



THE PINES SEND SCHOOL

Notice

This document and its contents have been prepared and are intended solely as information for West Sussex County Council and use in relation to this Transport Statement

AtkinsRéalis UK Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 31 pages including the cover.

Document history

Document title: Transport Statement

Document reference: Pines School – Transport Statement

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0.1	First Draft	HMG	AP	RH	RH	21/07/2026
1.0	Final Draft for submission	HMG	RH	MC	MC	06/08/2026

Client signoff

Client	West Sussex County Council
Project	THE PINES SEND SCHOOL
Job number	100127659
Client signature/date	



Contents

1.	Introduction.....	5
1.1	Project brief	5
1.2	Report Structure	6
2.	Planning Policy and Guidance	7
2.1	National	7
2.1.1	National Planning Policy Framework (NPPF)	7
2.1.2	National Planning Practice Guidance (NPPG)	8
2.2	Regional	8
2.2.1	West Sussex Transport Plan 2022 to 2036	8
2.2.2	West Sussex County Council Guidance on Parking at New Developments (September 2020)	9
2.2.3	West Sussex SEND Strategy 2026-2030	9
2.3	Local	10
2.3.1	Worthing Local Plan (2023)	10
2.3.2	Adur & Worthing Councils Local Cycling & Walking Infrastructure Plan	10
3.	Existing Baseline Conditions	12
3.1.1	Site Location and Previous Use	12
3.1.2	Highway	12
3.1.3	Active Travel	12
3.1.4	Public Transport	15
3.1.5	Collison Data	16
4.	Development Proposals	17
4.1	External Site Layout	17
4.1.1	Car Park	17
4.1.2	Cycle Parking	19
4.2	Mode Share	20
4.2.1	Staff Travel Patterns	20
4.2.2	Projected Mode Share	20
5.	Impact	22
6.	Mitigation.....	25
6.1.1	Minibuses	25
6.1.2	Staff Travel Plan	25
7.	Summary and Conclusions	26
Appendix A.	Car Park Swept Path Analysis	27

Tables

Table 3-1 – Bus Services, Times, and Frequency.....	16
Table 4-1 - Mode share of staff at Oak Grove College and national mode share statistics	20



Table 4-2 – Projected mode share at The Pines (98 staff).....	20
Table 5-1 – On-Street parking survey results	22

Figures

Figure 1-1 – Location of the proposed site for The Pines SEND School	5
Figure 2-1 - Adur and Worthing LCWIP network	11
Figure 3-1 - Pedestrian Routes through Whitebeam Woods and Longcroft Park	13
Figure 3-2 - Walking catchment from The Pines site	14
Figure 3-3 - Cycling catchment from The Pines site	14
Figure 3-4 - Littlehampton Road pedestrian and cyclist crossing locations	15
Figure 4-1 - The Pines SEND School external plan	18
Figure 5-1 - Streets surveyed as part of the parking survey	22



1. Introduction

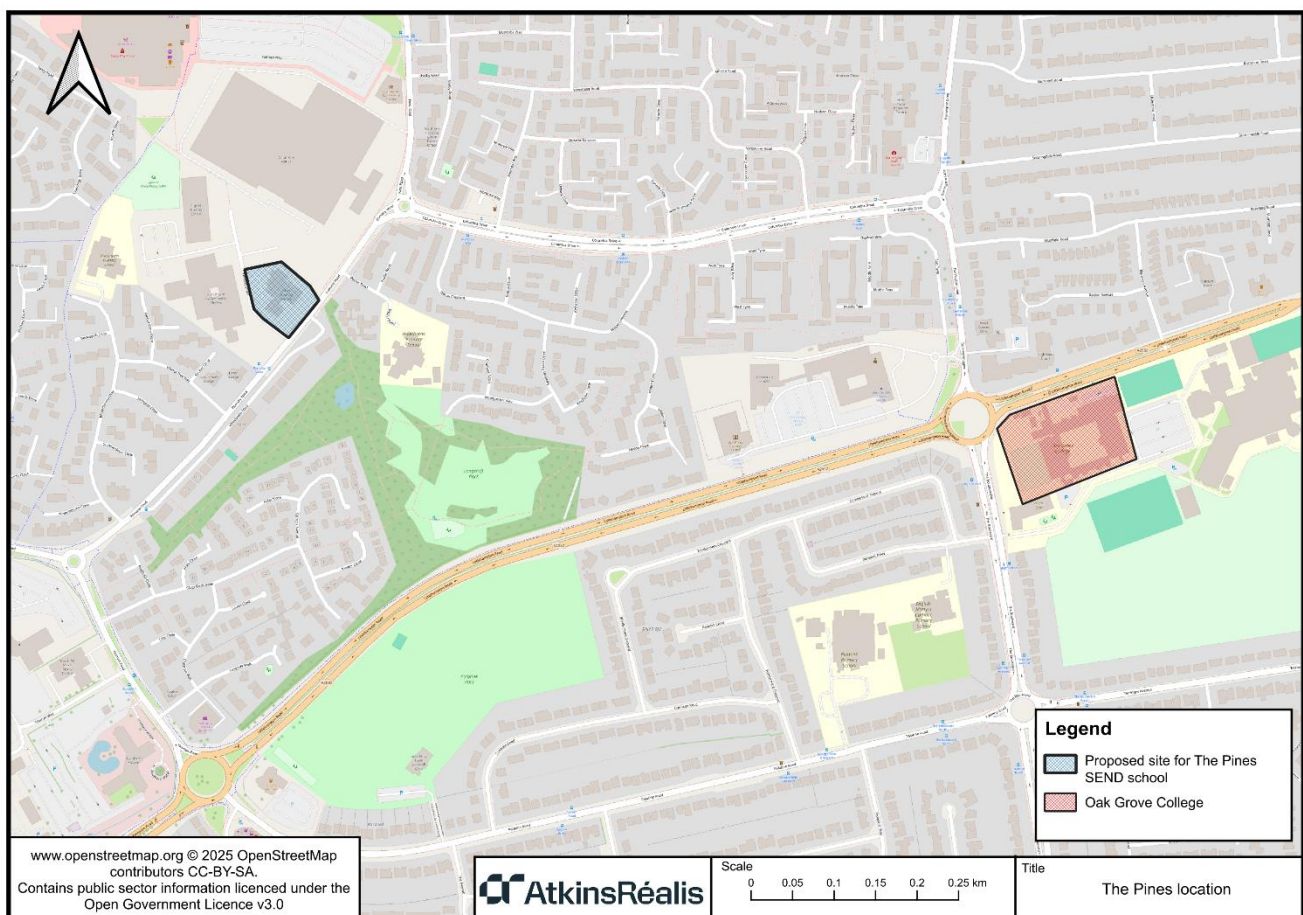
1.1 Project brief

AtkinsRéalis have been commissioned by West Sussex County Council (WSCC) to assist with the development of The Pines Special Educational Needs and Disability (SEND) School in Worthing. The intention is for The Pines site to be run as a satellite site for the current Oak Grove College to improve SEND provision in the area.

The Pines site was previously used as an adult educational facility for adults with special educational needs; however, the use of the facility ceased in 2022.

The site is located in the northwest of Worthing, approximately one mile from the Oak Grove College site. The location of The Pines site in relation to Oak Grove College can be seen below in Figure 1-1.

Figure 1-1 – Location of the proposed site for The Pines SEND School



Previous work on the site was conducted as part of the RIBA 2 concept design stage of the development. Within which, the assessment of plans for the site and their feasibility from a transport perspective was undertaken. This includes the early works on suitability of the site to accommodate and manage transport demands generated by the development.

Throughout RIBA stage 2, AtkinsRéalis undertook early engagement with WSCC, as the highway authority, to discuss key points surrounding the feasibility of the site. Details of this engagement can be found within the RIBA stage 2 report. However, a selection of the key conclusions from this engagement are outlined as follows:

- Mode share for the site is to be based on staff travel mode share data from Oak Grove College and be used as a proxy for future staff-based trips at The Pines.
- A parking survey is to be undertaken to ascertain the amount of on-street parking available within the area due to the limited parking capacity available on site. This is to be completed following the Lambeth Transport Parking Methodology and is explored later in this report.

1.2 Report Structure

This Transport Statement (TS) aims to explore the proposed development and the potential impacts this may have on the existing transport network. The remainder of this TS is structured as below:

- Section 2: Planning Policy and Guidance
- Section 3: Existing Baseline Conditions
- Section 4: Development Proposals
- Section 5: Impact
- Section 6: Mitigation
- Section 7: Summary and Conclusions



2. Planning Policy and Guidance

2.1 National

2.1.1 National Planning Policy Framework (NPPF)¹

The National Planning Policy Framework (NPPF) was last updated in February 2025. It provides national planning policy context and guidance on how it is to be applied. The focus of the NPPF is to ensure plans and developments are being delivered with sustainability in mind and in accordance with the strategic aims of the nation.

