

Bellway Homes Ltd (Strategic Land)

Framework Travel Plan

Former Thakeham Mushroom Site

Reference: V3

Issue | 13 February 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

1.1 Background

This Framework Travel Plan (“FTP”) has been prepared by Ove Arup & Partners Limited (“Arup”) on behalf of Bellway Homes Ltd (Strategic Land) (the “Applicant”), in relation to the proposed development at the Former Thakeham Mushroom Site in Thakeham (RH20 3EQ) (the “Site”).

1.2 Site location

The location of the Site in relation to its wider surroundings is shown in **Figure 1**. The Site is located on the western edge of the B2139 Storrington Road in Thakeham, a village in the Horsham District of West Sussex. It lies 3km west of the A24, 3km north of Storrington, 8km south of Billingshurst and 8km west of Pulborough. Other nearby villages with amenities include West Chilmington, West Chilmington Common and Ashington.

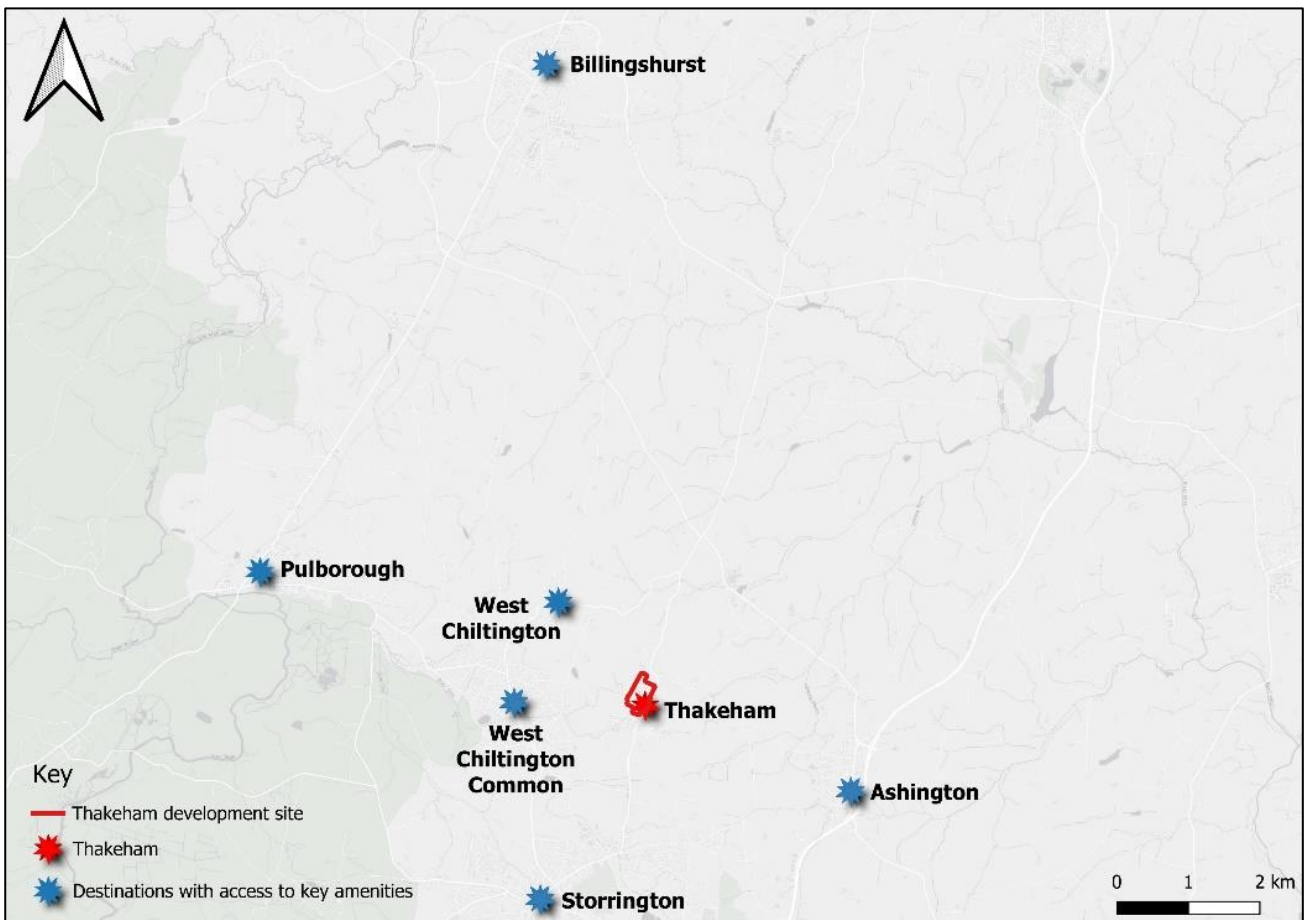


Figure 1: Surrounding development context

1.3 Existing Site

The development area measures circa 13.23ha, with access from the B2139 Storrington Road. The Site is bound to the north by farmland / industrial units, residential properties to the south, open fields to the west, and Storrington Road to the east. The Site was formerly used as for the growing and distribution of mushrooms for commercial sale, and consists of agricultural shed buildings, office buildings and the footprints of demolished buildings.

The red line boundary of the Site and the local context are shown in **Figure 2**.

