



Land East of Mousdell Close, Ashington

Travel Plan Statement

Client: Rocco Homes

i-Transport Ref: LJ/ITS200920-004B

Date: 31 July 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
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SECTION 1 Introduction

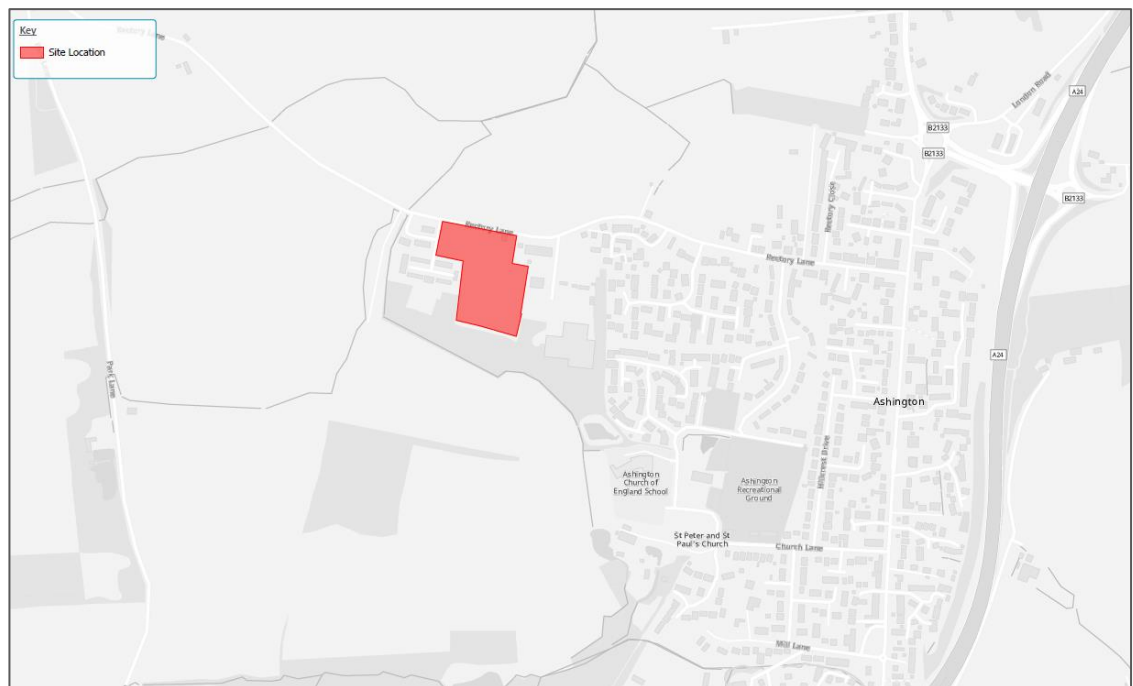
1.1 Overview

- 1.1.1 Rocco Homes has appointed i-Transport to provide highways and transport advice to support a planning application for the proposed development comprising 74 new homes on land east of Mousdell Close, Ashington.
- 1.1.2 This Travel Plan Statement has been prepared as a measure to ensure that the opportunity for sustainable travel is promoted from the outset. The primary purpose of this TPS is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport to reduce the demand for travel by less sustainable modes.
- 1.1.3 Having regard to the requirements of the National Planning Policy Framework (NPPF), this TPS has been prepared to accompany the planning application. The TPS is written in line with West Sussex County Council's (WSCC) Travel Plan Statement Guidance (February 2017).

1.2 Site Location

- 1.2.1 The site is located to the west of Ashington, with a small number of residential properties to the east and west of the site, and agricultural fields to the north and south. The site location is presented in **Figure 1**, extracted at **Image 1.1**.

Image 1.1: Site Location



SECTION 2 Existing Transport Conditions

2.1 This section of the TPS considers the transport sustainability of the site and provides a review of the opportunities for trips to be undertaken by walking, cycling, and public transport as well as the local services and facilities available in the vicinity of the site.

2.2 **Walking and Cycling**

Walking

Rectory Lane

2.2.1 Rectory Lane runs along the northern boundary of the site and will comprise the main walking route to/from the site. It provides a continuous footway on the southern side of the carriageway into central Ashington, approximately 400m from the site a footway is also introduced on the northern side.

London Road

2.2.2 London Road is the arterial road within Ashington, connecting Rectory Lane with the A24 and B2133. It accommodates the majority of local services and facilities and has continuous footways on both sides of the carriageway.