Section 2: Achieving sustainable development

Three objectives for sustainable development are outlined with the most relevant objective being the social objective which is “to support strong, vibrant and healthy communities [...] by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being”. The Pines SEND School aims to provide specialist education to students who require additional support and as such aims to provide more localised accessible services.

Section 9: Promoting sustainable transport

This section sets out the principles required from development to encourage sustainable travel and ensure this is considered at the earliest stages of plan-making. Consideration of transport and accessibility are to be addressed throughout the planning and design process to ensure the development is fit for purpose and meets guidelines set out in the framework. The following considerations are identified and listed in the NPPF:

- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; and
- understanding and addressing the potential impacts of development on transport networks.

These factors have been considered from the early stages of design at The Pines. Overall impact of student-based travel on transport networks is minimised due to the use of minibuses by the majority of pupils. The on-site car park has been designed for purpose, prioritising use for minibuses via which most pupils will travel to and from school as well as increasing provision of accessible parking bays.

To accommodate staff that do wish to drive, an on-street parking survey has been conducted to understand existing on-street parking capacity on nearby streets, to determine the feasibility of on-street parking for new staff. Other modes of transport including active travel and public transport have been identified as being readily available in the area and choosing these will be actively encouraged through the introduction of a staff travel plan. These considerations ensure that the development of The Pines is compliant with the principles set out in Section 9 of the NPPF.

Section 11: Making effective use of land

Within this section of the NPPF, local authorities are encouraged to promote the use of previously developed land to meet the needs of existing and new communities. As such it is stated that planning policies and decisions should “give substantial weight to the value of using suitable brownfield land within settlements for homes and other

¹ [National Planning Policy Framework](#)



identified needs". By redeveloping the proposed site, vacant land is being prioritised and reused to meet the local need for additional specialised schools.

2.1.2 National Planning Practice Guidance (NPPG)²

The National Planning Practice Guidance (NPPG) on 'Travel Plans, Transport Assessment and Statements' provides advice on assessing and mitigating the transport impacts of development proposals to promote sustainable development. It primarily supports decision-making but also informs plan-making.

The NPPG defines a transport assessment as a "thorough [assessment] of the transport implications of development". The NPPG defines a transport statement as "'lighter-touch' evaluation" to be used in place of a transport assessment when it is expected that a development will have "limited transport impacts". Due to The Pines SEND School's projected number of staff trips being limited, and student trips minimised by the use of minibuses, the impacts of the site are expected to not be significant enough to warrant a transport assessment. As such this document aims to fulfil this requirement in support of the development of The Pines SEND School.

2.2 Regional

2.2.1 West Sussex Transport Plan 2022 to 2036³

The West Sussex Transport Plan (WSTP), adopted on 1 April 2022, sets out the County Council's main policy for transport and plans to address key challenges through the improvement, maintenance and management of the transport network between 2022 and 2036.

The plan aims to address eight key issues which have influenced the seventeen objectives for creating a prosperous, healthy, protected and connected West Sussex. Two of these key issues include access to services and public health and wellbeing. It is recognised in the WSTP that issues with access to services, including education, can lead to social inequality and marginalisation. It is also identified that accessibility issues and the amount of time spent commuting are factors that can contribute to a decline in public health and well-being. Amongst the Council's seventeen objectives, detailed in the WSTP, for creating a prosperous, healthy, protected and connected West Sussex, there is a key theme that rural communities should be able to live locally and reduce their need to travel by car, by strengthening the ability to access local services.

The development of The Pines SEND School will increase local provision of specialist education and reduce the need for pupils to travel long-distances to other facilities which, if unable to do so, will risk them missing out on education opportunities. Thus, this proposed development aligns with the council's aim to overcome issues with access to services and the effect of accessibility issues on public health and well-being, as well as supporting the objective to enable communities to live locally.

Additionally, the transport strategy for the Worthing area promotes use of on-street parking and traffic management techniques as a method for managing demand and addressing issues with air quality. The development of The Pines SEND School aligns with this approach, as parking demand can be effectively met through use of local on-street parking.

² [NPPG Guidance on Travel Plans, Transport Assessments and Statements - GOV.UK](#)

³ [West Sussex Transport Plan 2022-2036](#)

2.2.2 West Sussex County Council Guidance on Parking at New Developments (September 2020)⁴

Within their guidance on Parking at New Developments, WSCC outline their expectations and requirements for parking when considering planning applications for new developments. The guidance covers expectations of parking facilities, across all types of developments, including specifying how many vehicle and cycling spaces are needed, depending on land use and the appropriate action for developments that cannot meet these numbers. It is specified that parking surveys are required if it's expected that on-street parking will be relied upon by the development. Due to limitations of the car park at the proposed site for The Pines SEND School, it is expected that most staff will rely on on-street parking for access to the site. Therefore, a parking survey following the Lambeth Methodology has been conducted to assess average on-street parking availability within a 500m walking distance of the site.

In addition to specifying number of total parking spaces, the guidance also sets out guidance regarding the number of accessible parking spaces needed in relation to total parking spaces provided on site. The overarching requirement by WSCC is that a minimum of 5% of the total parking provision on site should be allocated for disabled persons; whilst specific guidance for non-residential developments states that a site-specific assessment should be undertaken to align with operational needs. It is then recommended that where the facility is likely to attract a higher number of visitors requiring use of an accessible parking bay, more should be provided. Due to the complex needs of students expected to attend the SEND School, the number of disabled spaces being provided is above the minimum stated to ensure the site can best accommodate both staff and pupils.

2.2.3 West Sussex SEND Strategy 2026-2030⁵

The West Sussex SEND Strategy 2026-2030 sets out the council's aim to improve the experiences and outcomes of children and young people with SEND by delivering more consistent and inclusive support. It highlights the need to overcome significant challenges to achieve this including growing demand. The Strategy identifies five guiding principles:

1. Child/young person-centred approach
2. Co-production
3. Inclusion and accessibility
4. Early intervention and prevention
5. Strong multi-agency working

The development of The Pines SEND School reflects the goals of both Principle 3, in introducing greater availability of education with support appropriate for their needs, as well as Principle 5, in removing barriers to such services.

The strategy also sets out six priorities for how the council intends to develop the local SEND system. Priorities 1, 2 and 4 highlights on the council's need to identify and fill gaps in local SEND provision to enable more children and young people with SEND, to access appropriate education delivered closer to home. The Pines SEND School proposal will increase availability of specialist education in Worthing. Thus, enabling the needs of more students to be met and supporting the commitment of the council to inclusion and accessibility.

⁴ [West Sussex County Council Guidance on Parking at New Developments](#)

⁵ [West Sussex SEND strategy 2026 to 2030](#)

2.3 Local

2.3.1 Worthing Local Plan (2023)⁶

The Worthing Local Plan, adopted in 2023, sets out the development plan for the town and states the approach the council are taking to reach the development goals of the area.

Due to the town's restricted boundary, a focus on regeneration of developed sites in the urban area is key to sustainable growth. This local plan maintains this approach, which was taken previously in the Worthing Core Strategy (2011). The Pines SEND School is located on the site of a former adult education centre and hence is making use of disused brownfield land within the town to provide specialised educational services. The repurposing of this site aligns well with the Worthing Local Plan and the spatial strategy it promotes alongside what is promoted in the NPPF.

The plan sets out 24 development management (DM) policies including DM5, quality of the built environment, which highlights the importance of ensuring that change-of-use developments are designed to: account for all potential site users; deliver a safe environment for accessing and moving around the site; effectively link into the public transport network; and provide suitable parking arrangements with regard to both capacity and configuration. The proposed development at The Pines has been developed to ensure it is fit for purpose and effectively considers those intended to use it. Key links with both the local public transport network and cycling network have been identified and are discussed in greater detail in sections 3.1.2, 3.1.3, 3.1.4, and 4. As such, the development of The Pines aligns well with this policy.

2.3.2 Adur & Worthing Councils Local Cycling & Walking Infrastructure Plan⁷

The Adur and Worthing Councils Local Cycling and Walking Infrastructure Plan (LCWIP) identifies their vision to make walking and cycling the favoured modes of travel around Adur and Worthing. The Adur and Worthing Councils LCWIP identifies a plan for a network of preferred walking and cycling routes along with key areas for development. One of the secondary cycle routes identified in the LCWIP follows the alignment of Romany Road along which, the proposed site for The Pines SEND School is located, as seen in Figure 2-1.

