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Consulting Engineers
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# RESIDENTIAL DEVELOPMENT
# ALMA STREET
# SOUTH LANCING
# WEST SUSSEX
# BN15 8AX

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# TRAVEL PLAN STATEMENT

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***On behalf of***

**PR HOMES DIRECT LTD**

PMcL/3627d1/September 2026

Registered in England No. 7200530
Registered Office: The White House, 2 Meadrow, Godalming, Surrey, GU7 3HN

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# 1.0 INTRODUCTION

1.1 The Redwood Partnership have been appointed by PR Homes Direct Ltd to prepare a Travel Plan Statement for a residential development located at Alma Street, Lancing, West Sussex, BN15 8AX. Full Residential Travel Plans with targets and monitoring are required for developments in excess of 50no dwellings. This application is for 8no dwellings; therefore, a simplified Travel Plan Statement is provided.

1.2 The proposals include the following:

i) 3no blocks of semi-detached 3-bedroom houses arranged at the western end of the site providing a total of 6no dwellings, each dwelling has a single covered car parking space arranged as an open car-port (dwelling no's 1-6);

ii) 1no. 3-bedroom detached house (no.7) and 1no. 4-bedroom detached house (no.8) at the eastern end of the site. Dwelling no.7 has a single covered car parking space arranged as an open car-port with internal dimensions 2.605x5.4 metres long. Dwelling no.8 has 2no open car parking spaces in tandem on the west side of the dwelling;

iii) Cycle storage space for 2 no. cycles per house located in each rear garden. Access to the cycle parking for dwelling Nos 1-6 is via side alleyways between each semi-detached block. Access to the cycle parking for dwelling Nos 7-8 is at the side of each property respectively.

1.3 The proposed cycle parking will consist of storage for 2no cycles in the rear gardens of each property. Access to the cycle parking for dwelling Nos 1-6 is via side alleyways between each semi-detached block. Access to the cycle parking for dwelling Nos 7-8 is at the side of each property.

1.4 The brownfield site is located on the south side of Alma Street, Lancing, West Sussex, BN15 8AX on a private cul-de-sac road located off the A2025 South Street. Alma Street provides access to the development site, also to other properties on the north side of Alma Street and car parking for a residential development known as Headborough Garden at the eastern end of the street. An outline of the development at street level is shown on **Figure 1.1**:

**Figure 1.1 – Development Layout**




1.5 This document provides a Residential Travel Plan Statement (RTPS) for the development, setting out objectives and actions to encourage new residents to consider car-sharing or walking, cycling and available bus and rail public transport as alternative modes of travel.

1.6 In respect of promoting sustainable choices of transport this RTPS should be read in conjunction with West Sussex County Council Travel Plan Guidance. The principal aim of a RTPS is to reduce the use of the private car by residents and to encourage the use of alternative travel choices for journeys to and from the site. The development provides a modest level of car parking, so will not generate a material level of private-car vehicle trips.

1.7 The RTPS will consist of Hard Measures such as site design and cycle parking, infrastructure, together with Soft Measures such as public transport gift vouchers, marketing, promotion and raising awareness amongst new residents of the available travel choices. The Hard and Soft Measures are designed to promote the benefits of encouraging walking, cycling and the use of available public transport until such time as the development is fully occupied.

## 2.0 SITE ACCESSIBILITY

2.1 The site is located on the south side of Alma Street, accessed via a private street off the A2025 South Street in Lancing, West Sussex, BN15 8AX. The A2025 South Street is a principle transport route passing north/south through Lancing arranged as a single carriageway with an urban speed limit of 30 mph. South Street has street lighting and formal kerbing and is bounded by footways both sides. The frontages on South Street are a mixture of residential and commercial properties. Double yellow line waiting restrictions are located adjacent to the junction with Alma Street and numerous crossovers restrict on-street car parking.