Cycling

2.2.3 The entirety of Ashington is accessible within a 1.5km bike ride; a comfortable cycling distance.

2.2.4 Despite a lack of dedicated cycling infrastructure in the immediate area, on-road cycling is a valuable transport option for residents, and local conditions are suitable for on-street cycling.

Public Rights of Way (PROW)

2.2.5 There is a well-developed Public Right of Way (PROW) network within the vicinity of the site, presented in **Image 2.1**.

- ## 2.3 Public Transport

2.4 The local bus stops are on Rectory Lane, approximately 900m from the site. Hourly bus services to Horsham, Crawley and Worthing via Metrobus 23 are available, and both bus stops are equipped with shelters, flagpoles and timetable information.

2.4.1 The closest railway station is Pulborough Station, approximately 9km from the site with services towards London Victoria, Barnham and Bognor Regis. Further rail services are available from Horsham or Worthing, which are both served bus service 23, and offer onward connections to London Victoria, Southampton, Brighton, Portsmouth, Bognor Regis, Peterborough and Littlehampton.

2.4.2 The earliest train departs Pulborough Station towards London at 06:02, with the latest departing London at 22:35. There are at least two services an hour in peak and off-peak times to all the listed destinations.

2.4.3 Pulborough Station has 22 cycle parking spaces, equipped with CCTV, as well as 159 car parking spaces. This would enable future residents to drive to the station where they can continue their journey via a sustainable travel mode.

2.5 Site Accessibility

2.5.1 The following distances have been used for assessing the likelihood of walking journeys to and from the site and have been based upon data from the National Travel Survey:

- Up to **800m** – a ‘comfortable’ walking distance.
- **800m to 1.6km** – a ‘reasonable’ walking distance i.e. the distance where circa 80% of trips will be made on foot.
- **1.6km to 3.2km** (2 miles) – an ‘acceptable’ walking distance where circa one-third of trips will be on foot.

2.5.2 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5 miles (8km) being an upper distance for many people. NTS 0303 identifies that average cycle trips are 3.3 miles / 5.3km. Cycling also frequently forms part of a longer journey in combination with public transport. These distances are supported by Government cycling guidance including ‘Gear Change’.

Local Services and Facilities

2.5.3 The primary destinations for future residents of the development within the vicinity of the site and local area are listed in **Table 2.1** and presented on **Figure 2**.

Table 2.1: Local Facilities and Services

Journey Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey time (mins)
Leisure	Ashington Community Centre	1,000	12	4
	Red Lion Tavern	1,500	19	6
	Ashington Village Club	1,500	19	6
	Paw Paddock	1,800	21	7
	Sussex Equestrian Centre Ltd	1,800	24	7
Retail	Blades Barbershop	800	10	3

Journey Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey time (mins)
	Co-op Food	1,300	15	5
	Post Office	1,300	15	5
	M & S Simply Food	1,300	15	5
Employment	Sussex Removals	900	11	3
	Hitek Calibration Services	900	11	3
	IA Mackinnon Blue Bird Garage	1,100	13	4
	Monza Sport	1,700	20	6
	Brickyard Farm Employment	1,900	25	7
Education	Chanctonbury Pre-school	500	6	2
	Ashington Church of England School	1,000	12	4
	Ashington Day Nursery	1,000	12	4
Health	Well Adjusted Health	1,200	14	4
	Ashington Pharmacy	1,500	18	6

Key:

	Within 800m - a comfortable walking distance / Within 8km cycling distance
	Within 1,600m - a reasonable walking distance
	1,600km and above - a realistic / maximum walking distance

2.5.4 The site is situated in proximity to various local facilities, particularly leisure, retail and education facilities. In terms of cycling, all of the identified local facilities and services are located within a 10-minute cycle of the site.

2.5.5 The site will connect with the existing footway on the southern side of Rectory Road to ensure there is continuous footway provision between the site and the village.

2.6 Summary

2.6.1 The site is located in a sustainable location with a continuous walking route into the village and bus stops 900m to the east providing connections into Horsham and Worthing, as well as rail stations to provide connections to destinations further afield. There are a number of services and facilities within a reasonable walking distance of the site providing genuine opportunities for future residents to travel sustainably.

SECTION 3 Site Layout and Infrastructure Measures

3.1.1 This section describes the site layout and on-site infrastructure measures which will encourage residents to travel via sustainable modes.

