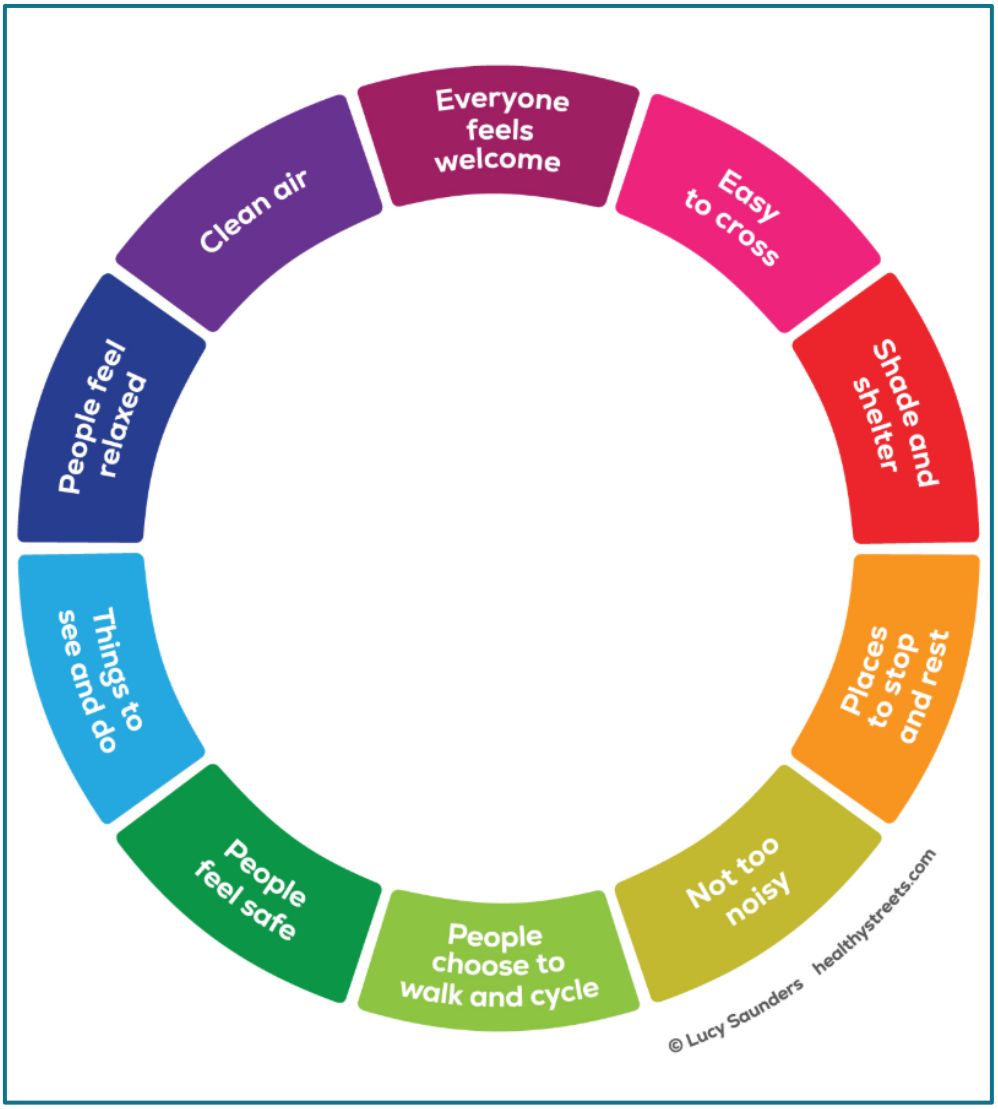
- Name: Lawrence Stringer
- Job Title: Director
- Telephone: 01444 225 656
- Email: lstringer@gtacivils.co.uk

Healthy Streets

1.15 Whilst this site is not located in London, the urban characteristics make this site a suitable choice for walking and cycling first, in combination with public transport, following principles of the 15-minute city approach. The characteristics of the site align with the Healthy Streets approach as detailed below.

1.16 **Figure 1.1** shows the Healthy Streets Approach.

Figure 1.1 – Healthy Streets Approach



2 Existing Site Details

2.1 The site comprises an existing car park serving the adjacent offices, providing 27 spaces, located at the end of Railway Approach in Worthing (BN11 1UR). As part of the proposed development, 8 spaces will be lost, with the remaining 19 spaces retained or reconfigured to continue serving the office.

2.2 The proposal involves the redevelopment of the existing car park and the erection of a total of 27 self-contained residential flats.

2.3 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area.

