



Transport Assessment

Land North of Rectory Lane, Ashington, West Sussex

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Charles & Associates

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Contents

Transport Vision	1
1 Introduction	2
1.1 Background	2
1.2 Pre-application engagement	3
1.3 Consented Development Context	3
1.4 Report Structure	5
2 Policy Context	7
2.1 National Policy	7
2.2 Local Policy	9
3 Site Location and Accessibility	15
3.1 Locational Context	15
3.2 Local Amenities	15
3.3 Sustainable Travel Opportunities	19
3.4 Public Transport	31
3.5 Summary	33
4 Baseline Highway Conditions	34
4.1 Local Highway Network	34
4.2 Collision Analysis	35
4.3 Existing Traffic Speed	37
5 Development Proposals	39
5.1 Vision-led Approach	39
5.2 Proposed Scheme	39
5.3 Access Strategy	39
5.4 Parking and Servicing	41
5.5 Sustainable Travel Measures	43
6 Traffic Impact Assessment	44
6.1 Trip Generation	44
6.2 Traffic Distribution and Assignment	44
7 Traffic Impact Assessment	46
7.1 Assessment Scope	46
7.2 Committed Development	46
7.3 Background Growth	47

7.4	Capacity Assessment	48
8	Summary and Conclusions	52
Appendix A	WSCC Pre-app Response	54
Appendix B	WRAT Assessment	55
Appendix C	Collision Data	56
Appendix D	Raw Traffic Survey Data	57
Appendix E	Indicative Framework Masterplan	58
Appendix F	Highways Drawings	59
Appendix G	TRICS Report	60
Appendix H	Traffic Assignment	62
Appendix I	Junction Assessment Outputs	63

Transport Vision

The proposed development on land north of Rectory Lane will represent a sustainable extension to Ashington, which is identified as a medium village in Horsham District, West Sussex.

Walking will be a natural mode choice for residents accessing everyday services and facilities within the village. The development will enhance the existing strong active travel connections between the site and key amenities offering genuine and attractive opportunities to travel by active modes.

Good connectivity to public transport in the form of bus services from London Road will provide residents with access to the wider range of employment, education and general amenities available within the larger surrounding settlements of Horsham, Crawley and Worthing. The development will seek to contribute to the attractiveness of travel by bus through enhancements to passenger waiting facilities.

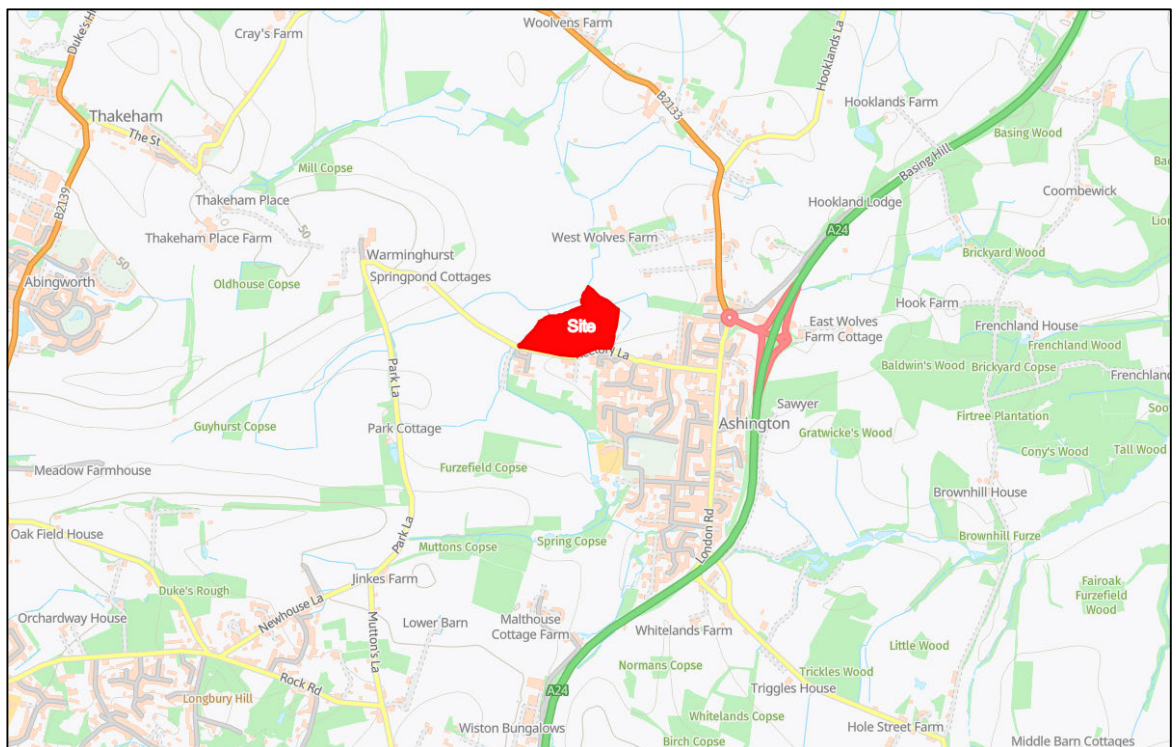
While some residual vehicle trips will inevitably take place, all dwellings within the development will provide electric vehicle chargers to maximise the use of zero-emission vehicles and contribute towards Net Zero.

1 Introduction

1.1 Background

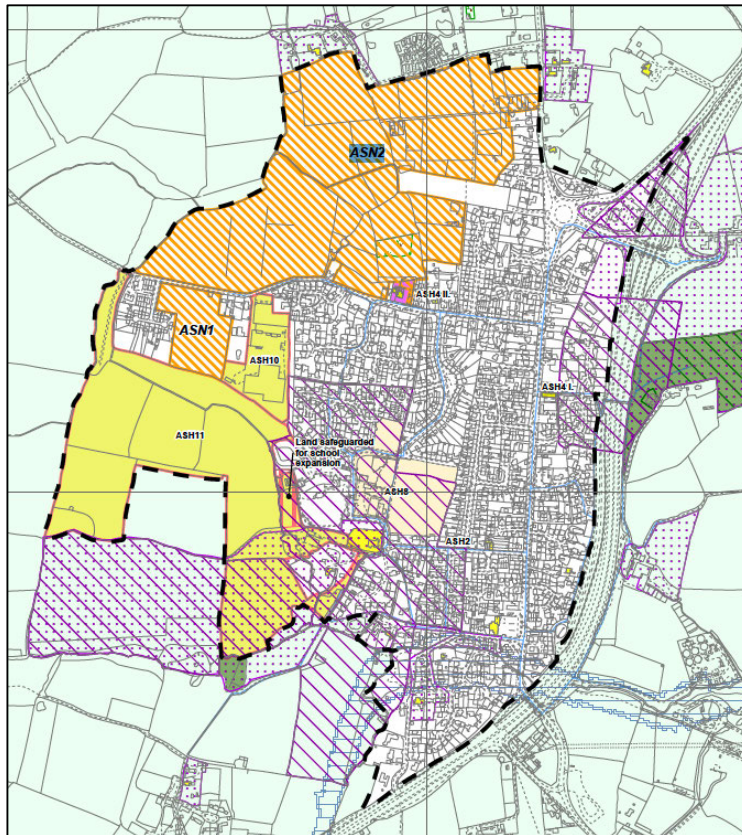
- 1.1.1 Charles & Associates Consulting Engineers Ltd (C&A) have prepared this Transport Assessment (TA) on behalf of Taylor Wimpey Strategic Land, a division of Taylor Wimpey UK LTs (Taylor Wimpey) in relation to an outline planning application for up to 125 dwellings, access, public open space and associated landscaping, drainage and highways infrastructure. All matters are reserved except for access.
- 1.1.2 The Site is located to the north of Rectory Lane in the northwest of the village of Ashington, West Sussex. The Site is currently open fields. The location of the Site is presented in **Figure 1.1** below.