3.2 Site Layout

3.3 The development comprises 74 dwelling in the form of 1–2-bedroom flats, and 2–3-bedroom houses. The site layout is provided in Appendix A, and extract of which is shown in **Image 3.1**.

Image 3.1: Site Layout



Source: ECE Architecture

3.3.1 The internal site layout has been designed with regard to 'WSCC's Local Design Guide Supplementary Guidance for Residential Development Proposals' and the principles of 'Manual for Streets'.

3.3.2 The site access will be in the form of a simple priority junction on Rectory Lane on the northern boundary of the site. The site access arm will comprise a 5.5m wide carriageway with 2m footways on both sides which will tie in with the existing footway on the southern side of Rectory Lane. The existing vegetation will be cut back and maintained to increase the effective width of the footway.

3.4 Infrastructure Measures

3.4.1 As part of the neighbouring development currently being built out by Elivia Homes (*ref: DC/22/0372*), the Section 106 document includes the upgrading of PROW footpath 2607 to facilitate year-round use for pedestrians and cyclists (resurfacing and lighting). This will provide a suitable and accessible route directly to the primary school and community centre, as well as being an alternative off-road route into the village. The development obligation also includes vegetation clearance along Rectory Lane to increase the effective width of the footway.

3.4.2 These improvements delivered by the neighbouring scheme will benefit and improve walking routes into Ashington for future residents of the development. The Applicant is willing to improve this further by introducing a dropped kerb / tactile paving crossing on London Road to improve access to the southbound bus stop. Tactile paving is also proposed at the following junctions:

- Blakiston Close / Rectory Lane Junction
- Rectory Lane / Meiros Way Junction
- The Sands / Rectory Lane Junction
- Rectory Lane / Rectory Close Junction

3.4.3 These improvements are illustrated on **Figure 3** and will provide a continuous, safe walking route for new and existing residents.

3.4.4 As part of the WSCC pre-application response, it was suggested that consideration be given as to whether any improvement of the bus stop infrastructure could be accommodated.

3.4.5 Drawing **ITS200920-GA-005** presents a scheme of improvements to replace the existing bus shelters and seating, as well as provide new cycle stands within the highway verge close to the stops.

3.4.6 Two new uncontrolled pedestrian crossings, with dropped kerbs and tactile paving, are proposed to the north and south of Rectory Lane providing connectivity to each bus stop across London Road.

Car Parking

3.4.7 Car parking at the development takes the form of allocated on-plot parking. A total of 170 parking spaces are to be provided, consistent with the West Sussex Parking Guidance.

Cycle Parking

- 3.4.8 Cycle parking is provided in accordance with WSCC Guidance and will be located in secure, covered locations, e.g. garages or garden sheds.
- 3.4.9 The flats have a dedicated cycle store providing at least one cycle space per property.

Electric Vehicle Charging

- 3.4.10 In accordance with both WSCC Parking Guidance and Building Regulations – Approved Document S, each dwelling will be provided with an active electric vehicle (EV) charging point.

SECTION 4 Soft Measures

4.1 Introduction

4.1.1 This section of the TPS describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share; and
- Information provision.

4.2 Promotion of Walking and Cycling

4.2.1 The development has been designed to facilitate walking and cycling, in particular, for local journeys to key destinations. All dwellings will be provided with cycle parking in line with current local parking standards. Information on the walking and cycling routes and facilities within the development will be made available to new residents through a travel welcome pack and other means described below.

4.2.2 Information on the walking and cycling routes, national awareness events (e.g., Bike Week and Walk to School Week) and facilities within the development will be made available to new residents. This will include the information on the WSCC website which provides maps and guides of local cycle routes and paths and the WSCC cycle journey planning facility which provides information of the fastest or quietest routes.

4.2.3 The health, financial and environmental benefits of sustainable travel will be promoted and within the welcome pack.

4.3 Promotion of Public Transport

4.3.1 Information on the public transport routes, facilities and timetables serving the new development, as well as national events such as Catch the Bus Week, will be made available to new residents through the travel welcome pack. Visitors travelling to the site will also be encouraged to use sustainable modes where appropriate by using the information mentioned above.

4.3.2 The Travel Plan Coordinator will liaise with local public transport providers and, where possible, obtain 'taster tickets' to be distributed to local residents of the development.

4.4 Home Deliveries

- 4.4.1 Supermarket delivery services available within the local area will be promoted through the welcome pack.