### Pedestrian routes & Local Services

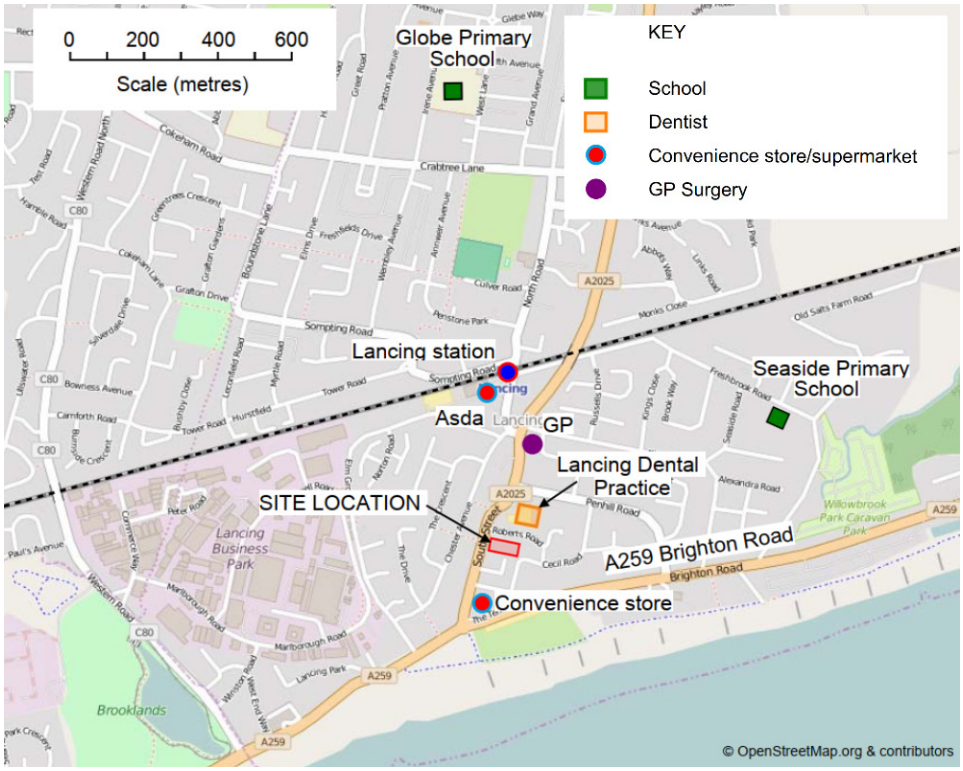
2.2 The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for journeys on foot" outlines acceptable walking distances for pedestrians without impaired mobility. The document refers to 2000 metres (2km) as being the maximum distance which people would consider when walking and suggests acceptable walk distances as shown in **Table 2.1**:

**Table 2.1: Suggested Acceptable Walking Distances (IHT)**

| | Town Centre (m) | Commuting/School Sightseeing (m) | Elsewhere (m) |
|---|---|---|---|
| **Desirable** | 200 | 500 | 400 |
| **Acceptable** | 400 | 1000 | 800 |
| **Preferred Maximum** | 800 | 2000 | 1200 |

2.3 **Plan 2.1** shows the location of many local shops and services which are well within these suggested maximum walking distances. The pedestrian routes near to the site have sufficiently wide and level footways to facilitate easy pedestrian access to nearby facilities.