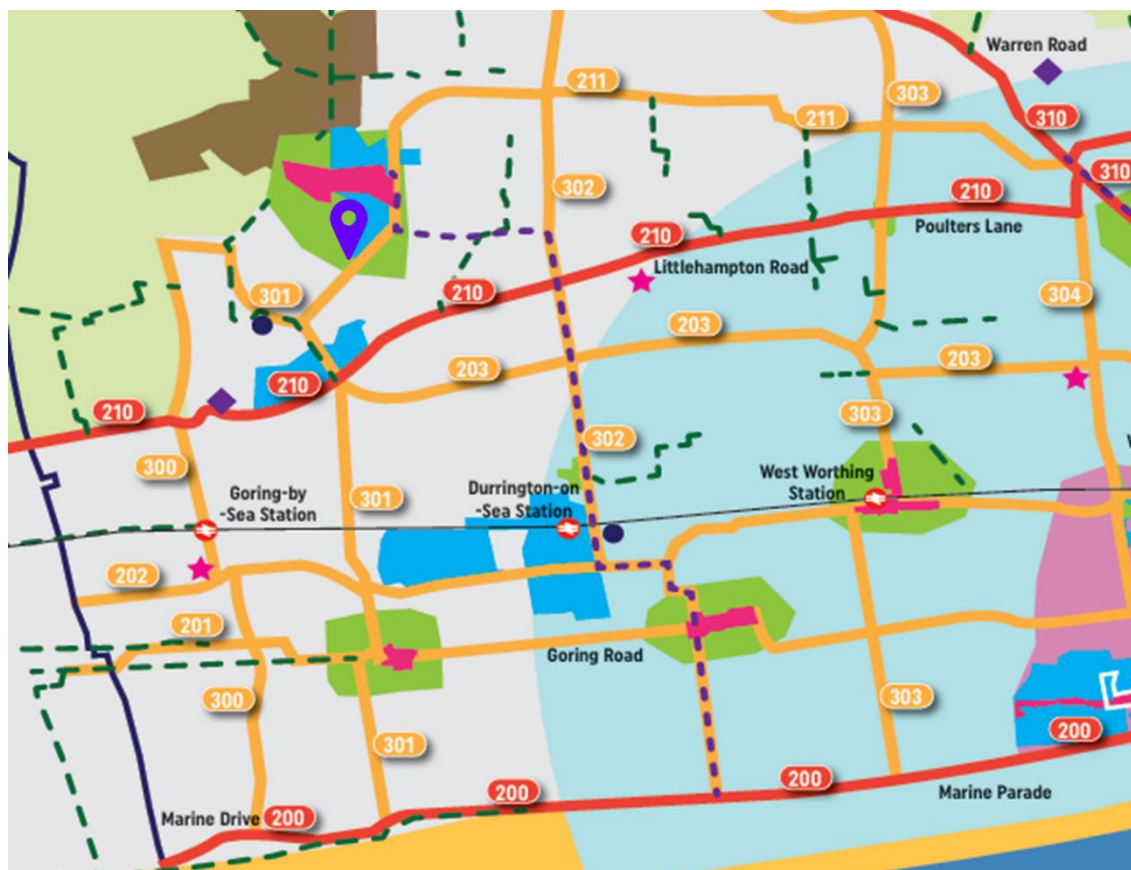
As such, the proposed LCWIP and the location for The Pines SEND School development therefore work in tandem where the LCWIP aims to deliver improved infrastructure to encourage sustainable modes of travel, while the proposed location of the school allows effective use of the subsequent planned active travel network.

⁶ [Worthing Local Plan 2023](#)

⁷ [Adur & Worthing Local Walking & Cycling Infrastructure Plan](#)



Figure 2-1 - Adur and Worthing LCWIP network



Source: Adur and Worthing LCWIP⁷

3. Existing Baseline Conditions

This chapter focuses on existing conditions, providing details on the site's location, local transport infrastructure including public transport networks, pedestrian and cycle facilities, highway network and parking arrangements as well as parking provision.

3.1.1 Site Location and Previous Use

The proposed site for development is located in the northwest of the town of Worthing, West Sussex. The site is accessed directly via Faraday Close, to the west of Romany Road.

Before its closure in 2022, the site was previously used as an adult educational facility for adults with special educational needs. The facility accommodated approximately 100 users in addition to around 25 staff, with occupancy levels occasionally increasing up to 200 people at any one time when public events were held.

3.1.2 Highway

Immediate access to the site is granted from Faraday Close which is a cul-de-sac providing access to various industrial and office spaces. Some parking restrictions are in place in certain sections of the road in form of double yellow lines on one side of the road. Access to Faraday Road is granted via Romany Road, which is a single carriageway main road which facilitates connections to parcels of residential developments. Both Faraday Close and Romany Road have 30 mph speed limits. Romany Road connects to the A2032 Littlehampton Road which acts as an arterial road running east to west through the centre of Worthing. The A2032 Littlehampton Road is a 50-mph dual carriageway at the western end, and transitions to a 30-mph single carriageway at the eastern end. It facilitates connections to Worthing town centre as well as the A27 which is part of the Strategic Road Network (SRN).

The A27 runs between Salisbury and Eastbourne via Chichester, Worthing and Brighton to create a strategic east to west link along the south coast of England. Managed by National Highways, the A27 is a dual carriageway which acts as the only nearby link to the SRN. The speed limit of the A27 varies between 40 mph and national speed limit around Worthing.

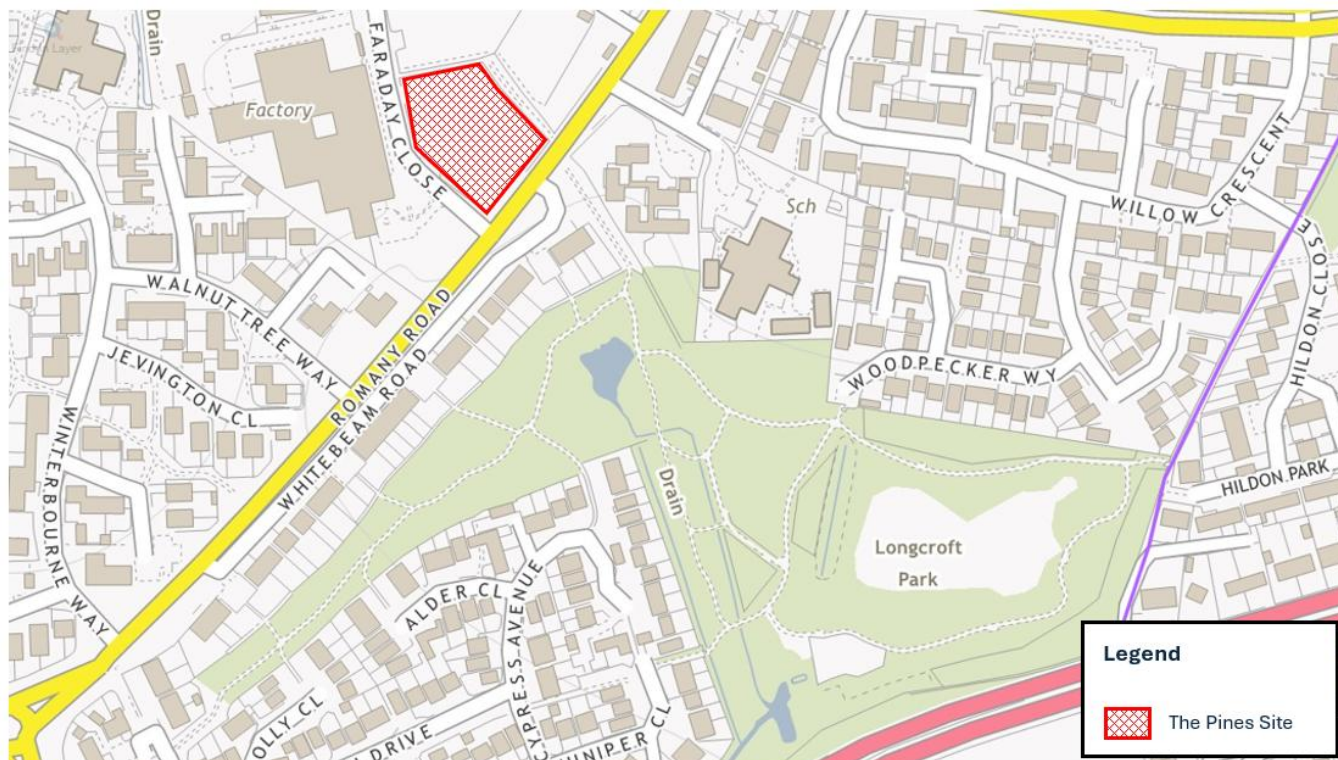
3.1.3 Active Travel

Several proposed cycle routes identified in the Adur and Worthing LCWIP aim to integrate the school into the local cycling network. This will include providing key links to both Durrington-on-Sea and Goring-by-Sea train stations. One of the proposed secondary cycle routes follows the alignment of Romany Road, 60m from the school's entrance, providing direct access to the cycling network.