4.5 Car Sharing Scheme

- 4.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions and contributes to meeting local air quality targets.
- 4.5.2 Residents will therefore be provided with information about car sharing via the West Sussex car share website ([West Sussex Car Share community - part of the Liftshare network](#)) and the welcome pack will set out how to register, as well as the benefits. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

4.6 Information Provision and Marketing

Welcome Packs

- 4.6.1 The first occupier of each household will be provided with a welcome pack, and sales staff will be briefed on the sustainable travel options adopted by the site. The pack will pull together information on the above listed measures and contain information about the objectives of the TPS, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. Information will be provided via a leaflet.
- 4.6.2 It is proposed that the following items will be included in the Welcome Pack:
- Contact details for the Travel Plan Co-ordinator that residents will be able to contact directly with any queries;
 - Travel Plan mapping leaflets showing locations of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
 - Links / web address details for local cycle routes;
 - Bus and rail maps and timetable information;
 - Information about journey planning services through the West Sussex multi-modal journey planning website;

- Information about car sharing on the West Sussex website; and
- Information about the home delivery services offered by supermarkets in the local area.

Sustainable Travel Voucher

4.6.3 The welcome pack will include a £150 sustainable travel voucher for the first occupier of each dwelling. This voucher can be used for:

- Sason ticket for the local bus services.
- Rail season ticket.
- A contribution towards the purchase of a new bicycle and / or equipment.
- Bikeability training for up to 4 members of the household.
- 12 months free membership to any local car club.

4.6.4 Details of how to claim the voucher will be provided within the welcome pack.

4.7 Summary

4.7.1 A series of soft measures are proposed to promote the use of walking, cycling and public transport and shared car use amongst new residents for local journeys. The proposed measures aim to ensure that the objectives of the plan are met.

4.7.2 A range of information and marketing initiatives will also be put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 5 Management and Implementation

5.1 Travel Plan Management

5.1.1 A Travel Plan Co-ordinator (TPC) will be appointed for the site prior to first occupation. Contact details will be supplied to WSCC upon their appointment.

5.1.2 The role of the TPC will be as follows:

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site;
- To manage the delivery of the measures contained in Section 4 and 5 of the TPS; and
- To market the Travel Plan to encourage interest and involvement of residents.

5.2 Involvement of Residents

5.2.1 The involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with a welcome pack from the sales office upon completion of their purchase.

5.3 Framework for Implementation

5.3.1 The TPC will be appointed in advance of first occupation of the development, in order to commence development of the initial TPS measures in time for the first occupancies. **Table 5.1** provides an initial framework for implementation of the measures set out in Sections 4 and 5 of this TPS.

Table 5.1: Framework for Implementation

Measure		Timescale
Travel Plan Co-Ordinator		Appointed prior to first occupation and retained through the TP period
Information Development and Provision	Production of resident Welcome Packs	Prior to first occupation.
Promote car share schemes through liftshare.com		Within welcome packs
Walking and cycling maps		Within welcome packs
£150 Sustainable Travel Voucher		Within welcome packs
Promote cycle maintenance groups and negotiate discounts with providers		Ongoing

Measure	Timescale
Include good quality walking and cycling connections within the site	To be phased in line with development
Improvement to bus waiting infrastructure	To be phased in line with development
Promote health benefits with walking and cycling	On-going
Public Transport Information	Within welcome packs
Liaise with bus operators to negotiate discounted or incentivised fares for local bus journeys	On-going

5.4 Funding

5.4.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 3 of the TPS;
- The TPC role for the duration of the plan period; and
- The initial implementation of the measures outlined in Sections 3 and 4 and **Table 5.1**.

5.4.2 Going forward, the most likely source of funding for the TPS will be through management charges. The aim will be to take steps to enable the TPS to become self-funding by the time that the development is complete.

5.5 Framework for Handover at End of Developer Involvement

5.5.1 At the end of the five-year Travel Plan period the developer will no longer be responsible for the management of the Travel Plan. However, the TPC will offer residents the opportunity to set up a Travel Plan Working Group and seek to hand over the co-ordination role to this group.

SECTION 6 Monitoring

- 6.1.1 While formal targets and monitoring are not required as part of a Travel Plan Statement, a commitment is provided to undertaking a Resident Travel Audit to understand how people travel to and from the site and what measures may need greater promotion to encourage the uptake of sustainable modes of travel.
- 6.1.2 The first questionnaire survey will be undertaken by the TPC after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then again in years three and five.
- 6.1.3 The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.
- 6.1.4 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.
- 6.1.5 In order to maximise response rates to the survey there is the potential to offer incentives, such as a prize draw entry, encouraging residents to take part.