Figure 1.1: Site Location



- 1.1.3 The Local Planning Authority (LPA) is Horsham District Council (HDC) and the local highway authority is West Sussex County Council (WSCC).
- 1.1.4 The Site forms part of the draft allocation identified as ASN2: Ashington Northern Cluster within the emerging HDC Local Plan (**Figure 1.2**). The wider allocation, which is identified under Strategic Policy HA5 – Ashington Housing Allocations, extends to approximately 25 hectares, and is proposed to deliver around 450 dwellings.

Figure 1.2: Emerging Local Plan Draft Allocation ASN2



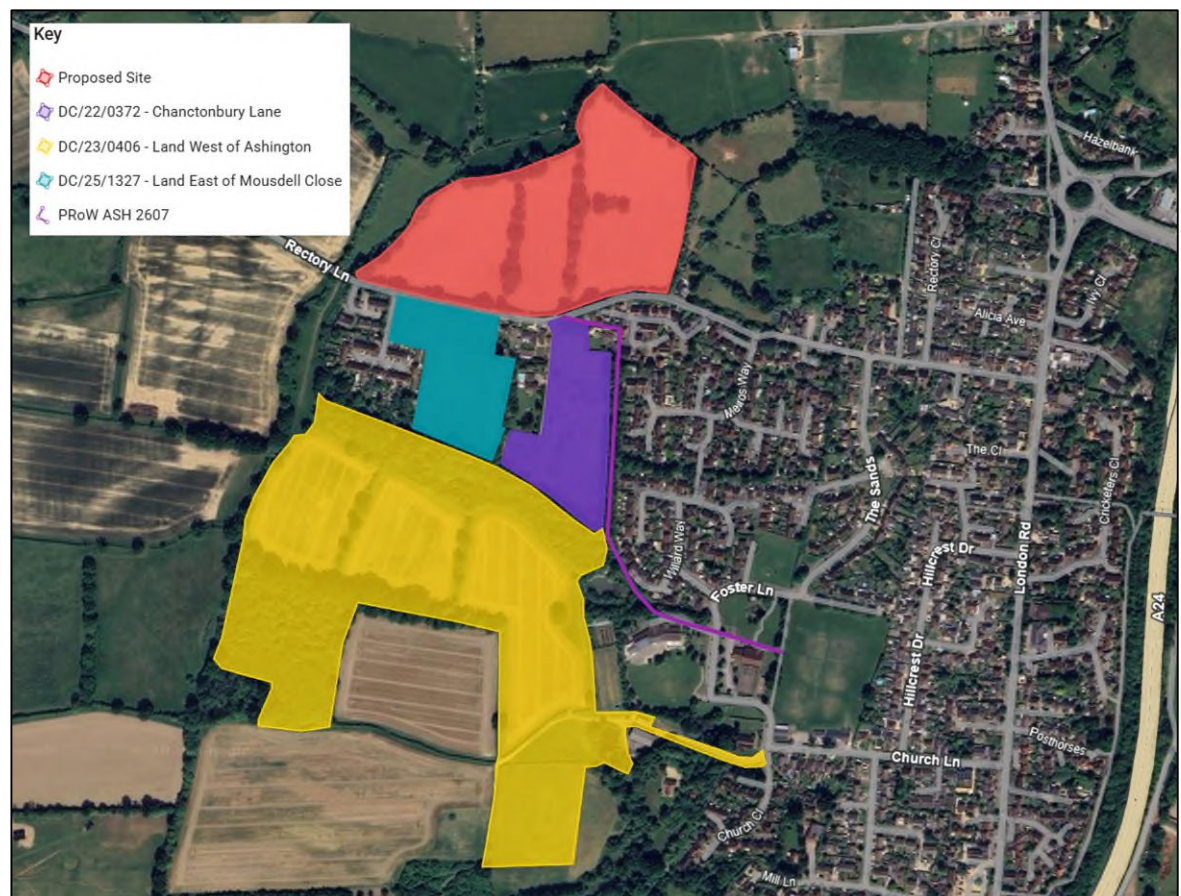
1.2 Pre-application Engagement

- 1.2.1 A Transport Scoping Note (TSN) was submitted to WSCC as part of the pre-application consultation process. A meeting was held on 20th April 2026. The WSCC response is provided in **Appendix A**. This TA incorporates the recommendations arising from that consultation.

1.3 Consented Development Context

- 1.3.1 A review of relevant planning permissions in the vicinity of the Site has identified the following developments, which are shown on **Figure 1.2**. These developments will be incorporated into this TA as 'committed development' sites and factored into the consideration of appropriate sustainable travel improvements and the traffic impact appraisal of the application site.

Figure 1.3: Relevant Planning Permissions



- 1.3.2 All three developments are located to the south of the Site. Two of the developments, Land at Chanctonbury Lane Nurseries and Land East of Mousdell Close, are situated immediately opposite the site on the southern side of Rectory Lane.

DC/22/0372 – Land at Chanctonbury Lane Nurseries

- 1.3.3 This planning application relates to the demolition of existing buildings and the construction of 74 residential dwellings with associated parking, landscaping and supporting infrastructure. Planning permission was granted in September 2023, and the development is currently under construction.
- 1.3.4 As part of the scheme, Public Right of Way (PRoW) ASH 2607 is proposed to be upgraded to bridleway for certain sections and resurfaced. The development obligation also includes vegetation clearance along Rectory Lane to increase the effective width of the footway. The associated Section 106 Agreement requires these works to be completed prior to occupation of 50% of the dwellings.

DC/23/0406 – Land to the west of Ashington C of E Primary School, Park Lane, Ashington.

- 1.3.5 This application proposes the demolition of existing buildings and the redevelopment of the site to provide 152 dwellings, together with an all-weather sports pitch, sports pavilion, allotments and associated access arrangements. The application received a resolution to grant planning permission at HDC Planning Committee in November 2025. The s106 legal agreement is being drafted but has yet to be finalised and formal planning permission granted.

DC/25/1327 – Land east of Mousdell Close, Rectory Lane, Ashington RH20 3GS.

- 1.3.6 This application comprises the erection of 74 dwellings with associated vehicular access, parking and landscaping. The application received a resolution to grant planning permission at HDC Planning Committee on 17th March 2026. The s106 legal agreement is being drafted but has yet to be finalised and formal planning permission granted.
- 1.3.7 As part of the development (DC/25/1327), a package of off-site highway works is proposed to be delivered, comprising the provision of tactile paving at the following junctions along Rectory Lane:
- Blakiston Close / Rectory Lane
 - Meiros Way / Rectory Lane
 - The Sands / Rectory Lane
 - Rectory Close / Rectory Lane
- 1.3.8 The development also includes improvements to the existing ‘Rectory Lane’ bus stops, comprising replacement bus shelters and seating, together with the provision of cycle stands.
- 1.3.9 The Site would form part of a wider pattern of committed residential growth on the western edge of Ashington. In combination with the consented developments identified above, the Site would represent a logical and well-contained extension to the existing settlement, integrating with development that is either under construction or recently approved. Collectively, these schemes would create a coherent and sustainable expansion of the village in a location with convenient access to local amenities.