Figure 2.1 – Aerial View of Existing Site



2.4 The development site lies adjacent to the Worthing Borough Council [WBC] Local Plan Site A12 Teville Gate which is allocated for development of 250 residential units and 4000sqm commercial space. The WBC Local Plan recognises this location as highly sustainable and prominent location, linking the railway station with the town centre.

2.5 The surrounding site meets the majority of the Healthy Streets principles. Opposite the site, the newly built flats have provided benches and places to rest, areas of shelter, wide footways, dropped kerbs with tactile paving enabling safe crossing, sufficient street lighting and greenery.

Local Highway Network

2.6 The site is accessed via Railway Approach, which is subject to a 20mph speed limit. Footways are present on both sides of the road, and recent public realm improvements have enhanced pedestrian and cycle provision near Worthing station, including widened pavements, new lighting, cycle parking, and clearer crossing points (Worthing Growth Programme).

2.7 Railway Approach connects directly to Teville Road (A2031). The A2031 is a 2.3-mile road which runs from Salvington in the north where it connects to the A27 and then connects to the A24 at its southern end.

2.8 The A24 is a key north-south route linking Worthing to Findon, Horsham, and the M25. Eastbound and Westbound connections are available to the A27, providing strategic access to Brighton, Chichester, and Portsmouth. The surrounding road network supports both local and regional travel by car, bus, and service vehicles.

2.9 The site benefits from immediate proximity to Worthing railway station, located 150 metres away from the site. The station offers frequent direct services to London Victoria, Brighton, Chichester, Portsmouth and Southampton.

2.10 Bus stops are located adjacent to the station entrance, providing regular services to the town centre, surrounding neighbourhoods, and coastal settlements.

2.11 In summary, the site is highly accessible by all modes of transport. It benefits from a well-connected access road, enhanced pedestrian and cycling infrastructure, excellent rail links, and proximity to the A24 and A27 for strategic road access across West Sussex and beyond.

2.12 **Figure 2.2** shows the local highway network in the vicinity of the site.

Figure 2.2 – Local Highway Network



3 Proposed Development

3.1 The proposed redevelopment of the existing car park at the end of Railway Approach consists of the construction of 27 residential flats. Some of the existing parking will be retained and reconfigured for continued use by the adjacent offices.

3.2 The development mix is as follows:

- 17 x 1-bedroom flats
- 10 x 2-bedroom flats
- Total = 27 flats

4 Site Travel Opportunities

Proximity to Local Services and Facilities

4.1 Worthing is a major coastal town in West Sussex that provides a comprehensive range of employment, retail, education, and healthcare opportunities. The town centre contains numerous high-street shops, supermarkets, cafés, and essential services, all within a short walk of the site.

4.2 Several primary and secondary schools are located within walking and cycling distance, alongside healthcare provision including GP surgeries and pharmacies. Worthing Hospital, which offers a full range of acute services including Accident & Emergency, is situated approximately 1.5km from the site.

4.3 As part of the detailed Travel Plan, the developer will contact local schools to explore opportunities to promote sustainable travel and establish links with existing School Travel Plans, where applicable.

4.4 The site is located only 150 metres from Worthing railway station, which provides frequent direct services to London Victoria, Brighton, Chichester, and Portsmouth. Bus stops are situated immediately outside the station (150m) with a walk time of 3 mins and provide regular services across Worthing and the wider coastal region. The town centre is also only a few minutes' walk away, placing retail, employment, and community services within immediate reach.

4.5 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.1** and listed below in **Table 4.1.** There are a number of facilities and services available to future residents, including (but not limited to):

4.6 **Figure 4.1** Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.1 – Local Amenities Nearby Site