Remedial Measures

- 6.1.6 In the event that the survey does not get a desired response of 20% or more, an incentive will be introduced, and the survey will be re-distributed to residents after 6 months, following further promotion and incentives for taking part.


6.2 Results

- 6.2.1 The results of these surveys and statistical analysis will form the basis for the ongoing review of the TPS, and to consider alternative measures that could be incorporated within the plan to achieve further success.
- 6.2.2 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions.

SECTION 7 Summary and Conclusions

- 7.1.1 Rocco Homes has appointed i-Transport to provide highways and transport advice to support the planning application for a residential development comprising 74 new homes on land east of Mousdell Close, Ashington.
- 7.1.2 The TPS aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and, in particular, reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 7.1.3 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is to be provided for in line with local standards, and the layout of the site is designed to provide connectivity for pedestrians and cyclists to the local network.
- 7.1.4 A series of 'hard' and 'soft' measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys. The proposed measures aim to ensure that the objectives of this TPS are met. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.
- 7.1.5 A framework for management and implementation of the TPS is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation to oversee the implementation of the proposed measures. A suggested timetable for the implementation of these measures has been identified.
- 7.1.6 The total monitoring programme of the development will be for five years and will be undertaken through Resident Surveys in Years 1, 3 and 5, the outputs of which will inform the ongoing review of the TPS and measures within it.