1.4 Report Structure

- 1.4.1 This TA is structured as follows:
- **Chapter 2** outlines the context of national and local policy;
 - **Chapter 3** details the existing transport conditions including local amenities, active travel and public transport provision;

- **Chapter 4** outlines the existing highway conditions surrounding the site, including traffic counts and collision analysis;
- **Chapter 5** outlines the characteristics of the proposed development;
- **Chapter 6** describes the transport impact of the proposed development;
- **Chapter 7** details the traffic impact assessment of the proposed development; and
- **Chapter 8** concludes and summarises the findings of TA.

2 Policy Context

2.1 National Policy

National Planning Policy Framework, December 2024 (revised February 2025) (NPPF)

- 2.1.2 The NPPF, recognises the need to pursue sustainable development in a constructive way. This is summarised in paragraph 9 of NPPF which states *“Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”*
- 2.1.3 In paragraph 109, the NPPF indicates that *“Transport issues should be considered from the earliest stages of plan-making and development proposals”*.
- 2.1.4 Paragraph 110 indicates how the active management of growth patterns is advocated as it can *“help to reduce congestion and emissions and improve air quality and public health”* whilst emphasising that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 2.1.5 Paragraph 111 (d) recommends that planning policies *“provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”*.
- 2.1.6 In terms of assessing development impacts, NPPF paragraph 115 states *“...it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.1.7 Furthermore, NPPF paragraph 116 states: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.”*

2.1.8 Paragraph 117 requires that applications for development should:

- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality transport, with layouts that maximise the catchment area for bus and other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.1.9 Finally, paragraph 118 of the NPPF addresses the requirement that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

2.1.10 It is clear that the most recent updates to the NPPF invite and encourage development to adopt vision-led approaches, including the assessment of ‘reasonable’ scenarios, whereby a clear focus on sustainable accessibility is identified from the outset.

2.1.11 The proposed development and the supporting transport infrastructure incorporated within the proposal is fully in accordance with the key policies in the NPPF that have been set out above, as will be demonstrated within this TA.

National Planning Practice Guidance (NPPG), March 2014

2.1.12 The web-based National Planning Practice Guidance (NPPG) replaced DfT’s Guidance on Transport Assessment on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

2.2 Local Policy

West Sussex Transport Plan 4 (2022 to 2036)

2.2.2 The West Sussex Transport Plan (WSTP) was adopted in April 2022 and is the County Council's main policy on transport, supporting the delivery of the Council Plan.

2.2.3 The transport strategy for Horsham (excluding the South Downs National Park (SDNP)) seeks to support planned growth through a balanced approach to network management and sustainable travel. It identifies measures across three time periods:

- Short term – In the short term the strategy emphasises optimising the existing highway network through bus priority at signal-controlled junctions and targeted improvements along the A24 and A264 to maintain traffic flow and reduce rat-running. This would be supported by early delivery of active travel measures, mobility hubs, and electric vehicle charging infrastructure.
- Medium term – In the medium term the strategy prioritises more substantial interventions including A24 junction improvements, enhanced bus priority, an integrated transport solution for the A264 corridor, and delivery of the Crawley Western Link Road as a multi-modal scheme supporting public transport and active travel.
- Long term – In the long term the transport strategy focuses on further strategic improvements, particularly along the A264 corridor. Across all phases, the strategy prioritises walking, cycling and public transport, while facilitating the transition to low-emission vehicles and ensuring the highway network continues to operate effectively.

West Sussex Active Travel Strategy 2024 to 2036

2.2.4 The West Sussex Active Travel Strategy sets out the Council's aim and objectives for Walking and Cycling in the County. The document sets out the County Council's vision for active travel and outlines their approach to identifying, prioritising and delivering walking, wheeling and cycling improvements. The vision states:

"Our network will be characterised by high-quality active travel infrastructure, focused on connecting people with places and activities via safe, direct, attractive, and coherent routes. People across the county will be informed and aware of their options for walking and cycling locally. Active travel will be increasingly commonplace for everyday journeys, delivering greater economic prosperity, improved quality of life for all those who live and work within the county, and supporting our pathway to net zero carbon."

2.2.5 The strategy acknowledges the need to balance the needs of different transport modes across the network and makes reference to the West Sussex Transport Plan and its relevant Objectives to active travel (Objectives 11 & 17 as set out above).

2.2.6 In order to achieve this vision, the Strategy sets out four aims:

Aim 1: Support the decarbonisation of our transport network

Aim 2: Reduce the need to travel by motorised vehicles

Aim 3: Boost physical and mental health and wellbeing across the county

Aim 4: Support future economic prosperity and vibrant local communities.

2.2.7 The Strategy recognises the important roles walking and cycling has on everyday life and by supporting these modes of travel there are wide ranging benefits, including:

- Supporting the pathway to net zero
- Improving network performance and sustainable accessibility
- Contributing to our economic growth and prosperity
- Supporting public health and wellbeing
- Embracing new models of mobility.

Horsham District Planning Framework 2015

2.2.8 The current Horsham District Planning Framework (HDPF), adopted in November 2015, covers the period to 2031 and identifies six priority themes for the Council:

- Economic Development: Plan for a successful local economy with high levels of employment
- Efficiency and Taxation: Delivering excellent value and high performance
- Arts, Heritage and Leisure: Build an arts, leisure and culture reputation that also supports our economy
- Living, Working Communities: Working together to support the life of local communities
- Environment: A better environment for today and tomorrow
- Safer and Healthier: Improving health and well being

2.2.9 Policy 3 strategic policy, Development Hierarchy states that Ashington is a 'Medium Village' where the characteristics and function are described as:

"These settlements have a moderate level of services and facilities and community networks, together with some access to public transport. These settlements provide some day needs for residents but rely on small market towns and larger settlements to meet a number of their requirements."

2.2.10 Policy 40 sets out the Council's approach to sustainable transport:

"There is a commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- 2. Maintains and improves the existing transport system (road, rail, cycle).*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
- 5. Is located in areas where there are or will be a choice in the modes of transport available.*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.*
- 9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods.*
- 10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."*