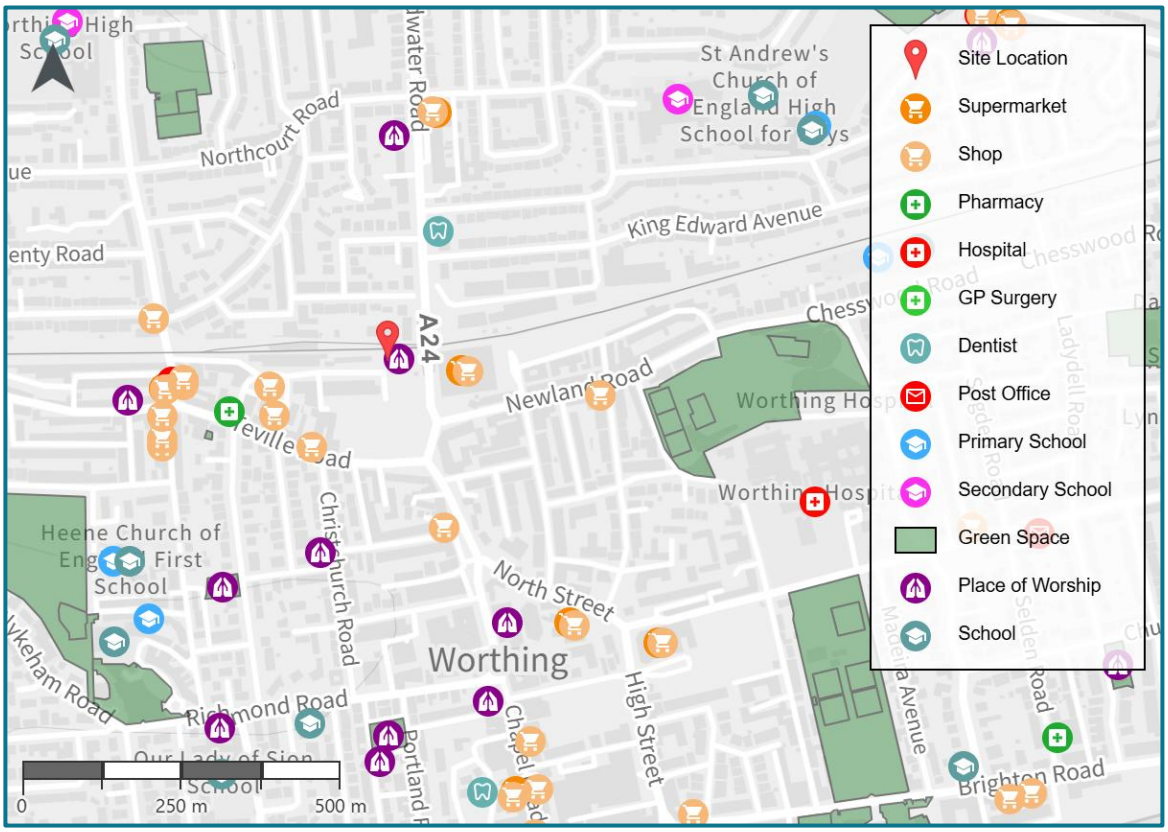


Table 4.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket (Morrisons)	200m	3	1
Place of Worship (Wesleyan Chapel)	200m	3	1
Pharmacy (Paydens)	520m	7	2
Green Space (Homefield Park and Playground)	280m	4	1
Secondary School (Our Lady of Sion)	600m	8	2
Primary School (Heene C of E)	800m	11	3
Hospital (Worthing Hospital)	1500m	19	6

Accessibility by Foot

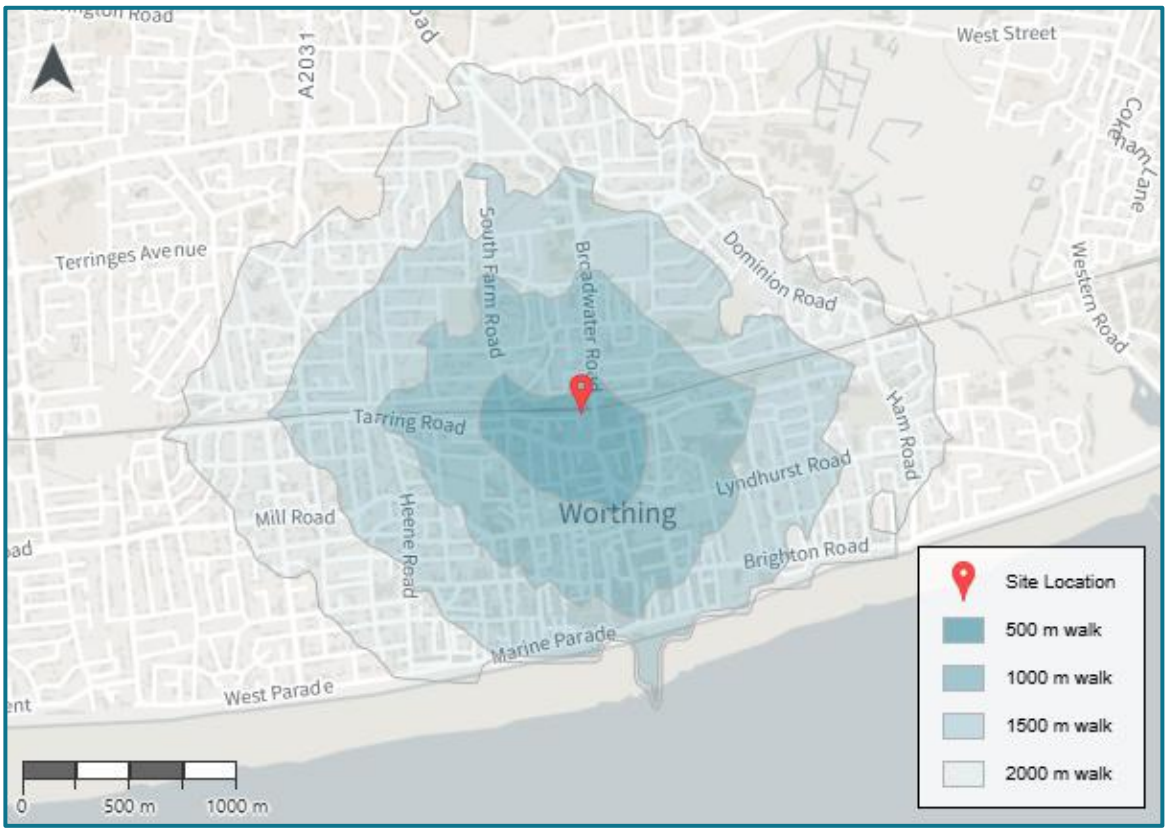
4.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74).