FIGURES





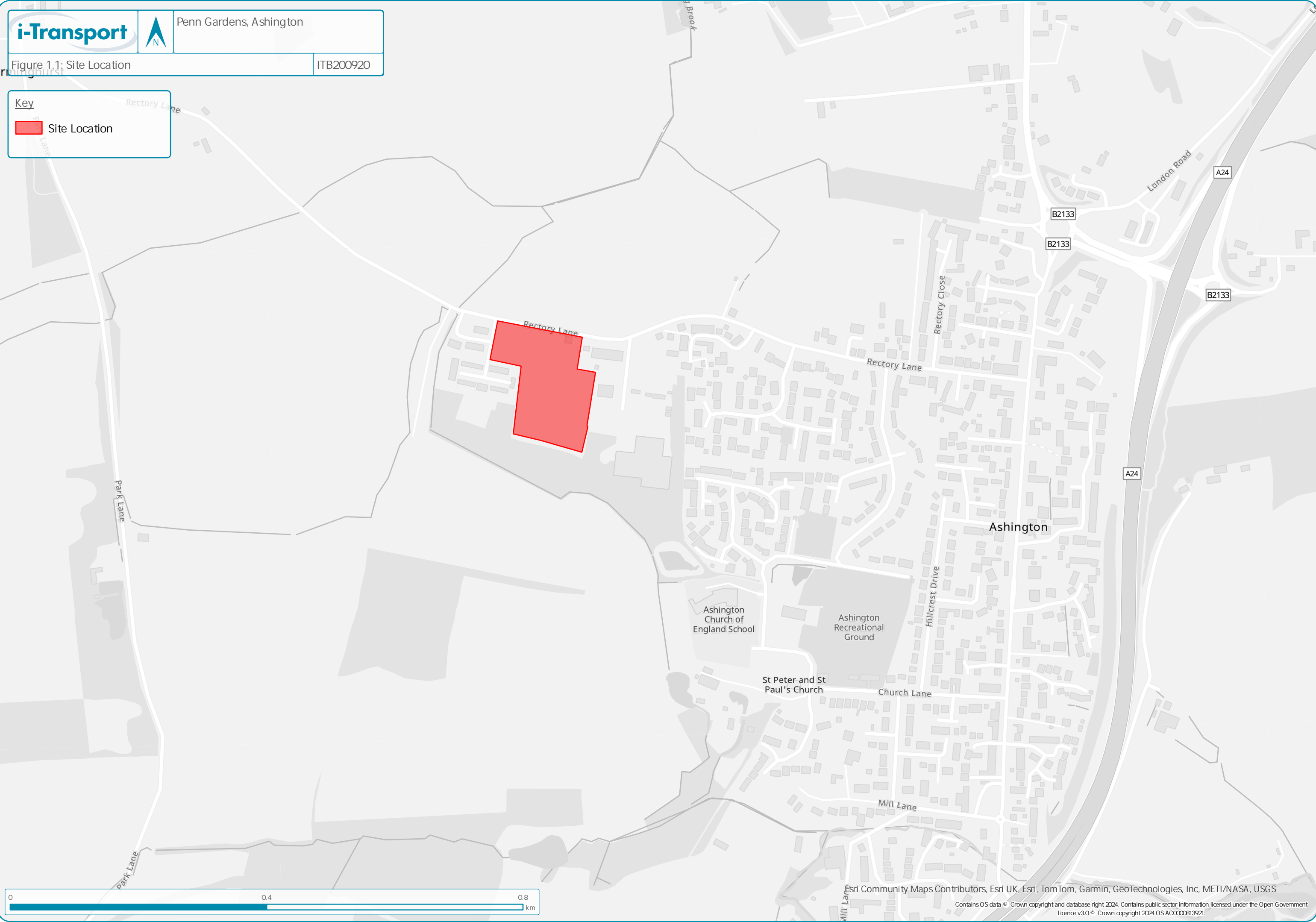
Penn Gardens, Ashington

Figure 1.1: Site Location

ITB200920

Key