Pedestrian routes through Whitebeam Woods and Longcroft Park, shown in Figure 3-1, provide more direct connections between the school and the surveyed streets east of Romany Road, proposed for staff parking. These paths can be accessed from Juniper Close, Cypress Avenue, Alder Close, Holly Close, Magnolia Close, Whitebeam Road, Romany Road, Woodpecker Way, Hildon Close and Route WOG-3115 which is part of the rights of way network.



Figure 3-1 - Pedestrian Routes through Whitebeam Woods and Longcroft Park



Source: iMap – West Sussex County Council⁸

Footways are present along at least one side of all streets surveyed as part of the on-street parking survey, with most providing a footway on both sides. These footways are between 1.5 and 2m wide and are all well-lit. A signalised crossing is located on Romany Road, 70m north of the Faraday Close junction, providing a safe means of access for pedestrians travelling from the east of Romany Road.

Figure 3-2 and Figure 3-3 show the walking and cycling isochrones from The Pines.

⁸ [iMap - West Sussex County Council](#)

Figure 3-2 - Walking catchment from The Pines site

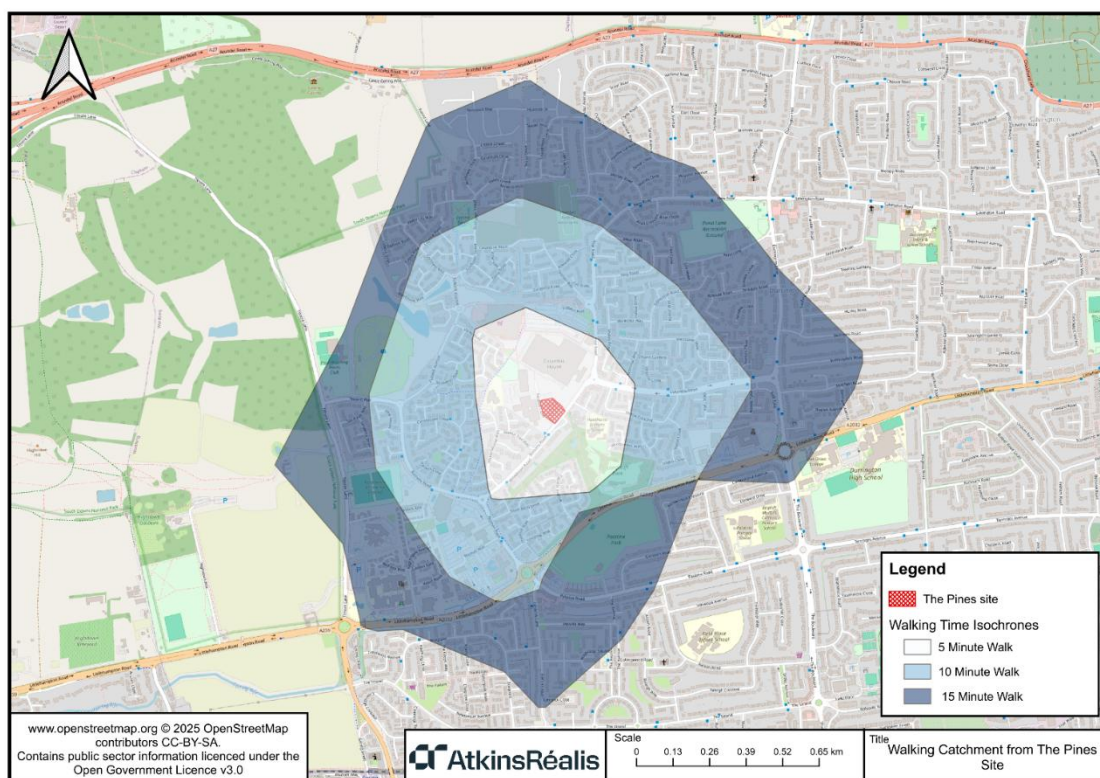
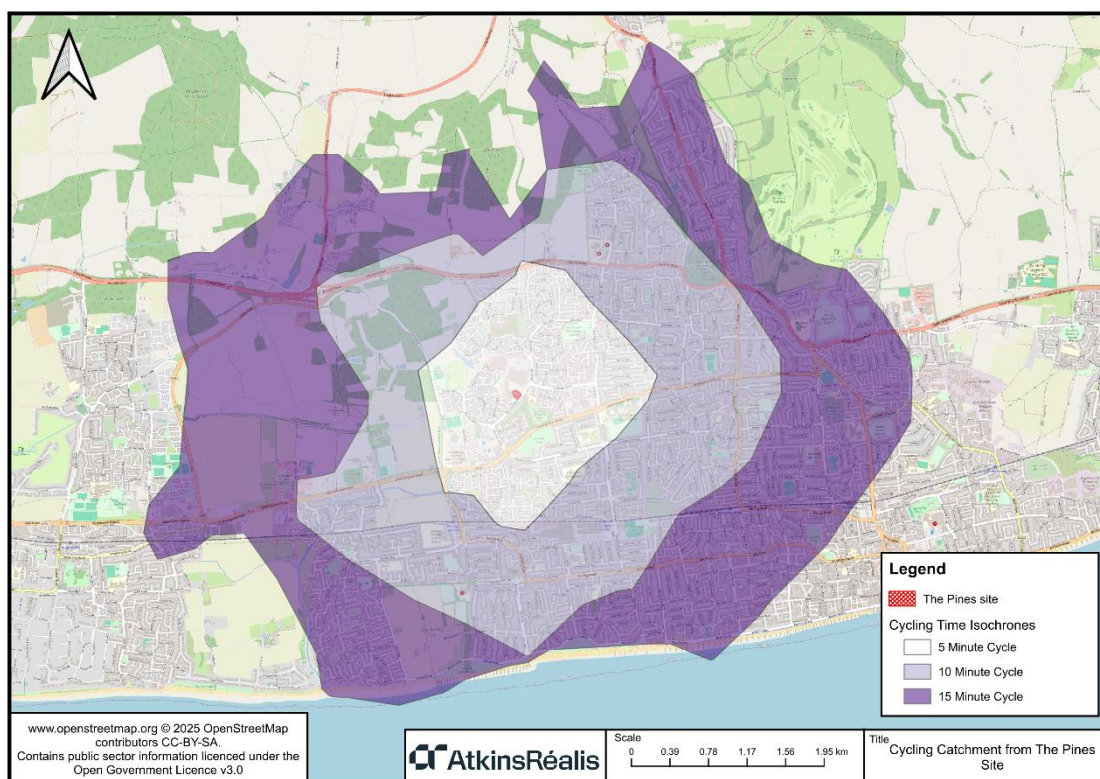
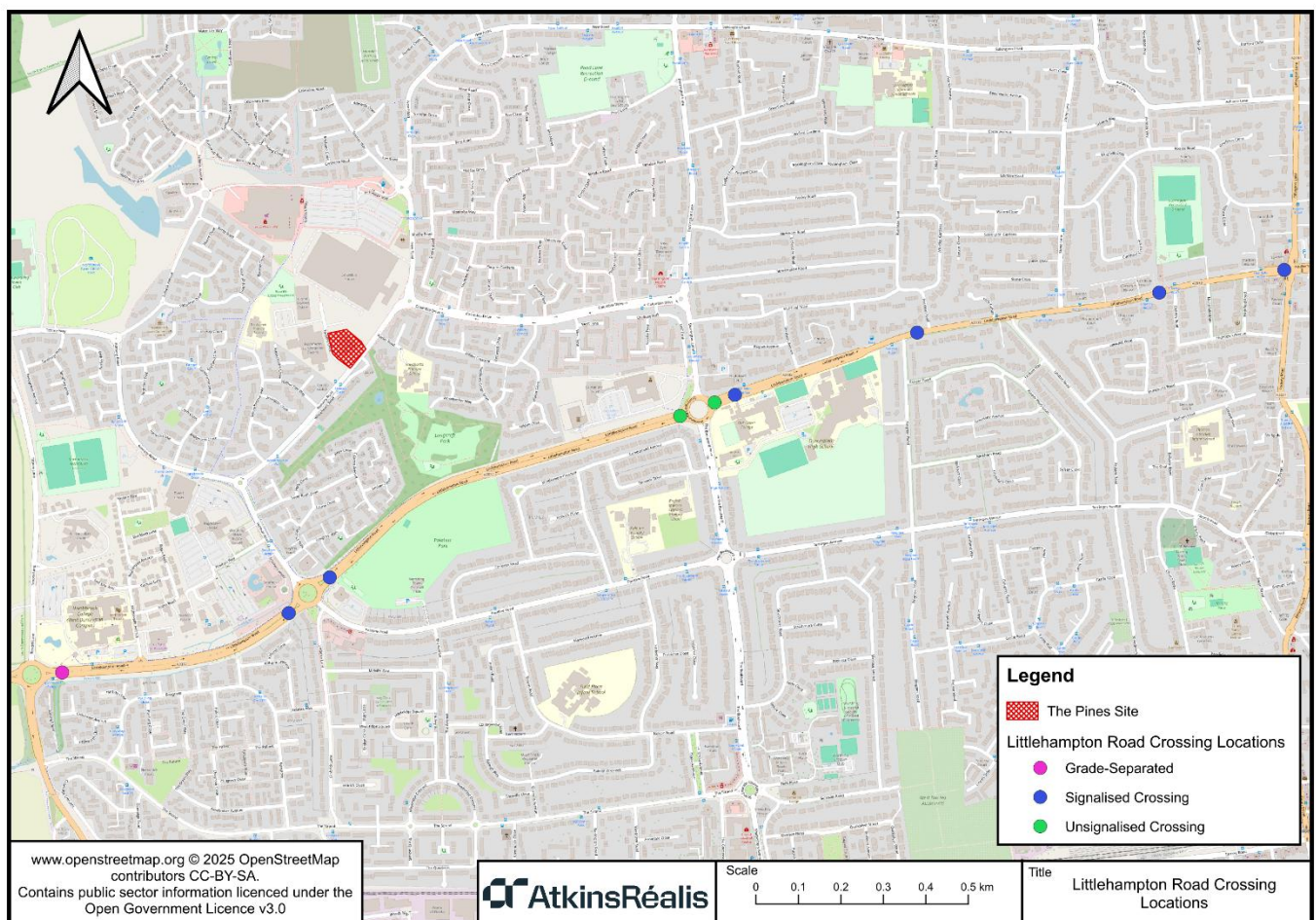