4.9 **Figure 4.2** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.2 – 2km Walking Isochrone



4.10 As demonstrated by the isochrone map above, the main built-up area of Worthing is accessible on foot from the site access point, with walking distances of less than 2km.

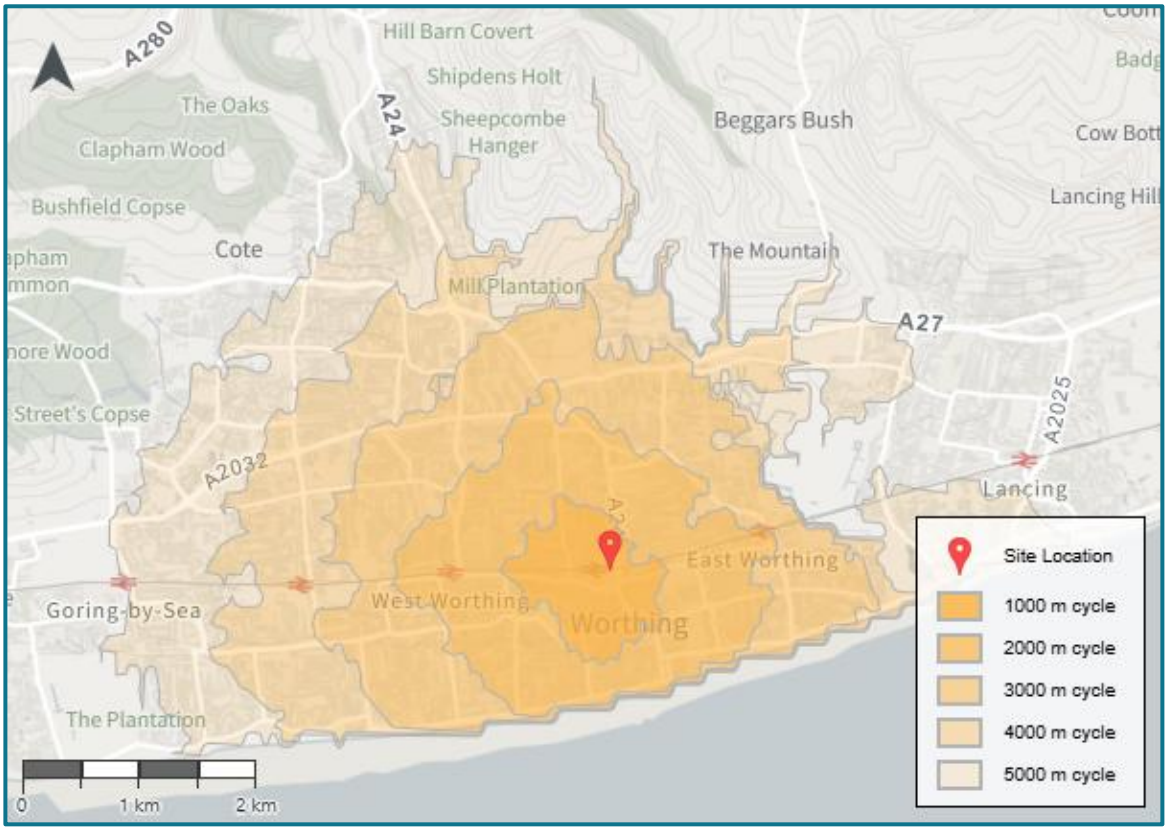
Accessibility by Cycle

4.12 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.13 **Figure 4.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.3 – 5km Cycle Isochrone



4.14 Key local destinations are easily accessible by cycling from the site, with most reachable within 1 to 4 minutes. For example, Morrisons supermarket is just a 1-minute cycle ride away, while the primary school and local pharmacy are both around 2 minutes by bike. Other important facilities such as secondary schools, green spaces, and healthcare are also within a short cycling distance, typically under 5 minutes. The area's flat terrain and roads make cycling a practical and attractive travel option for daily trips.