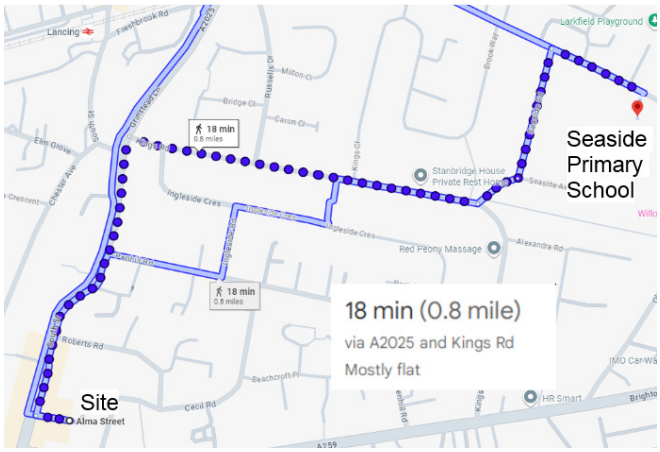
**Plan 2.1: Local Services**



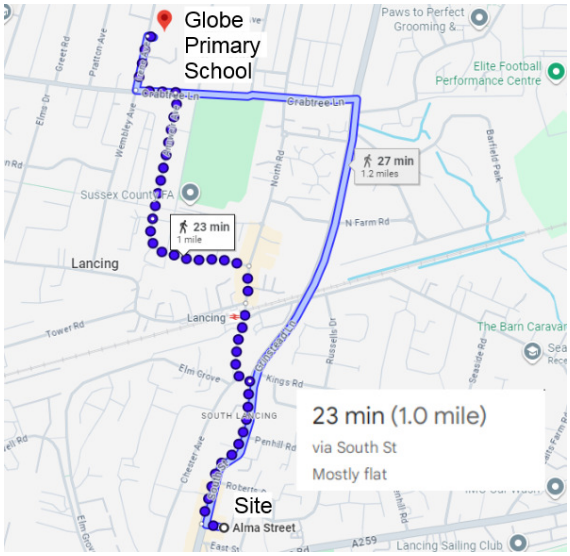

2.4 The site is located close to a local needs convenience store and supermarket which will provide residents with a convenient regular shopping location without the need to travel by car. Lancing Town Centre adjacent to Lancing Station is located a short 10-minute walk away north from the site including banks, restaurants, cafés and several bars. The local GP surgery and dentist's surgery are also located nearby within easy walking distance. The site is well located and is in easy reach of schools, local facilities, shops and services.

2.5 Two primary schools are less than 1 mile walk from the site. **Plan 2.2** shows the walk route to Seaside Primary School (0.8 miles, 18 minutes). **Plan 2.3** shows the walk route to Globe Primary School (1.0 mile, 23 minutes), both within a reasonable walk distance:

## Plan 2.2: Walking Route to Seaside Primary School



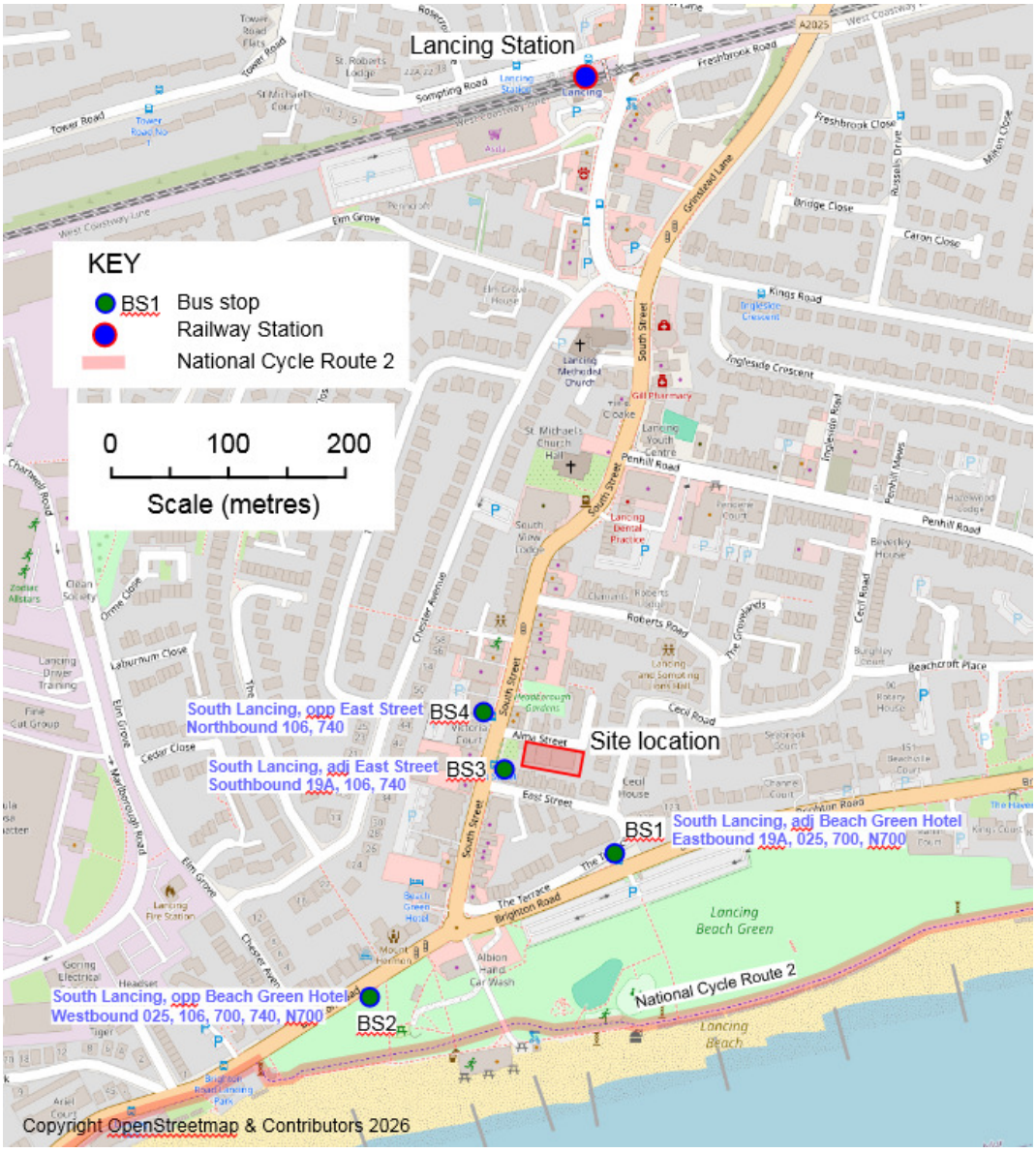

## Plan 2.3: Walking Route to Globe Primary School



## Public Transport - Bus Services

2.6 **Plan 2.4** indicates the bus service provision adjacent to the site, together with the location of Lancing Station and the National Cycle Route 2 relative to the site:

**Plan 2.4: Local Bus, Rail & Services & Cycle routes**




2.7 The nearest bus stop located 33 metres from the site for northbound services on South Street (from BS4) and 36 metres from the site for southbound services on South Street (from BS3). Frequent services to Brighton (from BS1) and to Worthing (from BS2) via service 700

are both located 280 metres walk distance south on the A259 Brighton Road, whilst more bus services are available near to Lancing Station approximately 600 metres walk distance from the site.

2.8 **Table 2.2** show the walk distances from the site to each bus stop:

**Table 2.2 – Walk Distances to Nearby Bus Stops**

| Bus Stop Ref | Bus Services (See Plan 2.2) | Walk Distance (metres) |
|---|---|---|
| BS1 | 19A, 025, 700, N700 | 280 |
| BS2 | 025, 106, 700, 740, N700 | 280 |
| BS3 | 19A, 106, 740 | 36 |
| BS4 | 106, 740 | 33 |

2.9 The walk distances to and from the nearest bus stops to the site entrance compare well with walk distances suggested in the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments"* (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop"*.

2.10 Pedestrian routes between the site and the nearest bus stops are flat providing an easy, attractive and convenient to use walking route. Table 2.2 shows the bus stops are located well within the suggested maximum 400 metre walking distance providing excellent bus links for the site.

2.11 **Table 2.3** shows the bus service routing and frequency nearest to the site:

**Table 2.3 - Local Bus Services**

| Route No. | Route | Operator | Frequency | |
|---|---|---|---|---|
| | | | Mon-Sat | Sun |
| 19A | North Shoreham (Ropetackle) - Sir Robert Woodard Academy | Compass Travel | 1 service Mon-Fri | - |
| 025 | London - Worthing | National Express | 7 services Nights | - |
| 106 | Henfield-Worthing | Compass Travel | 1 service e/w Tues/Wed/Fri | |

| | | | | |
|---|---|---|---|---|
| 740 | South Lancing-Steyning School | Compass Travel | 1 service Mon-Fri | - |
| 700 | Southsea-Portsmouth-Havant-Emsworth-Chichester-Bognor Regis-Littlehampton-Worthing-Shoreham-Hove and Brighton | Stagecoach | 12 mins | 15 mins |
| N700 | Southsea-Portsmouth-Havant-Emsworth-Chichester-Bognor Regis-Littlehampton-Worthing-Shoreham-Hove and Brighton | Stagecoach | 3 night services | 2 night services |

## Cycle Routes

2.12 South Street does not have dedicated cycle routes and cyclists are required to cycle on carriageway, however the local topography is level and carriageway sufficiently wide to encourage cycling as a realistic mode of travel.

2.13 The majority of Lancing has safe and low speed routes that are conducive to encouraging cycling as a mode of travel to and from the development site. Local facilities are easily accessible by cycling and Lancing also has the benefit of the National Cycle Network Route No. 2 which runs 200 metres south of the site. This flat, paved path links Worthing to the west and to Shoreham-by-Sea and Brighton to the east. National Cycle Network Route No. 2 is shown on **Plan 2.4**.