Figure 3-3 - Cycling catchment from The Pines site



Littlehampton Road severs connectivity for non-motorised users (NMUs) travelling between The Pines site and both Worthing town centre as well as the two nearest rail stations. However, between the Goring Crossways Roundabout to the west and the Rectory Road-Offington Lane junction to the east, there are nine crossing points as shown in Figure 3-4 below. The most westerly crossing is a grade-separated crossing in the form of a footbridge located approximately 40m east of the Goring Crossways Roundabout. Approximately 35m west and 30m east of the Yeoman Road-Palatine Road roundabout there are staggered toucan crossings. There are two informal crossings either side of Durrington Roundabout as well as a staggered signalised pedestrian crossing 60m to the east. There is a signalised pedestrian crossing between the Ringmer Road and Roedean Road junctions as well as between the Butler Court and Chantry road junctions. The most easterly crossing on Littlehampton Road is a staggered, signalised pedestrian crossing immediately west of the Rectory Road-Offington Lane junction.

Figure 3-4 - Littlehampton Road pedestrian and cyclist crossing locations



3.1.4 Public Transport

RAIL

The closest rail stations to the school are Goring-by-Sea (~2.1km) and Durrington-on-Sea (~2.6km). Both stations are served by trains connecting them to Brighton, Littlehampton, Chichester, and Portsmouth and Southsea as well as London Victoria.

At both Goring-by-Sea and Durrington-on-Sea there are nearby bus stops that facilitate onward journeys to The Pines School. Namely, Boxgrove Parade stop is located approximately 480m from Goring-by-Sea station and Strand Parade Stop 320m from Durrington-on-Sea. The following section provides further details regarding relevant bus services.



BUS

The closest bus stop to the Pines site is the Faraday Close bus stop, located on Romany Road approximately 100m from the sites entrance, and is served by two buses. There is also a bus stop, Montreal Way, located on Columbia Drive, approximately 320m from the main entrance, which is served by two buses operating during the day. Details of both are summarised in Table 3-1.

Table 3-1 – Bus Services, Times, and Frequency

Service	Stop Nearest to The Pines	Frequency Monday – Friday 7:00-19:00	Comments
5	Faraday Close	Approx. every 20-35 mins.	This service runs from Worthing town centre to Durrington via Worthing rail station, Tarring, Salvington and Broadwater. This bus only stops at the northbound Faraday Close stop due to the loop making up part of this service's route.
10	Faraday Close	Approx. every 30-40 mins.	This service runs from Worthing town centre to Durrington via Worthing rail station, West Worthing and Tarring. This service facilitates onwards journeys from both Goring-by-Sea train station and Durrington-on-Sea, stopping at both Boxgrove Parade and Strand Parade bus stops. Thus, providing a connection between the nearest stop to the school, and those nearest each of the closest rail stations.
700	Montreal Way	Approx. every 10-12 mins.	This service runs from Brighton to Durrington via Hove, Portslade-by-Sea, Fishersgate, Southwick, Shoreham-by-Sea, South Lancing, East Worthing, Worthing, West Worthing and Goring-by-Sea. This service facilitates onwards journeys from Durrington-on-Sea railway station, stopping at Boulevard Shops stop 320m from the station.
7	Montreal Way	Approx. every 90 mins. Earliest service arrives at Montreal Way stop at 08:53.	This service runs from Lancing to Salvington via South Lancing, North Lancing, Sompting, Broadwater, Worthing, West Worthing, Tarring, and Durrington.

3.1.5 Collision Data

Since 2020, three collisions have been reported on roads suggested for off-site parking all categorised as slight in severity. Of these three, two of these were located on Whitebeam Road and the third collision was reported on Walnut Tree Way. Due to the small number of collisions and their limited severity, no further analysis is deemed as necessary.



4. Development Proposals

The Pines Special Educational Needs and Disability (SEND) School is a proposed satellite site for the existing Oak Grove College to improve SEND provision in the area. Previously, The Pines site was used as an adult educational facility for adults with special educational needs, however this use of the facility ceased in 2022.

The anticipated occupancy for the refurbished building allows for approximately 60 students, to be accompanied by 98 staff, amounting to around 158 people in total.

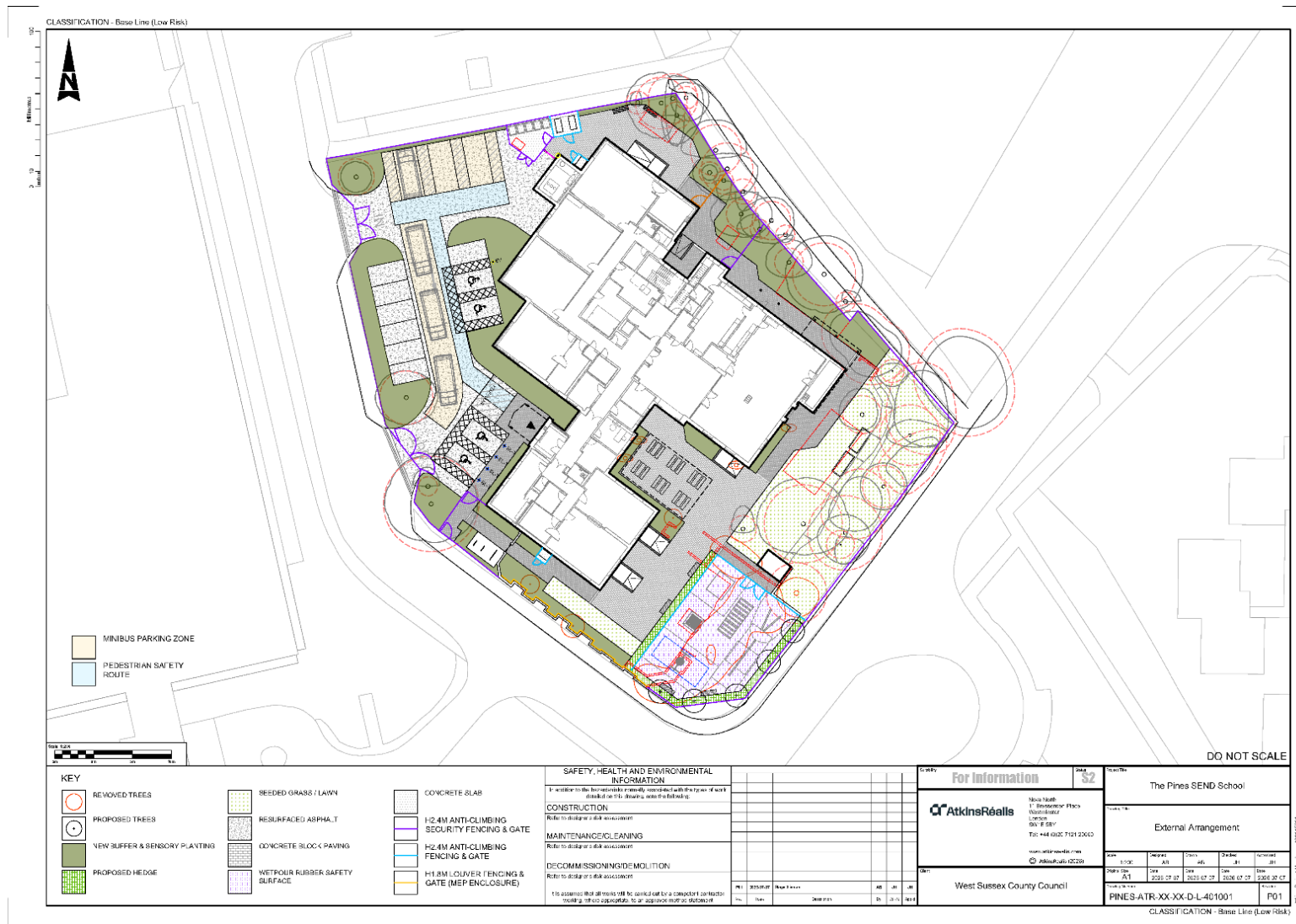
4.1 External Site Layout

4.1.1 Car Park

The existing layout of the car park is proposed to be updated to align with the new use of the site (see Figure 4-1).