Cycle Provisions

4.15 The development will provide a total of 14 secure cycle parking spaces within a purpose-designed communal store. This level of provision meets the minimum requirements set out in West Sussex County Council (WSCC) parking guidance for residential development.

4.16 The site is particularly well suited to encourage cycling. Worthing benefits from a very flat topography and an established cycle network, including on-road cycle lanes and shared-use paths that provide direct connections across the town and to the wider coastal area. The central location of the site places the town centre, railway station, schools, healthcare facilities, and employment areas all within easy cycling distance.

4.17 In order to encourage residents of the site to walk and cycle, the following measures will be promoted:

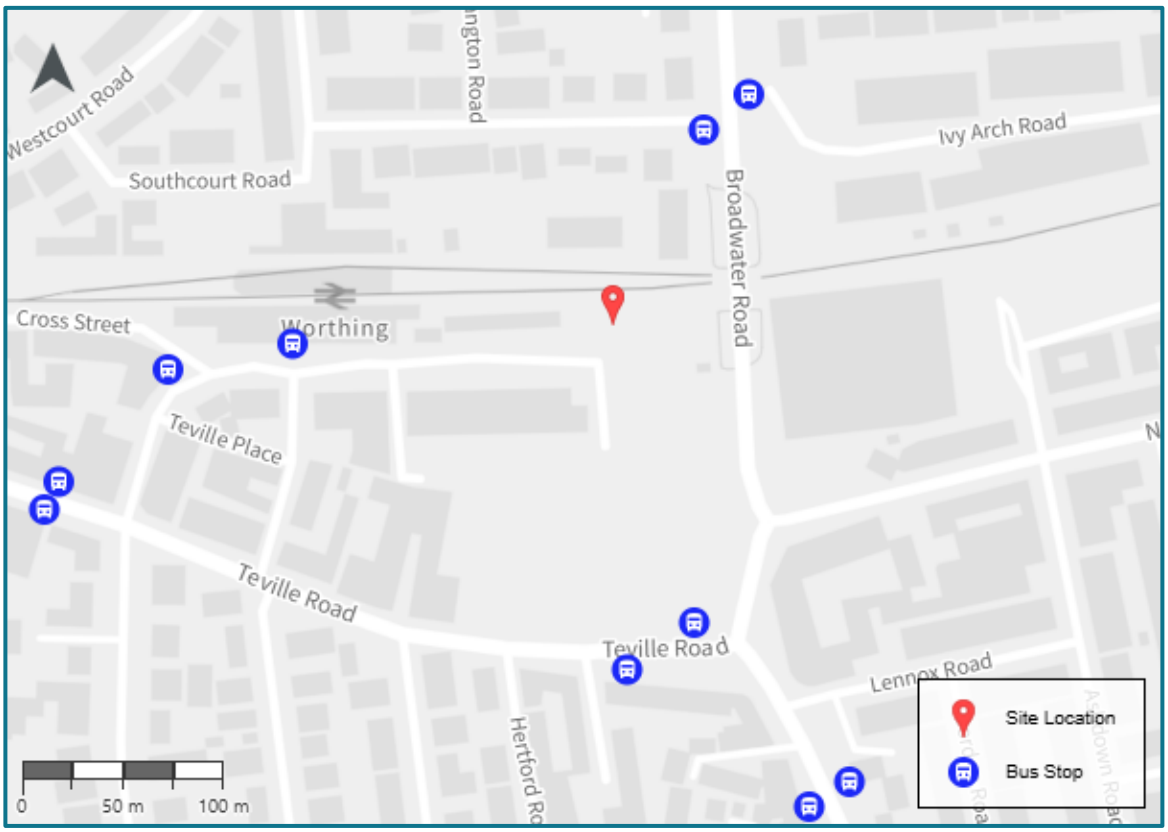
- Provision of 14 secure, sheltered cycle storage spaces in a communal store;
- Distribution of information on local walking and cycling routes;
- Promotion of cycle-to-work schemes;
- Encouragement of local cycle hire schemes such as Donkey Republic;
- Opportunities for residents to access cycle maintenance support, organised in partnership with local providers where demand exists;
- Promotion of community-based walking initiatives, including links with local schools for walk-to school events;
- Signposting residents to sustainable travel resources such as Sustrans;
- Promotion of free health and travel apps that encourage walking and cycling.