## Public Transport – Rail Services

2.14 Lancing Station forms a useful link on the rail network between London, Worthing, Portsmouth Harbour and Southampton and is approximately 600 metres walk distance from the site (**Plan 2.4**). Typical off-peak service consists of 5 trains per hour (tph) in each direction and provides an effective and realistic mode of travel for residents:

**Up services** (eastbound):
1 tph to London Victoria *(semi-fast);* 2 tph to Brighton *(semi-fast);* 2 tph to Brighton *(all stations).*

**Down services** (westbound):
1 tph to Southampton Central *(semi-fast);* 1 tph to Portsmouth Harbour *(semi-fast);*
1 tph to Littlehampton *(all stations except East Worthing);* 2 tph to West Worthing *(all stations).*

2.15 Lancing Station is within the suggested 800 metre maximum guideline for a reasonable walking distance to a station from a development site and will provide a realistic travel mode for most residents and visitors to the site, travelling further afield from the local area. The distance is also well within that for an economic taxi ride, cycle ride or via an easy bus link from outside the site.

# 3.0 TRAVEL PLAN STATEMENT ADMINISTRATION

## Travel Plan Coordinator

3.1 The Travel Plan Statement will require a coordinator to take responsibility for the management of the Travel Plan Statement and ensure its delivery. The name of the coordinator is not known at the present time and will be identified in advance of occupation of the residential development.

3.2 The Applicant will appoint a Residential Travel Plan Coordinator (RTPC) funding their activities from the start of the marketing of the units until 100% occupancy. Typical duties of the Residential Travel Plan Coordinator will include:

i) Taking responsibility for the delivery of the Travel Plan Statement. The RTPC shall be appointed before residents occupy the site so they can ensure that appropriate measures and facilities are up and running at the earliest possible stage;
ii) Ensuring all properties receive a copy of the Resident's Travel Pack;
iii) Establishing and promoting the individual measures in the plan, such as providing information on home deliveries, car share, etc;
iv) Ensuring that the most up to date travel information is available to residents until the residential units are 100% occupied.

3.3 A Residential Travel Plan Coordinator will be appointed in advance of first marketing of the residential development. Until that time, the contact for Travel Plan Statement matters is:

PR Homes Direct Ltd
17e Marmion Road
Hove
BN3 5FS

francesca@prhomesdirect.com

## Travel Plan Statement Objectives

3.4 The Residential Travel Plan Statement has the following objectives:

**Objective 1**: To provide up to date local travel information within a Resident's Welcome Travel Pack, encouraging car sharing amongst residents and their visitors;

**Objective 2**: To monitor and review the progress of the Residential Travel Plan Statement strategy until such time that 100% occupancy of the residential development is achieved.

## Travel Plan Statement Measures

3.5 The construction of the development will take place over a number of months and the main marketing agent's office will be the focal point for the distribution of travel information to potential purchasers and new residents. To promote sustainable travel to work, school, leisure and shopping activities, the sales and marketing staff can advise new residents of personalised journey planning techniques available online such as 'traveline.info' and 'transportdirect.info', as part of the normal introduction process.

## General marketing and promotion

3.6 Each residential unit will be provided with a Resident's Welcome Travel Pack which will contain details of how trips to leisure, school and retail facilities can be achieved by means other than the private car. A Resident's Welcome Travel Pack will provide information to new residents on local bus routes and their frequency; bus stop locations; cycle/pedestrian route maps and maps of facilities within walking and cycling distance and information on access to rail services. The Resident's Welcome Travel Pack will be issued to new residents at the time of their first occupation.

## Encouraging walking

3.7 To encourage residents to consider walking as a viable mode of travel, the following measures are included in this Residential Travel Plan Statement:

a) The development's sales and marketing agent will provide information on the location of local shops and services and other nearby local facilities through promotion of available routes and facilities;

b) The Resident's Welcome Travel Pack will promote walking by highlighting the added benefits of:

- Improving health and fitness and knowledge of the local neighbourhood
- Learning new road safety skills
- Using a more environmentally friendly mode of travel
- Saving money and Increasing social interaction

## Encouraging cycling

3.8 To encourage residents to consider cycling as a viable mode of travel, the following measures are included in this Residential Travel Plan Statement:

a) The development's sales and marketing agent will encourage residents to cycle to work and services within 5 miles of the site through promotion in the Resident's Welcome Travel Pack;

b) New residents who wish to cycle will be encouraged to:

- Follow rules about appropriate cycle behaviour;
- Use 'D-type' locks and have a cycle training qualification;
- Keep bikes in good condition and wear reflective clothing and helmets.

c) Cycle storage space will be provided for all dwellings in accordance with the planning permission;

d) Promote West Sussex County Council's cycle journey planner – 'https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner';

e) Promote local cycle groups such as 'Lancing & Sompting u3a Easy Cycling' and the 'Lancing Community Bicycle Project';