Figure 4-1 - The Pines SEND School external plan



Pupils are expected to predominantly travel to and from the school by minibus. As such, three permanent minibus bays are proposed at the northern end of the car park (see Figure 4-1). These will be appropriately sized bays (3m x 6.5m) with clearance zones either side to enhance ease of transfer to and from the vehicle. A 3m wide pedestrian zone is proposed to run along the length of these bays to allow for transfers to and from the rear of the vehicles. This pedestrian zone will connect with another running perpendicular, enabling safe movement between vehicles and the school's entrance.

During designated drop-off and pick-up windows, it is expected that six minibuses will occupy the car park at any one time, with three parked in the permanent bays and three, as shown in Figure 4-1, parked in the drive-aisle. During these sessions the gates will be shut to secure the site and enable students to move around safely using the pedestrian zones.

In addition to the three designated minibus parking bays, there will be 11 visitor parking bays on site, of which 4 are marked as blue badge bays (see Figure 4-1). The WSCC Guidance on Parking at New Developments provides overarching guidance that 5% of parking spaces should be accessible bays. It also states that for non-residential institution such as The Pines, provision of accessible parking bays should be based on a site-specific assessment. The Department for Transport's Inclusive Mobility⁹ guidance states that minimums of 2% and 5% of total parking capacity must be accessible parking spaces for car parks associated with existing employment premises, and newly built employment premises respectively. Excluding the three designated minibus parking spaces, four of the total 11 visitor parking spaces will be accessible bays, meaning accessible parking provision at The Pines will be around 36%. This level of overprovision is deemed appropriate due to the nature of the proposed SEND facility.

An electric vehicle (EV) charging point is also to be provided. As shown in Figure 4-1, it will be located adjacent to the eastern set of parking bays, between one standard and one accessible bay to maximise access for all users.

A swept path analysis⁷.Appendix A conducted for the new car park layout demonstrated that a minibus, large car, fire tender and refuse vehicle are all able to access and navigate the car park as necessary. Minibuses and cars can comfortably enter and exit, as well as park in designated minibus and car parking spaces as appropriate. It is proposed that refuse vehicles will access the site by reversing through the northern gate and exiting, in a forward gear, via the same gate. The bin store is located in the northeastern extent of the car park, opposite the car park entrance, enabling the refuse vehicle to reverse in an approximately straight line to access the bins. The fire tender can access the site in a forward gear via both gates, and navigate through the car park, allowing the necessary proximity to the building. Results of the swept path analysis can be seen in Appendix A.

4.1.2 Cycle Parking

The installation of one accessible and two standard cycle stands are proposed, bringing the total cycle parking spaces to six. These will be located to the south of the school building (see Figure 4-1), adjacent to the pedestrian gate which grants direct access from Faraday Close. Access can also be gained via a pedestrian gate leading to the car park and an existing gate that leads to the outdoor space at the back of the school building.

The WSCC Guidance on Parking at New Developments recommends a 'site-specific assessment' for non-residential institutions including sites used for education. The Cycle Infrastructure Design Local Transport Note (LTN) 1/20¹⁰ suggests a typical minimum cycle parking capacity for educational institutions is one per 20 staff and one per 10 students. In line with this, requirements for a minimum provision of five staff cycle parking spaces have been achieved. However, provision for students has been reduced in line with expectations that pupils will primarily

⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#)

¹⁰ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK](#)



travel via minibus. Following engagement with the school, a shelter is not proposed for these cycle parking spaces in order to reduce the risk of intruder access.

4.2 Mode Share

4.2.1 Staff Travel Patterns

A survey at the existing Oak Grove College was undertaken to establish the current travel patterns of staff. This was undertaken by the college, and the survey was distributed in July 2025. The results of this survey have been used as a dataset from which projections of the travel patterns for staff at The Pines could be created. It was found, as part of these surveys, that a large majority of the existing staff at Oak Grove College travelled to work by car, with 65% being the driver of a car and a further 5% being a passenger. Analysis of travel to work data showed that the mode share of Oak Grove College was consistent with that of the national travel to work data. Results of the Oak Grove staff travel survey can be seen below in Table 4-1 alongside a comparison to national statistics.

Table 4-1 - Mode share of staff at Oak Grove College and national mode share statistics

	Mode share (No.)	Mode share (%)	National Mode share (%) ¹¹
Car (as driver)	83	65%	66%
Car (as passenger)	7	5%	6%
Motorcycle or scooter	0	0%	1%
Bus	9	7%	6%
Train	5	4%	3%
Cycle	6	5%	3%
Walking or running	14	11%	11%
Taxi	1	1%	1%
Other	3	2%	1%
Total	128	100%	100%

4.2.2 Projected Mode Share

The projected mode share uses the staff mode share percentage of the current site (Oak Grove College) and assumes that this will remain relatively consistent for staff between the two sites. The Oak Grove College staff mode share percentage was then applied to an estimated 98 members of staff that are expected to be employed at The Pines. By doing this, a projected trip rate for each mode is created. This can be used to estimate the relevant parking demands and assess the feasibility of the new site. The projected mode share of the new site can be seen below in Table 4-2.

Table 4-2 – Projected mode share at The Pines (98 staff)

	Projected mode share (No.)	Mode share (%)

¹¹ Travel to work, England and Wales: Census 2021 (Office for National Statistics)



Car (as driver)	64	65%
Car (as passenger)	5	5%
Motorcycle or scooter	0	0%
Bus	7	7%
Train	4	4%
Cycle	5	5%
Walking or running	10	11%
Taxi	1	1%
E-bike or E-scooter	0	0%
Bicycle	0	0%
Other	2	2%
Total	98	100%

As shown above, the projected number of staff members driving a car to work is 64. However, due to limited on-site parking capacity, prohibiting staff from parking on site, the majority of staff will be required to park off site, generating a potential demand of up to 64 on-street parking spaces within the immediate vicinity of the site.

It is expected that the only staff allowed to park on site will be those with a blue badge. As such, four blue badge bays have been retained on site, to align with national inclusive mobility guidance.



5. Impact

Due to limited on-site parking capacity, staff will be required to park off site, resulting in greater demand on nearby on-street parking during term time. Therefore, in line with WSCC Guidance on Parking at New Developments, a parking survey has been carried out to assess space available on streets within a 500m walking distance of the site, that permit on-street parking, to evaluate if they will be able to cope with the added demand.

In accordance with best practice, the parking survey was completed following the Lambeth Transport Parking Methodology and during school term time. This ensured that data collected is representative of term time parking availability which is when The Pines SEND School will be in operation. The survey was conducted on Thursday 26th February 2026 between 08:00-11:00 and 14:00-17:00 on the streets shown in Figure 5-1. The results of the survey have been summarised in Table 5-1.