4.18 PPG 13 considers cycling at paragraph 77 and states: *"cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport."*

Bus Services

4.19 Bus stops are conveniently located within a short walking distance of the site, as shown in **Figure 4.4**.

Figure 4.4 – Nearest Bus Stops to Site



4.20 The nearest stops are on Railway Approach, approximately 150m west of the site, about a 3-minute walk, served by routes 5, 7, and 10. Additionally, around 200 metres away, just north of the site at Broadwater Road Bridge, there are further bus stops served by routes 1, 5, 7, 16, 23, 23X, 69, and N700. These offer a wider range of destinations across the area and are also roughly a 3-minute walk from the site.

Table 4.2 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Railway Station	**5**	Durrington - Worthing	3 per hour	2 per hour	1 per hour
Railway Station	**7**	Lancing - Salvington	1 per hour	7 per day	No service
Railway Station	**10**	Worthing-Durrington/Angmering	2 per hour	2 per hour	1 per hour

4.21 As **Table 4.2** demonstrates, there is a high frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient and sustainable modal choice for residents and visitors of the proposed development. It should be noted that **Table 4.2** only includes the closest bus stops to the site and does not represent all bus services available in the wider area.

4.22 As part of the detailed Travel Plan, the developer will contact local bus operators to explore opportunities for discounted travel and the provision of complimentary taster tickets for future residents.

4.23 **Figure 4.5 displays the bus network map for Worthing.**

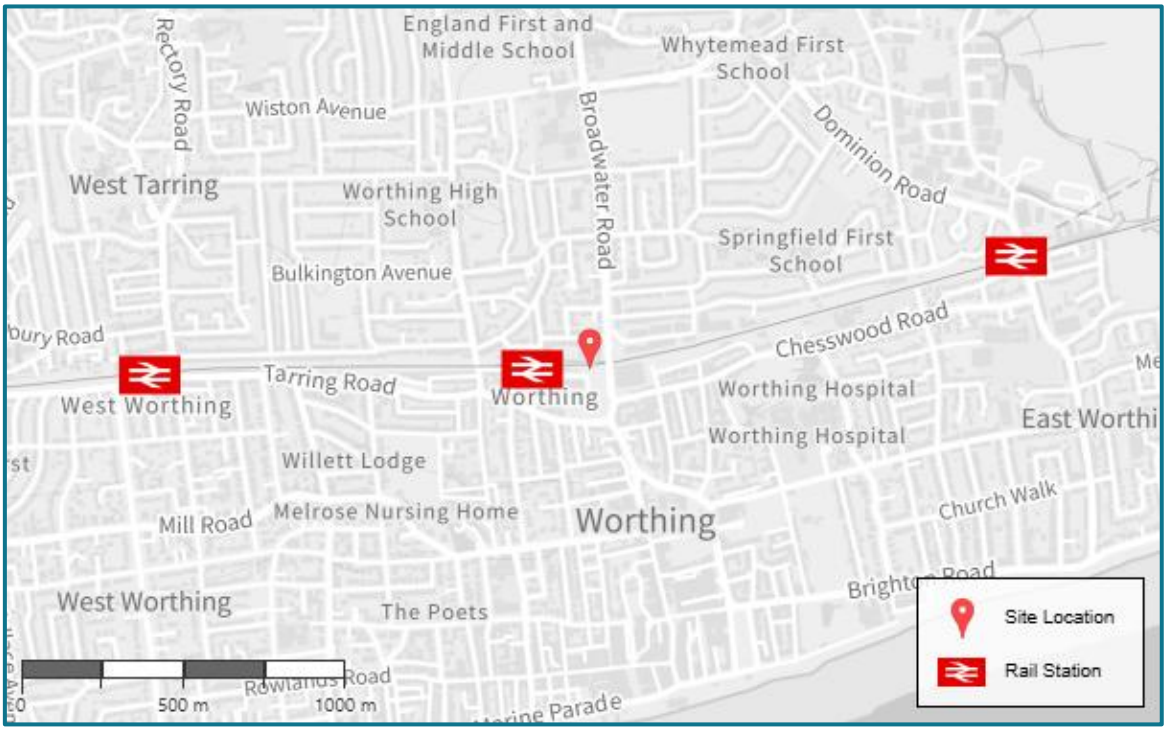
Figure 4.5 – Worthing Bus Network Map



Rail Services

4.24 The nearest railway station is Worthing, located 150m from the site, as shown in **Figure 4.6**.

Figure 4.6 – Nearest Rail Stations to Site



4.25 The journey times and service frequencies are set out below in **Table 4.3**.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Worthing	Brighton	4 / hour	20 mins
Worthing	London Victoria	2 / hour	1 hour 25 mins
Worthing	Shoreham-By-Sea	6 / hour	6 mins
Worthing	Littlehampton	3 / hour	21 mins
Worthing	Chichester	4 / hour	25 mins
Worthing	Portsmouth & Southsea	1 / hour	57 mins
Worthing	Southampton Central	2 / hour	1 hour 27 mins

4.26 Worthing railway station provides excellent transport connections, with frequent services to London Victoria, Brighton, Chichester, Portsmouth and Southampton. It is easily accessible on foot making it well suited for daily commuting and wider regional travel.