2.2.11 Policy 41 Parking states:

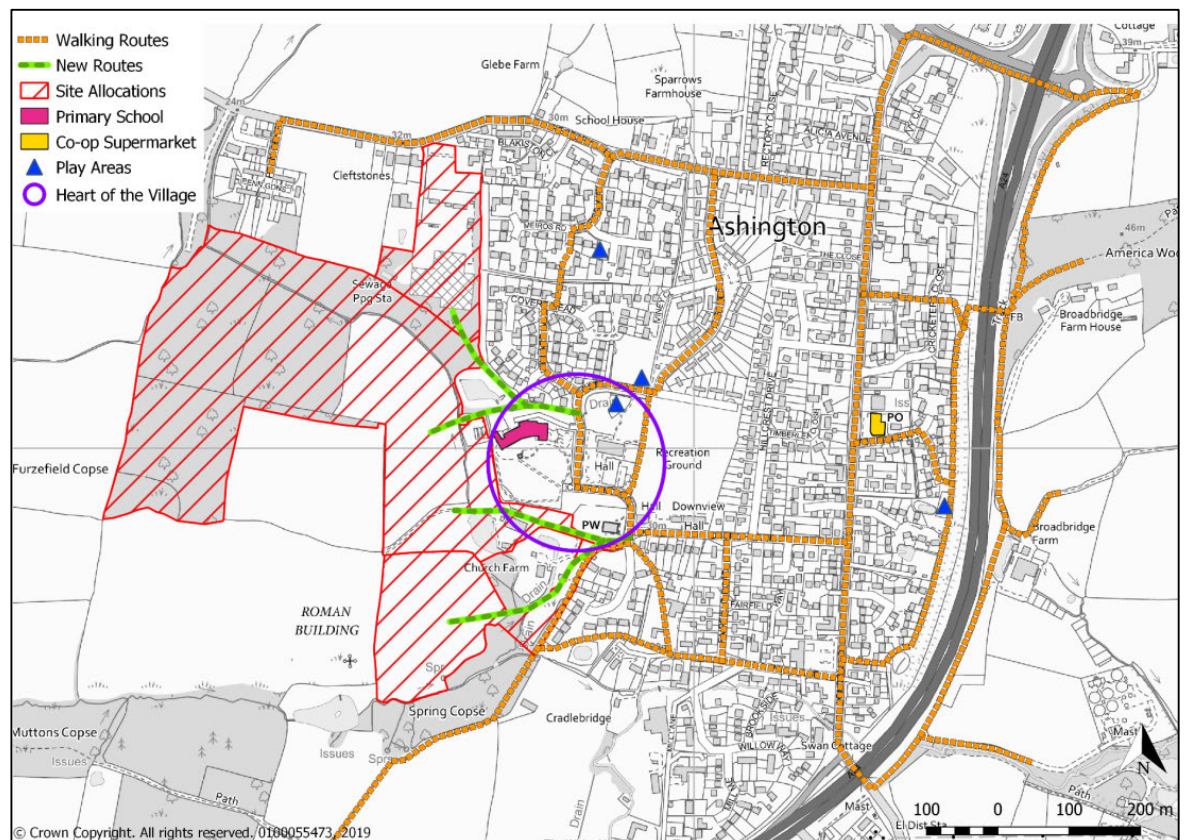
"Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the need of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired".

Ashington Neighbourhood Plan (ANP) 2019 – 2031 (June 2021)

- 2.2.12 The Ashington Neighbourhood Plan (ANP) was made on 23 June 2021 and forms part of the statutory development plan alongside the Horsham District Planning Framework (HDPF). The ANP seeks to support the delivery of improved services, community facilities and transport infrastructure within the parish.
- 2.2.13 The key objectives of the ANP, identified through engagement with the local community, are:
- Transport and movement;
 - Environment;
 - Community and economy; and
 - Housing needs.
- 2.2.14 Chapter 5 of the ANP relates to transport and movement. A key objective of the chapter is to:
- Reduce reliance on private car by enhancing sustainable transport options, particularly walking and community buses.
 - To improve parking for cars in order to improve safety for pedestrians and cyclists.
- 2.2.15 Paragraph 5.2 states that *“The local environment for pedestrians in Ashington village needs improvement in order to encourage more local trips to be made on foot. Such improvements will have a range of benefits including:*
- *providing a genuine alternative to the private car as a means of accessing shops and community facilities;*
 - *providing health benefits through increased walking and reduced air pollution from vehicles;*
 - *reducing climate change impacts caused by traffic congestion;*
 - *facilitating less congestion at busy times by encouraging children walking to and from school and shops rather than 'jumping in the car' for a short journey;*
 - *providing a safer environment for the community of Ashington, including for vulnerable users.”*
- 2.2.16 Paragraph 5.3 mentions *“Access on foot into the proposed new ‘heart of the village’ where many community facilities will be clustered and to the existing shops requires improvement to existing walkways as well as the provision of some new walkways and pedestrian crossing points in order to encourage increases in usage.”*

2.2.17 Paragraph 5.4 identifies a number of Walkway Routes, shown on Figure 5.1 of the ANP (**Figure 2.1** below), which provide important pedestrian links to community facilities and services within the village. The ANP highlights the importance of improving these Walkway Routes and ensuring that access to them is provided from new residential developments. This reflects the overarching objective of creating a more walkable village and encouraging local journeys to be undertaken on foot.

Figure 2.1: Walkway Routes (Figure 5.1 of ANP)



2.2.18 Furthermore, *Policy ASH2 seeks to promote 'Walking in Ashington'*

- *New development in Ashington is expected to maximise the potential for sustainable movement. Support will be given to improving appropriate sustainable accessibility for walkers, cyclists and horse riders.*
- *To ensure that residents can walk safely to Ashington Primary School, the Ashington Community Cluster ('the heart of the village'), shops and other important facilities serving Ashington village, all new developments should ensure safe pedestrian access to link up with existing footways that, in turn, directly serve the Walkway Routes shown on the Policies Map.*

- *Proposals to enhance the identified Walkway Routes will be encouraged. Where these are public rights of way (PROWs), their upgrading to highway network standard so they are capable of year-round use, accompanied by non-intrusive lighting, will be supported.*
- *Development will be expected to not have an unacceptable impact on Walkway Routes and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access. In particular this should focus on design solutions to reduce vehicular parking where this is likely to obstruct pedestrian access by all users.*
- *Sustainable development which creates or facilitates new linkages between PROWs and bridleways, including across the A24, will be supported.*

2.2.19 Overall, Policy ASH2 places significant emphasis on creating a more walkable village through the provision of safe, direct and attractive pedestrian routes to key destinations. The policy seeks to improve the quality of walking infrastructure, enhance connectivity to local facilities and reduce reliance on private car travel, particularly for short local journeys.