Figure 5-1 - Streets surveyed as part of the parking survey

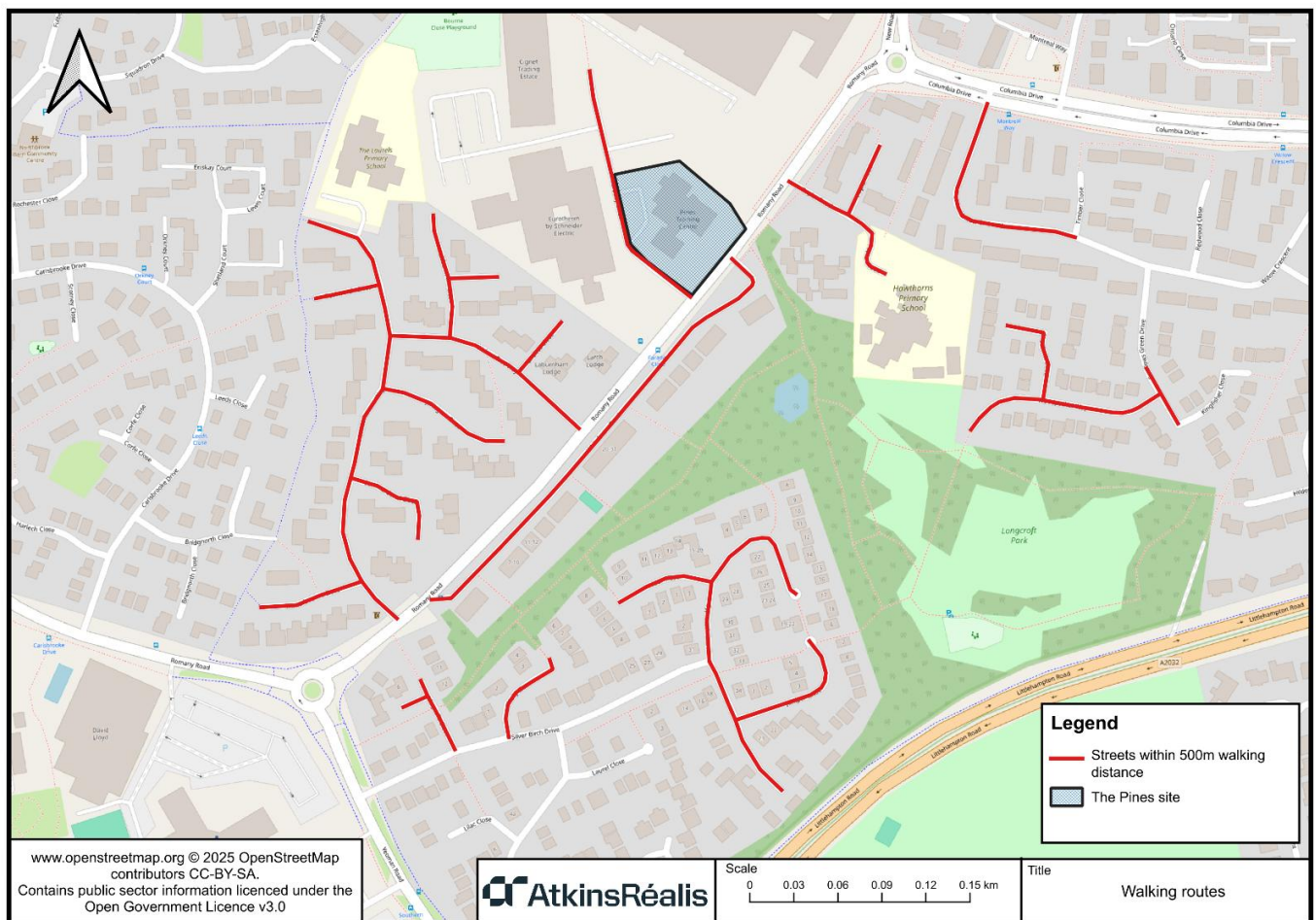


Table 5-1 – On-Street parking survey results

Road Name	Capacity	08:00 Stress	09:00 Stress	10:00 Stress	14:00 Stress	15:00 Stress	16:00 Stress
Alder Close	6	83%	83%	100%	117%	100%	133%
Ashburnham Close	8	63%	88%	75%	38%	100%	88%

Beckworth Close	4	75%	50%	50%	25%	100%	75%
Birches Close	4	100%	75%	25%	100%	75%	75%
Chaffinch Close	4	0%	0%	0%	0%	25%	25%
Cypress Avenue	32	38%	31%	38%	47%	34%	50%
Deerswood Close	4	75%	100%	75%	50%	75%	75%
Faraday Close	14	14%	21%	21%	21%	14%	21%
Holly Close	6	33%	33%	67%	33%	33%	50%
Jevington Close	10	40%	60%	40%	30%	40%	40%
Juniper Close	9	44%	33%	33%	33%	33%	56%
Magnolia Close	6	50%	50%	50%	50%	33%	50%
Montreal Way	25	48%	48%	52%	52%	60%	72%
Poplar Road	11	145%	118%	118%	127%	127%	109%
Shelby Road	30	73%	73%	93%	70%	67%	80%
Summerdown Close	8	63%	63%	38%	38%	25%	63%
Swallows Green Drive	12	58%	58%	67%	58%	58%	58%
Walnut Tree Way	22	73%	77%	77%	77%	82%	64%
Whitebeam Road	30	73%	80%	90%	93%	77%	83%
Willow Crescent	9	111%	111%	111%	78%	78%	133%
Winterbourne Close	6	50%	50%	50%	50%	67%	67%
Winterbourne Way	40	63%	63%	63%	65%	80%	70%
Woodpecker Way	8	38%	50%	38%	13%	38%	50%
Total	308	61%	62%	64%	60%	63%	69%

The results of the parking survey indicate that the level of spare on-street parking provision and stress varies between the different sections of provision, as well as throughout the day.

Chaffinch Close, for example, experiences no parking stress between 08:00-11:00, however, it is approximately 500m from the site and has a maximum capacity of four spaces. Consequently, Faraday Close, where The Pines is located, provides the best balance of proximity and capacity with the second-lowest parking stress in the same period and a greater total capacity of 14 spaces.

Streets where parking demand is near or over capacity throughout the entirety of the surveyed periods, and which present limitations as reliable options for parking, include Alder Close, Deerswood Close, Poplar Road and Willow Crescent.

Following the analysis of the mode share data from Oak Grove College, along with the requirement for staff to park off site, an approximate demand of 64 on-street parking spaces on surrounding streets has been estimated. Total available spaces on all streets throughout the surveyed period range between 96 and 122 with overall parking stress ranging from 60% to 69%. This indicates that the minimum recorded availability was, at its least, 1.5 times the required number of spaces across the entirety of the survey period. The results of the survey, therefore, indicate that it is feasible for staff to park off site using free on-street parking on the surrounding roads. As shown in Table 4-



2, the predicted number of staff trips by bus, rail and cycle are low therefore no assessment of the impact of the development on the local bus, rail and cycle networks is required.



6. Mitigation

The following section of the TS considers appropriate measures to help mitigate the impact of the development of the site on the surrounding area.

6.1.1 Minibuses

To limit the number of student-associated trips, the majority of pupils are expected to travel to and from the school via minibus during designated pick-up and drop-off windows. Minibuses are expected to drop students off between the hours of 8:15-9:15 and pick students up between the hours of 15:30-16:30. During these arrival and departure periods, all vehicles will enter at the same time so that the facility can be secured accordingly whilst there is increased pedestrian movement in the car park. The use of minibuses to drop-off and collect students means the total number of trips accessing and egressing the site will be significantly reduced and will allow for safer, more controlled operation.

6.1.2 Staff Travel Plan

As part of the planning application, a Staff Travel Plan (STP) will be developed to increase the staff modal share of transport options other than single-occupancy car trips. A Travel Plan Coordinator will be designated and will be responsible for developing, implementing, and managing the STP. Effective implementation of an STP can lead to significant changes in travel patterns and give rise to a preference for sustainable transport modes.

The STP will include key information to assist with journey planning such as local bus and train timetables and routes, details regarding season-tickets or available discounts for local public transport, maps showing local cycling and pedestrian routes, and accessibility information like accessible stops and services.

Recommendations will be made for measures and initiatives to be implemented to reduce the number of single-occupancy car trips. Examples include raising awareness of on-site cycle parking, car-share initiatives, drawing attention to the benefits of sustainable modes of travel, and provision of information regarding local public transport and non-motorised modes of travel to both staff and visitors.

In order to obtain an accurate understanding of staff travel patterns and modal share, as well as to determine a baseline with which to compare future data, a travel survey will be conducted within the first 6 months of occupation. This will involve a travel questionnaire for completion by all staff, as well as usage counts of the on-site cycle parking.

The Travel Plan will be reviewed and updated throughout the time for which the site is used as a SEND educational facility to ensure the aims are delivered in practice and that they remain applicable and effective. The Travel Plan Coordinator will be responsible for monitoring the STP and will be required to communicate any updates to staff.



7. Summary and Conclusions

AtkinsRéalis have been commissioned by West Sussex County Council (WSCC) to produce a Transport Statement (TS) in support of the planning application for the development of The Pines Special Educational Needs and Disability (SEND) School in Worthing. The TS outlines planning policy relevant to the development, baseline transport conditions, development proposals and their impact, as well as mitigation measures.

The Pines, located in the northwest of Worthing, was previously used as an adult educational facility for adults with special educational needs. The site is to be redeveloped and run as a satellite site for the current Oak Grove College to improve SEND provision in the area. The Pines SEND School has an anticipated occupancy of 60 students and 98 staff amounting to a total of 158 people.