Car Parking

4.27 The proposed development will be car-free, with no on-site parking provided. This approach is appropriate given the site's highly accessible location adjacent to Worthing railway station and within easy walking and cycling distance of the town centre and local services. The site lies within Controlled Parking Zone F, which operates Monday to Saturday with permit-only restrictions, and in accordance with West Sussex County Council (WSCC) parking guidance and Principal D Traffic Regulation Orders, it is expected that residents of new development within Controlled Parking Zones will not be eligible for resident or visitor parking permits.

4.28 In addition, the Teville Gate public car park is located directly opposite the site and provides more than 50 spaces, including disabled bays, available via pay-and-display or the MiPermit app. This offers convenient short-stay and long-stay options for visitors if required.

4.29 If required one existing car parking space may be reallocated to provide one or two motorcycle parking spaces, subject to the operational parking requirements of the existing office uses. The provision will be considered alongside the overall parking demand at the site to ensure that sufficient parking remains available for staff and visitors.

Car Sharing

4.30 A car sharing app called Liftshare has been launched as a means of reducing the number of private car trips in the UK, lowering fuel emissions, aiding the environment, minimising traffic and saving people money.

4.31 All residents will be encouraged to use this scheme as well as the West Sussex car share website, to make more efficient use of existing private car journeys within the development parcel, creating fewer journeys.

4.32 The website: www.westsussexcarshare.com is a scheme that has been set up by West Sussex County Council to enable people who live or work in the county to car share for commuting and other journeys. The scheme is part of the Liftshare.org network. It is easy to set up and use. Residents will be encouraged to fill out relevant journey details and driving habits such as destinations and the times needed for travel. This will help the website and database generate a suitable or close match and allow other people using the site to connect. Residents will be directed to their residential welcome travel packs which will be provided upon residents moving into the property.

Taxis

4.33 There are several taxi companies operating in the nearby area to the site. For example:

- Arrow Taxi Group
- M & D Radio Cars
- Wortax
- Uber

5 Aims & Objectives

5.1 This Travel Plan Statement is an evolving document. While the primary objectives of the Travel Plan Statement will not change, the measures used to achieve the primary objectives may evolve. The monitoring programme will allow the Travel Plan Statement document to be revised, refined, and improved.

Aims

5.2 The core aims of this Travel Plan Statement (TPS) are to:

- set out the scope and objectives of the TPS;
- set out initiatives and measures to promote accessibility by non-car modes;

Objectives

5.3 The Travel Plan Statement is a strategy for minimising traffic congestion and single-occupancy vehicles accessing the site. Therefore, the main objectives of this plan are to minimise the demand or travel specifically by car and to maximise the opportunities for travel by other means.

5.4 The primary objectives can be broken down into three points as follows:

- To minimise the number of car journeys made from the site;
- To promote travel by more sustainable and active modes of transport;
- To manage the overall transport impacts of the development.

5.5 A fundamental change in attitude by most people is required. It must be gradually instilled by education on benefits of alternative travel, by providing and supporting viable alternative modes of transport and encouraging a change in outlook and expectation.

5.6 Secondary objectives are to achieve the following:

- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- Minimise the impact on the local community by minimising noise and pollution from traffic associated with the site;
- Reduce the adverse effects on health associated with increased car use;
- Reduce air pollution and the consumption of fossil fuels;
- Promote sustainable travel by walking, cycling and public transport;
- Promote walking and cycling as a health benefit to residents;
- Promote social inclusion by widening the travel options available for non-car owning residents;
- Reduce the perceived safety risk associated with the alternatives of walking and cycling.