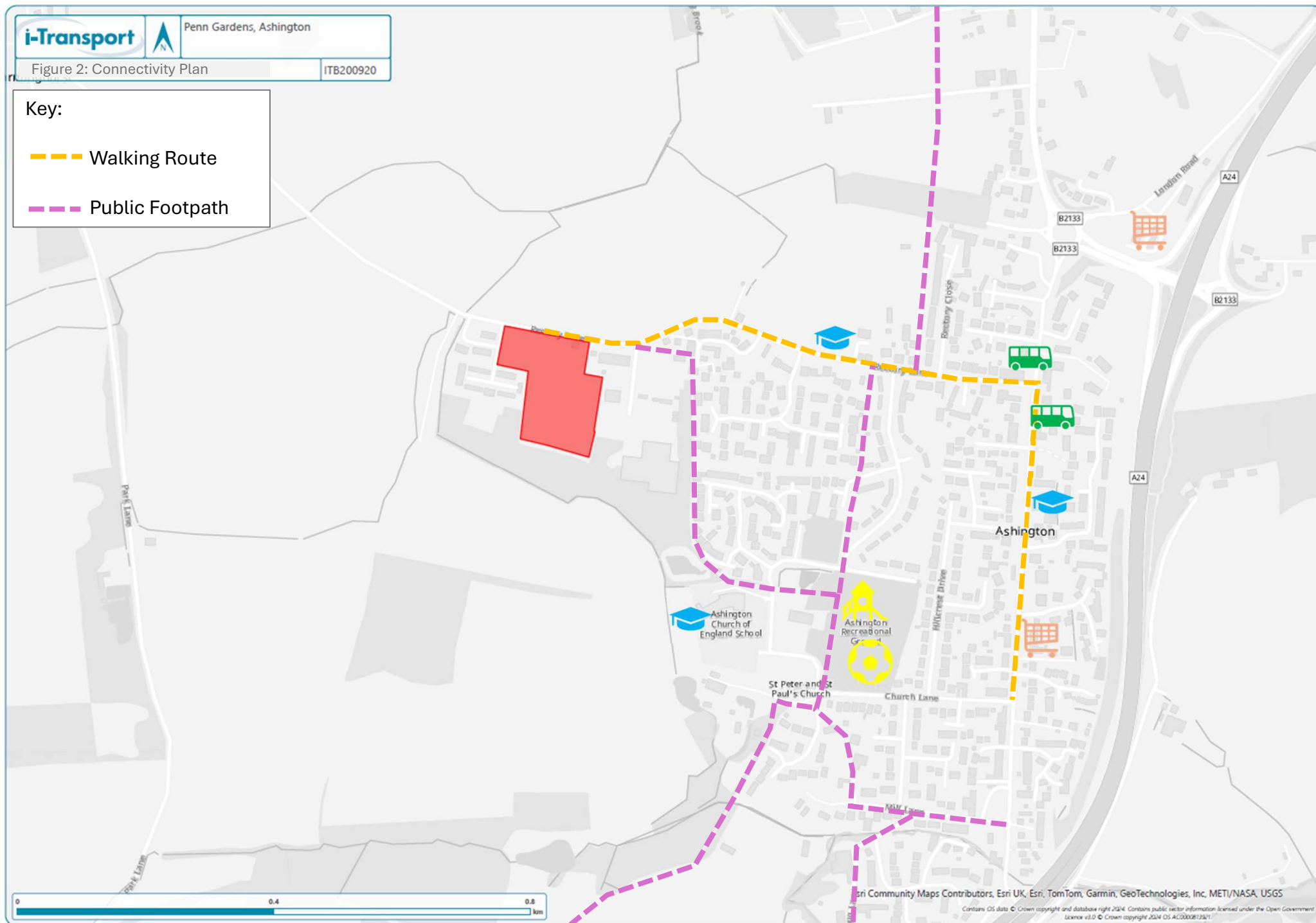
Site Location






Key:

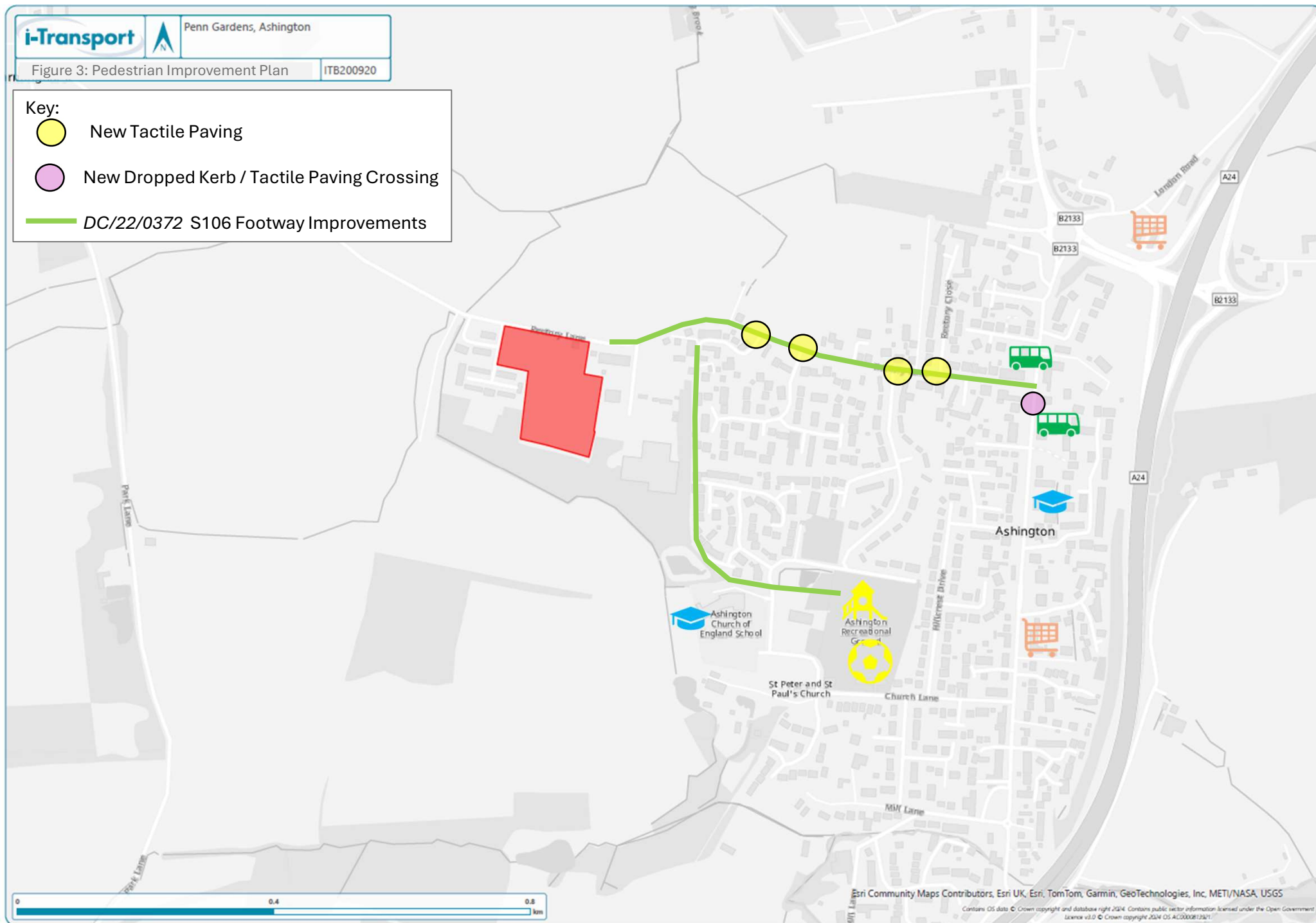
Walking Route

Public Footpath



Key:

-  New Tactile Paving
-  New Dropped Kerb / Tactile Paving Crossing
-  DC/22/0372 S106 Footway Improvements




Drawings



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- KEY:
- HIGHWAY BOUNDARY
 - PROPOSED DROPPED KERB
 - PROPOSED TACTILE PAVING
 - PROPOSED CYCLE STAND

<div><p>Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ www.i-transport.co.uk</p><p>Tel: 03316 300366</p></div>															TITLE PROPOSED BUS STOP AND PEDESTRIAN IMPROVEMENTS										DRAWN: TA		CHECKED: LJ		APPROVED: DS												
REV		DATE		BY		DESCRIPTION					CHK		APD		PROJECT:										CLIENT:										PROJECT No: ITS200920		SCALE @ A2: 1:500		DATE: 28.07.25		
STATUS: FOR INFORMATION										PENN GARDENS, ASHINGTON										ROCCO HOMES										DRAWING No: ITS200920-GA-005										REV: -	

APPENDIX A. Site Layout

Accommodation Schedule

Affordable Dwellings (26no. - 35.1%)				
Affordable Rent				
4no.	1-Bedroom Flats	Up to 2.5 Storeys	Blocks A and B	540sqft
4no.	1-Bedroom Flats - M4(3)	Up to 2.5 Storeys	Blocks A and B	660sqft
8no.	2-Bedroom Flats	Up to 2.5 Storeys	Blocks A and B	660sqft
1no.	3-Bedroom Townhouses	2.5 Storeys	Semi / Terraced	1145sqft
1no.	3-Bedroom Townhouses	2.5 Storeys	Semi / Terraced	1271sqft

Shared Ownership				
1no.	1-Bedroom Flats	2 Storeys	Block C	540sqft
1no.	1-Bedroom Flats	2 Storeys	Block C	592sqft
2no.	2-Bedroom Houses	2 Storeys	Semi-Detached	855sqft
2no.	3-Bedroom Houses	2 Storeys	Semi-Detached	1003sqft
2no.	3-Bedroom Townhouses	2.5 Storeys	Semi / Terraced	1145sqft

Open Market Dwellings (48no. - 64.9%)				
2no.	1-Bedroom Flats	2 Storeys	Block D/E	540sqft
2no.	1-Bedroom Flats	2 Storeys	Block D/E	592sqft
8no.	2-Bedroom Houses	2 Storeys	Semi-Detached	855sqft
13no.	3-Bedroom Houses	2 Storeys	Semi-Detached	1003sqft
8no.	3-Bedroom Houses	2.5 Storeys	Semi-Detached	1145sqft
5no.	4-Bedroom Houses	2 Storeys	Detached	1240sqft
1no.	4-Bedroom Houses	2 Storeys	Detached	1261sqft
2no.	3-Bedroom Houses	2.5 Storeys	Semi-Detached	1271sqft
1no.	4-Bedroom Houses	2 Storeys	Detached	1285sqft
2no.	4-Bedroom Houses	2.5 Storeys	Semi-Detached	1340sqft
2no.	4-Bedroom Houses	2 Storeys	Detached	1425sqft
2no.	4-Bedroom Houses	2 Storeys	Detached	1933sqft

Total; 74 Dwellings [2.19 Ha approx. to Overall Ownership Line - 33.78 Dw/Ha]

Car Parking Generally; 1 space per 1-Bedroom Flat
1.5 spaces per 2-Bedroom Flat
2-3 spaces per 2 and 3-Bedroom House (incl. open car barns)
3 spaces per 4-Bedroom House (incl. garages)
23 visitor spaces (1 per 3.26 dwellings)

A 25.07.25 Updated Site Layout CV KE
Rev Date Revision Details Dr Ch

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Client's Name
Rocco Homes

Job Title
Land East of Penn Gardens, Ashington, West Sussex

Drawing Title
Proposed Site Layout

Scale
1:500 @ A1 / 1:1000 @ A3
metres 10 20 30 40 50

Drawn CV Checked KE Date 16.07.25

Job No 7578 Drawing No PL01 Rev A

Status

APPROVAL

CAD Plot date: 25/07/2025 - 14:22:22 7578-site.dwg