2.2.20 *Policy ASH 3: Parking Provision focuses on:*

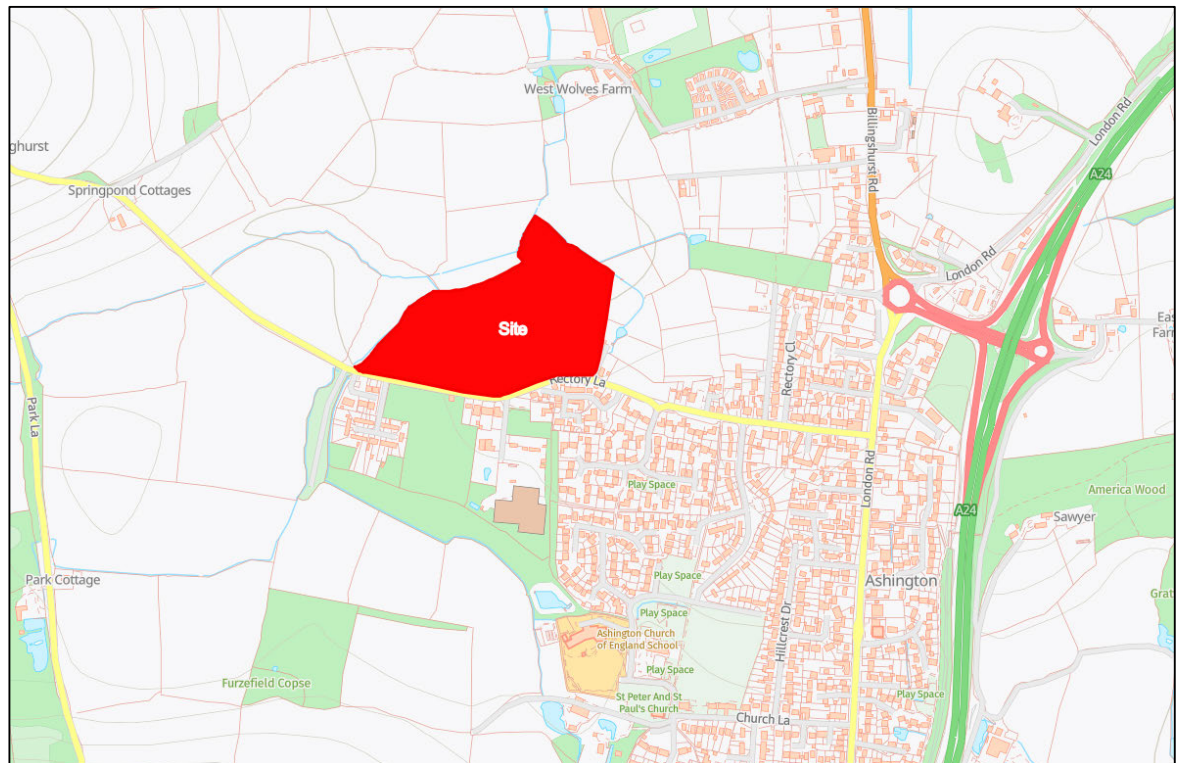
- *Development proposals that generate an increased need for vehicle parking must provide suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists.*
- *For all new residential developments, the maximum number of car parking spaces to be provided will be in accordance with the West Sussex Residential Parking Demand Calculator, unless it can be satisfactorily demonstrated that an alternative approach to provision would be appropriate on a specific site.*
- *If off-street provision is demonstrated to be unfeasible, on-street parking provision will be permitted where it does not have an unacceptable impact on highway safety. In such circumstances, proposals are expected to minimise the visual impact of parking and be laid out so that obstruction of the road and footways is minimised.*

3 Site Location and Accessibility

3.1 Locational Context

- 3.1.1 The Site is located to the north of Rectory Lane, on the northwestern edge of Ashington, as shown in **Figure 3.1** below.

Figure 3.1: Site Location



- 3.1.2 The Site abuts the urban edge of Ashington and is well contained by trees and hedges. It is bounded by hedgerows and trees on Rectory Lane to the south, and on its eastern boundary. The western and northern boundary is also bounded by hedgerows, trees and a ditch network including a tributary of the Lancing Brook.

3.2 Local Amenities

- 3.2.1 The Site is located within 1km of local amenities within Ashington village. The Horsham District Planning Framework (2015) identifies Ashington as a 'Medium Village', characterised by a moderate level of services, facilities and community networks, together with some access to public transport. Whilst the settlement is capable of meeting a number of day-to-day needs for residents, it also relies on nearby market towns and larger settlements to meet a wider range of requirements.

3.2.2 Existing amenities include convenience store, pub, and takeaway. Also, within the surrounding area are Ashington community centre, Ashington football club, Ashington village club, nursery schools and a primary school.

3.2.3 A map of local amenities is shown in **Figure 3.2** and summarised in **Table 3.1**.

Figure 3.2: Local Amenities Map

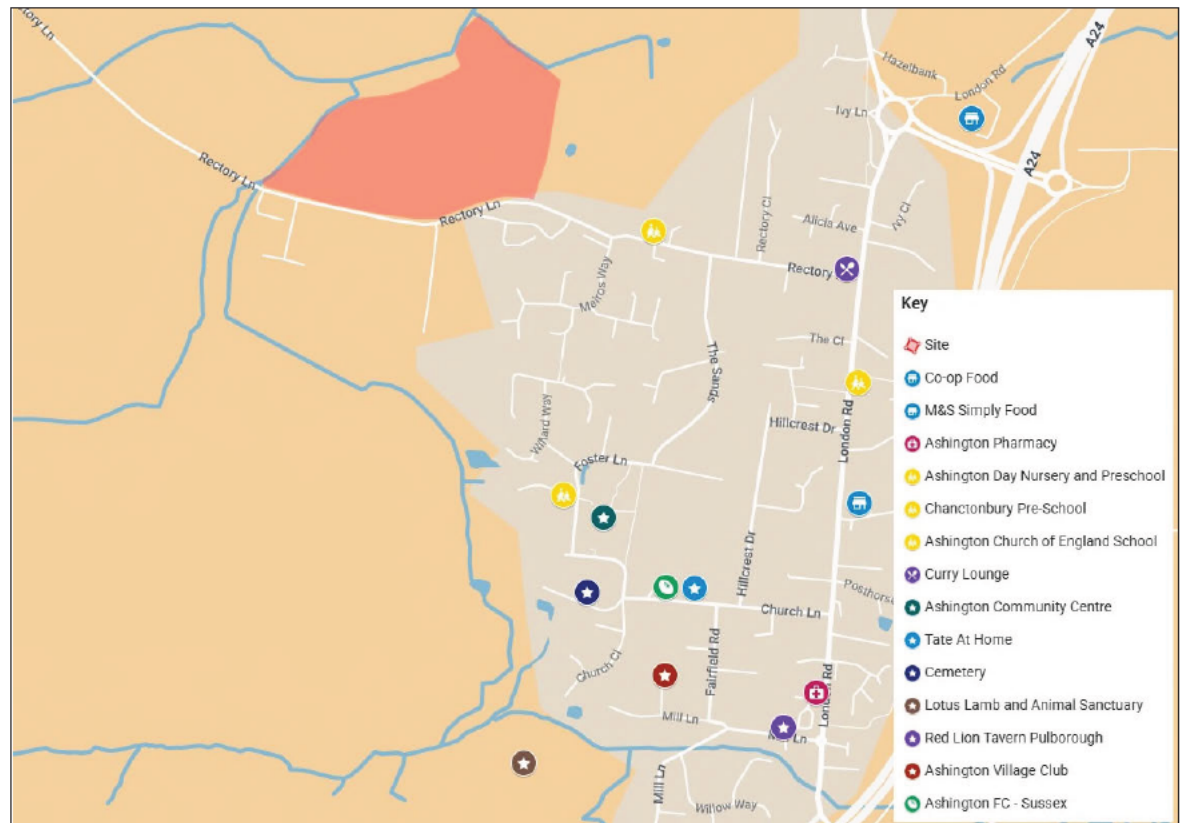


Table 3.1: Local Amenities Summary

Amenities	Description	Approx. Distance	Walking Time	Cycling Time
Retail	Co-op Food	900m	13 mins	3 mins
	M&S Simply Food	1.0km	14 mins	4 mins
Health	Ashington Pharmacy	1.2km	16 mins	4 mins
Education	Ashington Day Nursery and Preschool	700m	10 mins	3 mins
	Chanctonbury pre-school	230m	3 mins	1 min
	Ashington Church of England School	650m	9 mins	2 mins
Others	Curry Lounge	550m	8 mins	2 mins
	Ashington Community Centre	700m	9 mins	2 mins
	Tate at Home	1.0km	3 mins	3 mins

Amenities	Description	Approx. Distance	Walking Time	Cycling Time
	Cemetery	1.0km	12 mins	3 mins
	Ashington Village Club	1.3km	17 mins	4 mins
	Red Lion Country Pub	1.2km	17 mins	4 mins
	Ashington FC	950m	13 mins	3 mins

- 3.2.4 In addition to the facilities available within Ashington village, Storrington provides a wider range of services and amenities, including Waitrose, Tesco Express, pharmacies, GP surgeries, and Steyning Grammar School. As such, Storrington complements the services available within Ashington and provides future residents with access to a broader range of day-to-day services, education and leisure opportunities.