Table 5.1 – Proposed Measures

Measure	Responsibility	Timescale
PROMOTIONAL MEASURES		
Information in all marketing and sales material on sustainable transport options and the car-free nature of the development.	TPC	Pre-occupation
Provide a Residential Welcome Pack for residents, including: local walking and cycling routes, public transport information (bus stops, train services, times and frequencies), health benefits of active travel, local shops and grocery delivery services, cycle hire options, and Travel Plan contact details.	TPC	On occupation
Promote sustainable travel campaigns such as European Mobility Week, Bike Week, and Modeshift Travelwise Week.	TPC	On-going
Promote journey planning websites and apps such as Traveline, National Rail Enquiries, Uber, and local taxi services.	TPC	On occupation
WALKING & CYCLING MEASURES		
Secure, covered communal cycle storage providing 14 spaces for residents.	Developer	On occupation
Include local walking and cycling route maps and information in the Residential Welcome Pack.	TPC	On occupation
Promote national and local walking and cycling initiatives (e.g., cycle-to-work schemes or walking challenges) through the Welcome Pack and TPC events.	TPC	Post-occupation
Engagement with Sustrans to provide residents with route planning, group rides, and basic cycle maintenance guidance.	TPC	On-going
PUBLIC TRANSPORT MEASURES		
Encourage residents to use local bus services (Stagecoach South, Compass Travel, Metrobus) and provide information on tickets, routes, and journey planning.	TPC	On occupation
Promote rail travel via National Rail, including journey planning tools and discounted tickets where available.	TPC	On-going
REDUCING CAR-BORNE TRIPS		
Promote car sharing using www.liftshare.com and www.westsussexcarshare.com within the Welcome Pack.	TPC	On occupation
Encourage homeworking and active travel to reduce car trips through guidance and promotional material in the Welcome Pack.	Developer/TPC	On occupation

6 Marketing and Promotion

6.1 First residents of each new dwelling will receive travel information packs in order to promote the use of sustainable and non-car means of travel for their commute. The travel packs will also raise awareness of bus facilities available in vicinity of the development and provide information on timetables and frequencies and information on how to access the related websites to produce personalised planned journeys.

6.2 Travel packs will include:

- A map of the local area highlighting key facilities and nearby bus stops;
- Public transport information times and frequencies;
- Areas served by local buses;
- Cost comparison with car travel + parking;
- Details about grocery home delivery services operated by local shops and supermarkets;
- Information on health benefits of active travel and local public transport and bicycle shop discounts;
- Details of the location of local schools and amenities;
- Road safety queries;
- Information on the benefits of sustainable transport on health and the environment;
- Details of the Travel Plan Statement.

Residential Travel Voucher

6.3 In accordance with West Sussex County Council's comments, a travel voucher to the value of £150 per dwelling will be offered to the initial occupants of each residential unit. The voucher will be redeemable against one of the sustainable travel options identified by WSCC, including:

- A local bus season ticket.
- A rail season ticket or Network Card.
- A contribution towards the purchase of a bicycle and/or associated equipment.
- Bikeability training for up to four household members.
- Twelve months' free membership of a local car club.
- The preferred voucher option will be confirmed by the applicant prior to occupation.

6.4 Websites that residents should also be aware of for travel purposes include:

- Journey planner: https://www.traveline.info/ & https://citymapper.com/ (The City Mapper app is also available for download on iPhone and Android).
- Cycle journey planner: https://www.sustrans.org.uk/ & https://cyclejourneyplanner.westsussex.gov.uk/ & Cycle Streets App (Cycle Streets is available to download on iPhone, Android and Windows).
- Cycle maps and cycle information: https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/.
- Train Information: https://www.nationalrail.co.uk/# & www.westsussex.gov.uk/publictransport

& https://www.thetrainline.com/. (The National Rail and Trainline apps are also available for download on iPhone and Android).

- Car share sites: https://liftshare.com/uk (The Liftshare app is also available for download on iPhone and Android).
- Walking planner: https://www.routeyou.com/ & https://www.komoot.com/. (The Komoot app is available for download on iPhone and Android).
- Walking Events: https://www.livingstreets.org.uk/get-involved/campaign-with us/nationalwalking- month & https://www.ramblers.org.uk/.
- Road Safety Information: http://www.westsussex.gov.uk/roadsafety.

6.5 The websites will provide residents with information on how they can travel by non-car means and the environmental benefits of doing so.

7 Conclusions

7.1 This Travel Plan has set out a plan of targets and measures to encourage sustainable travel, with an emphasis on encouraging a car-free development.

7.2 The primary objectives of the travel plan are to help and encourage residents to achieve the following:

- To encourage a modal shift to active modes such as walking and cycling;
- To increase resident awareness of the advantages and availability of sustainable/active modes of transport;
- To promote the health and fitness benefits of active travel to all users and;
- To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes.

7.3 Travel information will be available to all new residents to maximise awareness of the transport modes available to them and what facilities are available in the local area.

– End of Report –



Civil Engineering - Transport Planning - Flood Risk

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