## Encouraging the use of bus and rail services

3.9 To encourage new residents to consider the use of bus and rail services, the following measures are included in the Travel Plan Statement:

a) Maintain and enhance the flow of travel information to residents and provide local bus and rail routes and travel advice from website 'https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/sustainable-transport/sustainable-travel-advice/' within the Resident's Welcome Travel Pack;

b) Encourage all residents when walking and cycling are not realistic options to use bus and rail travel, if it is an appropriate alternative, with promotion in the Resident's Welcome Travel Pack;

## Encouraging Car Sharing

3.10 There are no on-street car clubs located in Lancing where cars can be rented. The nearest operated by Enterprise are located in Worthing and Portslade. The alternative is a car share group, however the setting up of a bespoke private car share group would not be a realistic task for residents at this small site. The use of an established internet-based car share scheme would be a better option and more likely to be used in the future.

3.11 West Sussex County Council organises a car share scheme which is free to join and would match residents with a driver or passenger to share a journey to and from work and other journeys. The car share club is promoted at '*westsussexcarshare.com*' and aims to encourage car share users. When an account has been activated residents can log in and start using the service. By performing a quick search other people can be found who make the same journey at the same time. The Resident's Welcome Travel Pack provided to all dwellings, will include details of West Sussex County Council's car share club.

3.12 Therefore, to encourage residents to consider car sharing as a viable mode of travel, the following measures are included in the Residential Travel Plan:

a) The Resident's Welcome Pack will promote car share schemes such as https://www.*westsussexcarshare.com*'. Residents will be made aware of the benefits of sharing their car when travelling, namely:

i) that parking and pollution problems will be less due to the lower number of car journeys;

ii) that car sharing need not be a fixed or regular event. If residents share a car journey just once a week on an average one-way journey of five miles could save at least £300 per year;

iii) that car sharing is a sociable activity that enables residents to meet new people and make new friends.

## Home Delivery Services

3.13 A number of home delivery services are available online which will avoid the need for unnecessary car journeys. All available home delivery services will be promoted within the Resident's Welcome Travel Pack.

# 4.0 TRAVEL PLAN STATEMENT MONITORING & REVIEW

## Monitoring of Travel Plan Statement Measures & Targets

4.1 The residential development consists of 8no dwellings which falls below the threshold for specific monitoring and surveys of resident's travel modes.

4.2 The main strategy of the Residential Travel Plan Statement is to encourage residents to increase their use of public transport, walking and cycling and to consider car sharing. New residents will choose themselves whether they are willing to alter their modes of transport.

## Funding

4.3 The Applicant will allocate a sufficient initial budget for the Travel Plan's implementation during its set up period to finance the measures identified. This will be reviewed by the RTPC to identify whether any adjustments are required. The implementation of measures such as cycle parking provision will be met as part of the construction phase, whilst the maintenance and on-going management of the Residential Travel Plan Statement will be part of the Residential Travel Plan Coordinator's role until 100% occupancy of the residential development.

4.4 It is envisaged that the RTPC's role will involve approximately 1 hour of management time per week. Assuming 4 hours per month for the TPC role, the cost to the residential Applicant of funding the TPC is estimated at approximately £2,000 per annum until the development is fully occupied.

## Action Plan

4.5 Prior to the commencement of construction, the appointment of a Residential Travel Plan Coordinator will be confirmed to the Council and a series of actions will be started to deliver an effective Residential Travel Plan Statement. An Action Plan of the process is shown in **Table 4.1**:

**Table 4.1: Action Plan**

| Issue | Measures Proposed | Timescale |
|---|---|---|
| **Direct measures to reduce car use** | Market homes on site, highlighting its sustainable location | Incorporated into sales details |
| | Welcome Pack to be provided to all new residents | On occupation of each dwelling |
| | Provide details of car sharing websites | On occupation of each dwelling |
| | Provide details of available home shopping facilities | On occupation of each dwelling |
| **Measures to promote cycling** | Provision of information of cycle routes within Welcome Pack | On occupation of each dwelling |
| **Measures to promote walking** | Provision of information of pedestrian routes within Welcome Pack | On occupation of each dwelling |
| **Measures to promote bus and rail travel** | Provision of bus and rail service information and bus stop locations to new residents within Welcome Pack | On occupation of each dwelling |
| **Monitoring and management** | Appointment of a residential Travel Plan Coordinator (TPC) | Prior to first marketing |
| | Encourage feedback from residents on cycle parking provision and adequacy of travel information | During occupation of development up until 100% occupancy |