DfT Connectivity Tool

- 3.2.5 The DfT Connectivity Tool¹, which gives site's locations a 'connectivity score' from 0-100, indicates that the Site has a connectivity score of 36 as shown in **Figure 3.3** below (where 100 represents location with the highest connectivity, typically in Central London). Within Horsham District, the Site is within band B (**Figure 3.4**) and is therefore within its 20% most connected places.

¹ [DfT Connectivity Tool](#)

Figure 3.3: Connectivity Tool Score

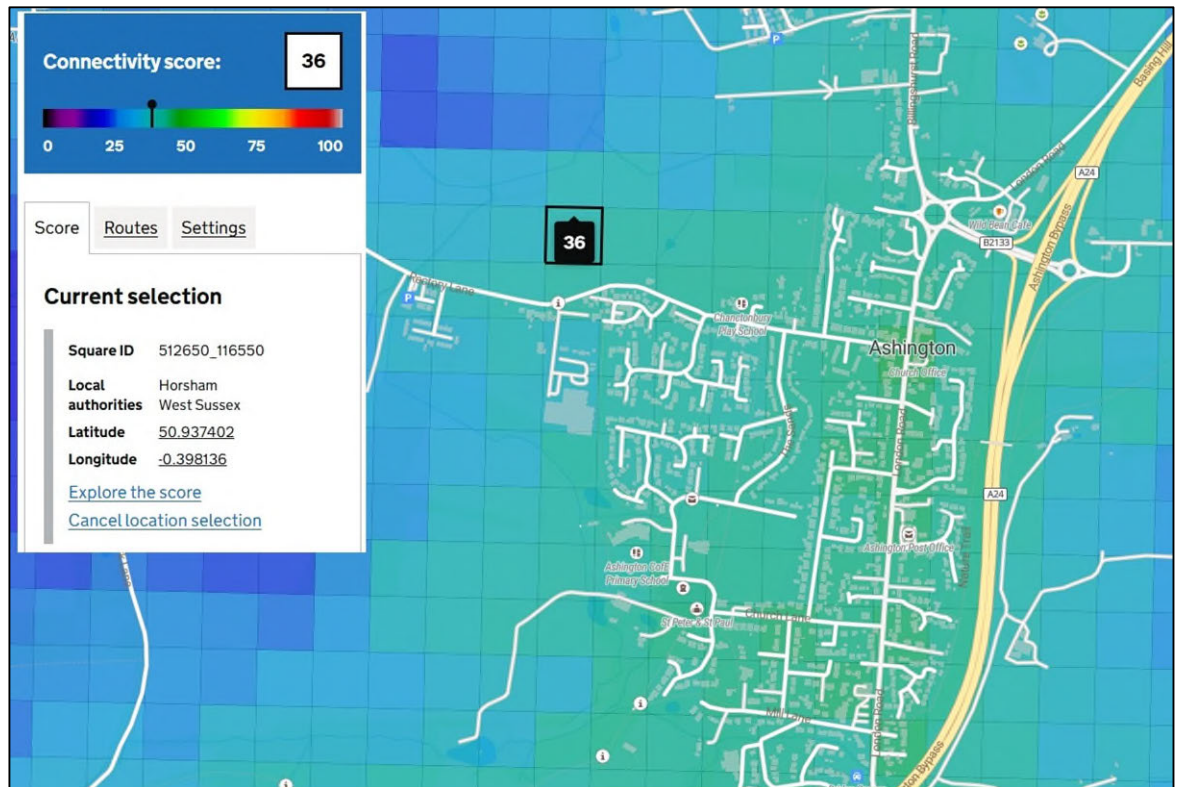
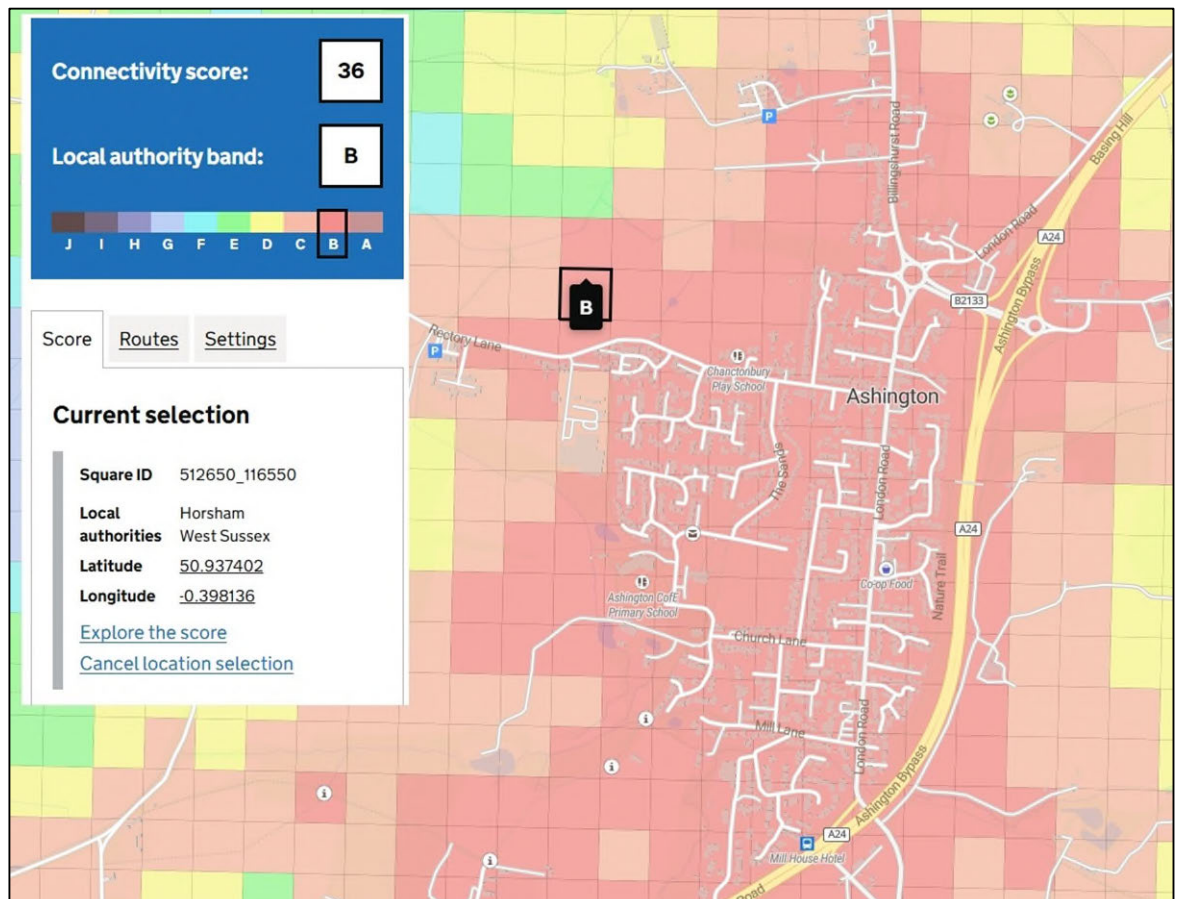