The location of The Pines means it is well integrated into the existing local public transport network. Nearby rail stations include Goring-by-Sea and Durrington-on-Sea both of which are served by trains running along the south coast between Southsea and Brighton, as well as to London. Four Stagecoach bus services including 5, 10, 700 and 7, run via the Faraday Close and Montreal Way bus stops located 100m and 320m respectively from the school. Services 10 and 700 facilitate onwards journeys from the two nearest rail stations. With regard to active travel, the school has good pedestrian accessibility and with the implementation of existing proposals will be well linked into the local cycling network.

A key aspect of the redevelopment is the update to the external site layout in order to align it with the new use of the site as a school for SEND students, where pupils are expected to primarily travel to and from the site via minibus. As such, greater consideration and priority have been given to minibus parking and access, as well as greater provision of accessible parking bays. A swept path analysis conducted for the new car park layout demonstrated that minibuses, large cars, fire tenders and refuse vehicles are all able to access and navigate the car park as necessary. Additionally, the installation of one accessible and two standard cycle stands is proposed to facilitate active travel accessibility to the school.

Projected mode share for the site has been based on existing staff travel mode share data from Oak Grove College. From this, 64 staff members are expected to travel by car. Due to limited on-site parking capacity, a parking survey was conducted to determine if on-street parking would be a feasible option for staff parking. Results of the survey showed that, during the survey period, the minimum recorded availability was 1.5 times the required number of spaces, with the maximum recorded availability being 1.9 times the required number of spaces. Thus, demonstrating that it is feasible for staff parking requirements to be fulfilled by on-street parking spaces on surrounding roads.

In order to mitigate the impact of the site, a Staff Travel Plan will be developed to help reduce single-occupancy car trips and increase the modal share of other transport options.

In conclusion, the proposals accord with relevant local and national transport policies by promoting sustainable development and ensuring safe and suitable access for all users. The development is therefore considered to be acceptable from a highways and transport perspective.



Appendix A. Car Park Swept Path Analysis





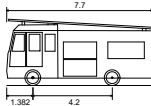
FIRE TENDER - ENTRANCE THROUGH 'EXIT' GATE



FIRE TENDER - ENTRANCE THROUGH 'ENTRANCE' GATE

DO NOT SCALE

- NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 2. FIRE TENDER HAS BEEN DETERMINED BASED ON INFORMATION PROVIDED BY WEST SUSSEX COUNTY COUNCIL



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



FIRE TENDER - EXIT FROM REVERSE-PARK POSITION



FIRE TENDER - EXIT FROM FORWARD-PARK POSITION

P01	23/06/26	DRAWING CREATED FOR SUBMISSION	HMG		
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Suitability
WORK IN PROGRESS	SO



5 Wellbrook Court
Girton Road
Cambridge
CB3 0NA

Tel: +44 (0)1223 276002
Fax: +44 (0)1223 277529
www.atkinsrealis.com
© AtkinsRéalis (2026)

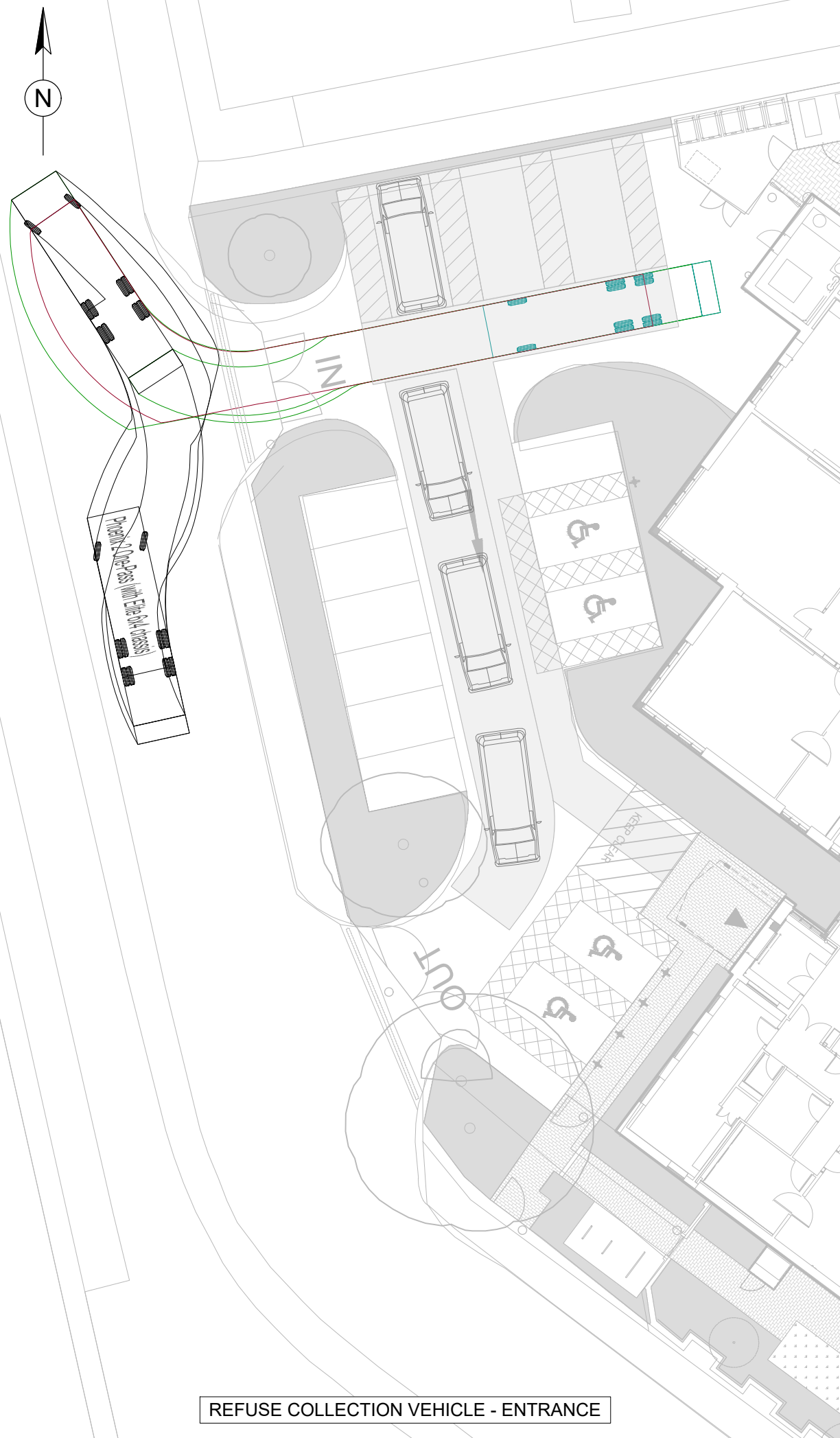
Client
WEST SUSSEX COUNTY COUNCIL

Project Title
THE PINES SEND SCHOOL

Drawing Title
**SWEPT PATH ANALYSIS
FIRE TENDER VEHICLE**

Scale	Designed	Drawn	Checked	Authorised
1:250	HMG	HMG		
Original Size	Date	Date	Date	Date
A1	23/06/26	23/06/26		

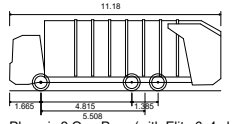
Drawing Number	Revision
PINES-ATR-XX-XX-D-H-971001	P01



REFUSE COLLECTION VEHICLE - ENTRANCE

REFUSE COLLECTION VEHICLE - EXIT

- NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED
 2. REFUSE COLLECTION VEHICLE HAS BEEN DETERMINED BASED ON INFORMATION PROVIDED BY WEST SUSSEX COUNTY COUNCIL.



Phoenix 2 One-Pass (with Elite 6x4 chassis)	
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

[illegible]

P01	23/06/26	DRAWING CREATED FOR SUBMISSION	HMG		
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Suitability
WORK IN PROGRESS	SO

AtkinsRéalis

5 Wellbrook Court
Girton Road
Cambridge
CB3 0NA

Tel: +44 (0)1223 276002
Fax: +44 (0)1223 277529
www.atkinsrealis.com

AtkinsRéalis (2026)

Client

WEST SUSSEX COUNTY COUNCIL

Project Title

THE PINES SEND SCHOOL

Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE

Scale 1:125	Designed HMG	Drawn HMG	Checked	Authorised
Original Size A1	Date 23/06/26	Date 23/06/26	Date	Date

Drawing Number	Revision
PINES-ATR-XX-XX-D-H-971002	P01

AtkinsRéalis



AtkinsRéalis
AtkinsRéalis UK Limited
5 Wellbrook Court
Girton Road
Cambridge
CB3 0NA

Tel: +44 (0)1223 276002
Fax: +44 (0)1223 277529

© AtkinsRéalis UK Limited except where stated otherwise