Figure 3.4: Connectivity Tool - Horsham District Band

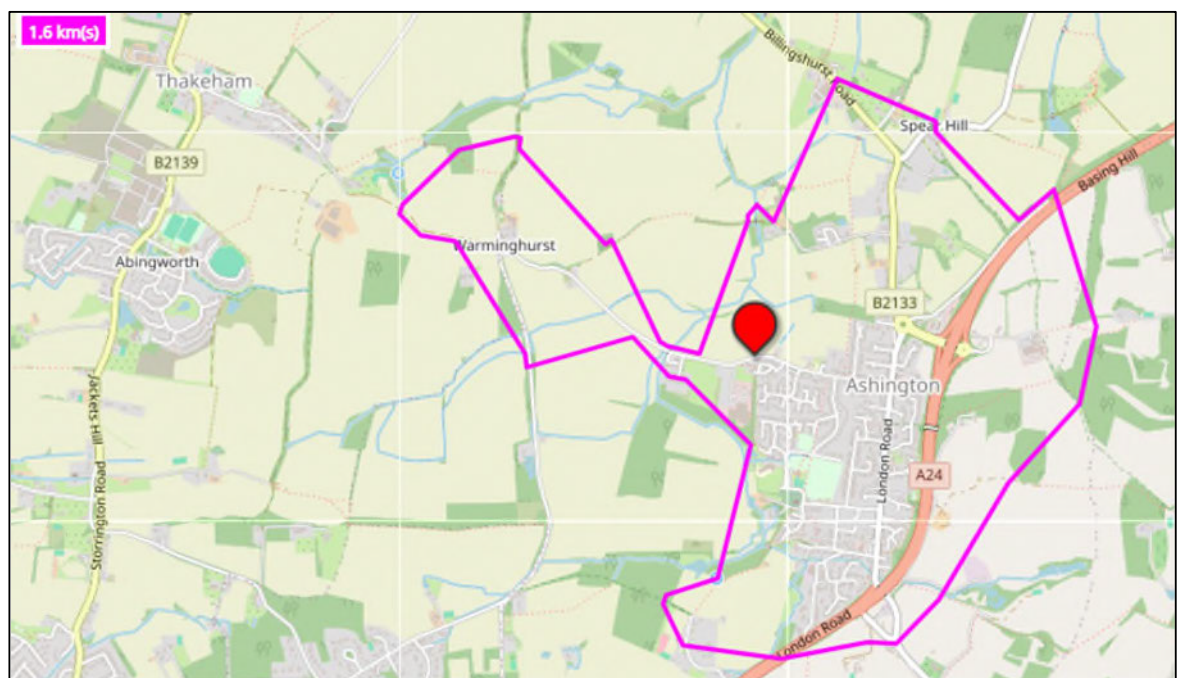


3.3 Sustainable Travel Opportunities

Active Travel

- 3.3.2 Walking is the most important mode of transport for local trips. The Chartered Institution of Highways and Transportation (CIHT) Planning for Walking guidance reports that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. Cycling can provide a realistic alternative for local car journeys, particularly for trips up to 5km.
- 3.3.3 **Figure 3.5** shows a 1.6km walking isochrone from the proposed site access. The isochrone covers most of Ashington village and demonstrates that local amenities within the village are accessible by active modes of travel, such as walking, wheeling, and cycling.

Figure 3.5: 1.6km Walking Isochrone



- 3.3.4 Footways are present along Rectory Lane (**Figure 3.6**). To the west of the junction with Meiros Way, footways are present on the southern side only, while to the east of the junction, footways are provided on both sides. Street lighting is present along Rectory Lane east of its junction with Blakiston Close.
- 3.3.5 The Site will connect to the existing footway along Rectory Lane to ensure continuous footway provision between the site and Ashington village.

Figure 3.6: Footways Along Rectory Lane (Looking East at Blakiston Cl)



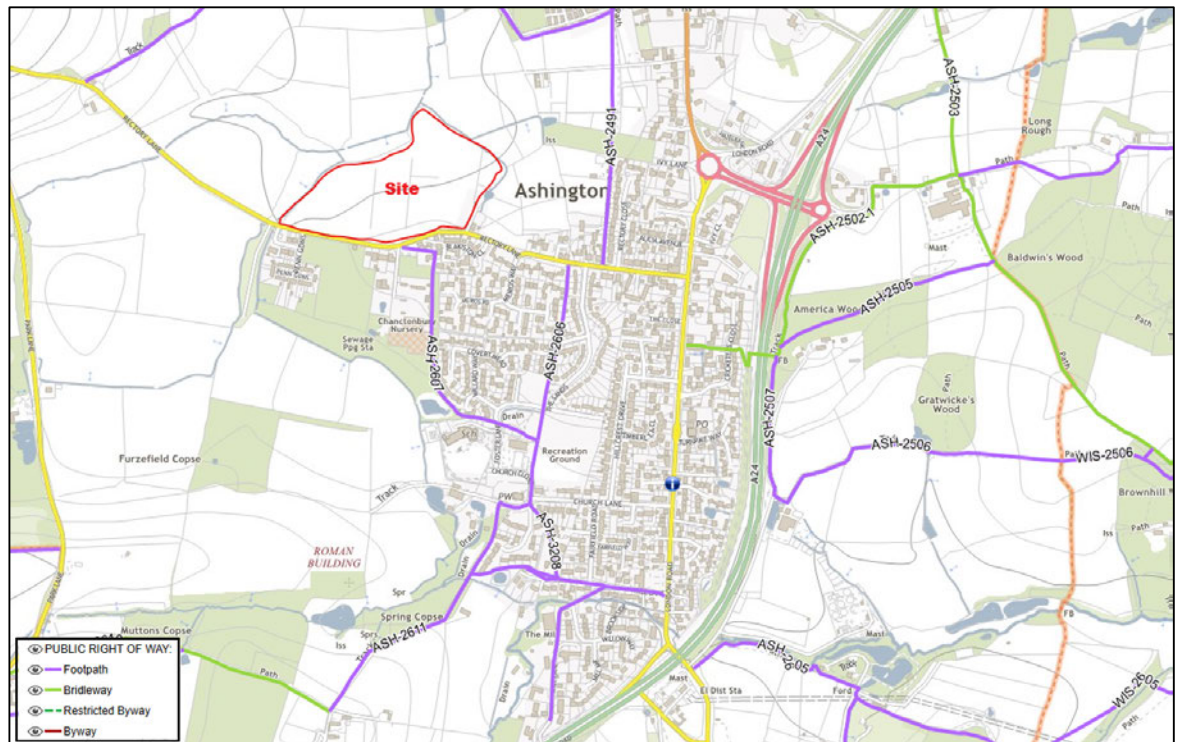
- 3.3.6 Footways are also present on both sides of the Rectory Lane east of Chanctonbury Pre-school (**Figure 3.7**).

Figure 3.7: Footways Along Rectory Lane (Looking West at Windmill Close)



- 3.3.7 Public Rights of Way (PRoW) within the vicinity of the site are shown in **Figure 3.8**.

Figure 3.8: PRow Network



3.3.8 As shown, there are numerous PRowS surrounding the Site, providing alternative and complimentary walking opportunities into Ashington village to access local amenities. PRow ASH-2607 and ASH-2606 provide connections southwards from Rectory Lane towards Ashington village.

3.3.9 PRow ASH-2607 is proposed to be upgraded and resurfaced as part of the neighbouring Chanctonbury Nurseries development (ref. DC/22/0372), which was granted planning permission in September 2023. The associated Section 106 Agreement states that the PRow works must be completed prior to occupation of 50% of the dwellings.

Walking and Cycling Audit

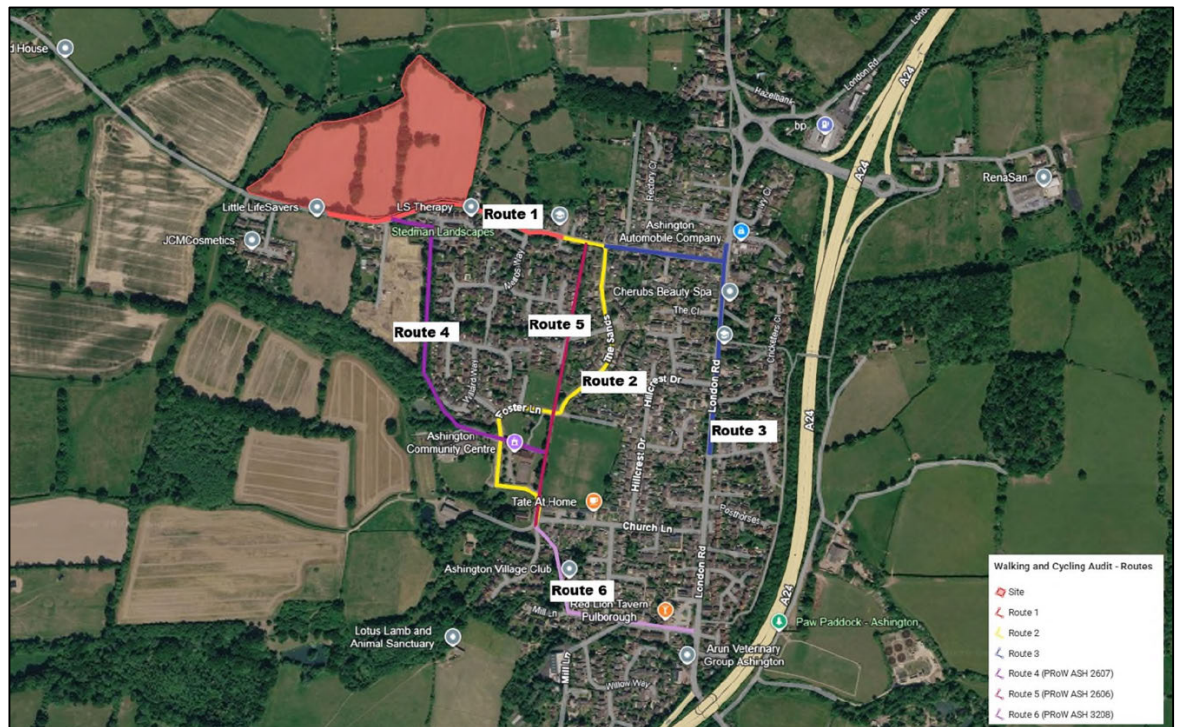
3.3.10 Potential routes for accessing Ashington village by active travel modes (walking and cycling) were identified. These routes include walking and cycling links to key local destinations identified in **Section 3.2** of this report. The Department for Transport's (DfT) Walking Route Audit Tool (WRAT) has been used to assess the condition and suitability of the selected routes against the criteria below, and the overall quality of the routes is analysed in the following section.

- Attractiveness
- Comfort
- Directness

- Safety
- Coherence

3.3.11 The audited routes are shown in **Figure 3.9** below, and the detailed WRAT assessment sheets are provided in **Appendix B**.

Figure 3.9: Walking and Cycling Audit Routes



Route 1 – Site access to Chanctonbury Pre-school via Rectory Lane

- 3.3.12 Route 1 runs from the proposed site accesses on Rectory Lane and continues eastbound along Rectory Lane. The route is approximately 290m in length, equating to around a 4-minute walk or a 1-minute cycle.
- 3.3.13 Footways are present along the southern side of Rectory Lane close to its junction with Meiros Way (**Figure 3.10** and **Figure 3.11**).

Figure 3.10: Footway along Rectory Lane West of Meiros Way



Figure 3.11: Footway along Rectory Lane East of Meiros Way



- 3.3.14 Footways are present on both sides of Rectory Lane east of the Chanctonbury Pre-School.

Route 2 – Rectory Lane to Community Centre & Primary School via The Sands.

- 3.3.15 This route continues from Route 1 and turns right from Rectory Lane into The Sands. Including Route 1, this route is approximately 900m in length, equating to around a 10-minute walk or a 2-minute cycle.
- 3.3.16 The route then continues southbound along The Sands until it reaches its junction with Foster Lane, from where it runs westwards to Ashington Church of England School and the Community Centre. At the junction with Foster Lane, this route also connects to a short section of PRoW ASH-2606 along Foster Lane, providing access to Ashington Parish Church. Footways are present on both sides of The Sands (**Figure 3.12**) and Foster Lane.

Figure 3.12: Footways along The Sands



- 3.3.17 Dropped kerbs and tactile paving are present at the junction of The Sands and Foster Lane (Figure 3.13) and at the Foster Lane/Primary School access (Figure 3.14).

Figure 3.13: Crossing Facility on PRoW (ASH 2606) over Foster Lane



Figure 3.14: Crossing Facility to Primary School



Route 3 – Rectory Lane to London Road, Co-op, Ashington Day Nursery and Pre-school

- 3.3.18 The route continues from Route 1 along Rectory Lane and turns left to reach the northbound 'Rectory Lane' bus stop, and right onto London Road to reach the southbound bus stop. Including Route 1, this route is approximately 900m in length, equating to a 13-minute walk or a 3-minute cycle to reach the Co-op, the furthest destination along this route.
- 3.3.19 The bus stops are approximately 600m away, equating to an 8-minute walk or a 3-minute cycle, and Ashington Day Nursery and Pre-school is around 700m away, equating to a 10-minute walk or a 3-minute cycle.
- 3.3.20 Currently, while dropped kerbs are present, there is no tactile paving at the Rectory Lane junctions with Blakiston Close, Meiros Way, The Sands and Rectory Close. The neighbouring development (DC/25/1327), which received a resolution to grant planning permission in March 2026 (subject to the s106 legal agreement being completed), includes the provision of dropped kerbs and tactile paving at these junctions.

Figure 3.15: Dropped Kerb at Rectory Lane/ Meiros Way junction



- 3.3.21 Tactile paving and dropped kerbs are present at the Rectory Lane/London Road junction (**Figure 3.16**), allowing active travel users to access both the northbound and southbound 'Rectory Lane' bus stops.

Figure 3.16: Tactile Paving and Dropped kerb at Rectory Lane/London Road junction



- 3.3.22 Further south along London Road, footways are provided on both sides and are well separated from the carriageway, particularly on the western side (**Figure 3.17**).