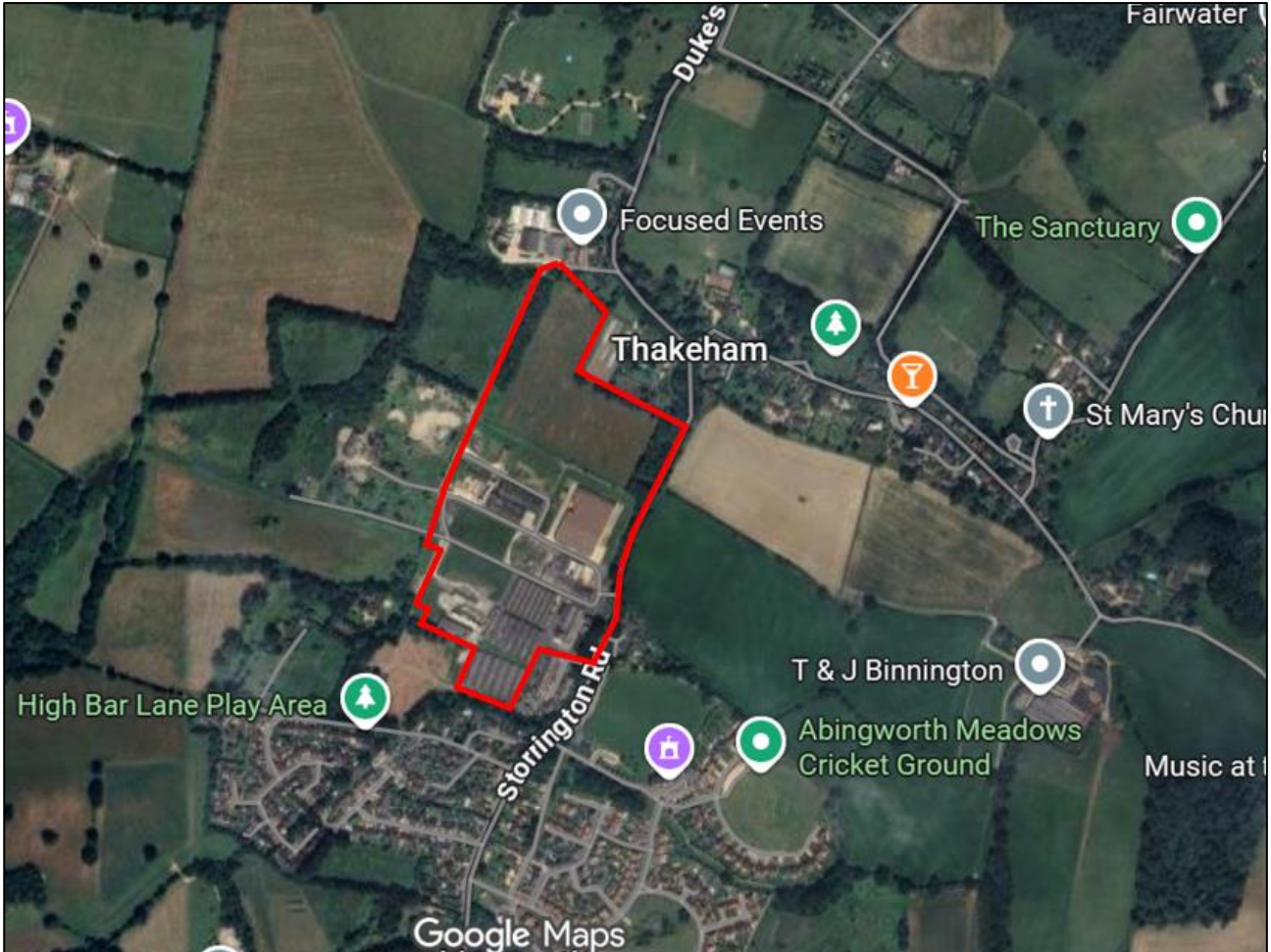


Figure 2: Aerial view of the Site (Source: Google Maps)

1.4 Planning context

A planning application for the Site was submitted in January 2024 (HDC reference: DC/24/0021). The original application comprised of 247 dwellings and flexible non-residential floorspace (Use Class E). Planning permission was refused by the Local Planning Authority, Horsham District Council (HDC), in July 2024 and an appeal against this decision subsequently dismissed in June 2025 (PINS reference: 3350094).

One of the main reasons for refusal was the sustainability of the Site, in particular concerns over the measures proposed to encourage the uptake of sustainable modes of travel rather than non-car travel and how effective these would be in minimising the reliance on private vehicles by future residents.

The previous application included a pre-application meeting with the local highways authority West Sussex County Council (WSSCC), and further discussions following submission. The outcomes of pre-application negotiations (for the previous application), subsequent discussions, and further engagement with the local highway authority, Thakeham Parish Council and residents have been used to help shape the new development proposals.

The planning application for the proposed redevelopment scheme is to be submitted to Horsham District Council (HDC) as the local planning authority, whilst West Sussex County Council (WSCC) are the local highway authority.

1.5 Development proposals

The proposed scheme seeks the demolition of existing buildings on the Former Thakeham Mushroom Site and the redevelopment of the Site as a residential-led development comprising 150 dwellings in a mix of flats and houses, including affordable housing. Land is also being provided within the Site for use by the Community Land Trust (CLT). Indicative capacity studies indicate that this land can accommodate either 6no. two-bed homes or 2,500sqft of commercial floorspace with flats above. The CLT will be subject to a separate planning application. The proposed site layout is included in **Appendix A**.

1.6 Approach

This framework document focuses on the measures and targets for residents and visitors associated with the proposed residential development. This document covers the planning phase of the development. Following occupation of the proposed development, responsibility for the Travel Plan will lie with the appointed Travel Plan Co-ordinator (which is expected to be outlined in the Section 106 agreement).

This Framework Travel Plan sets out clear aims and objectives for a shift towards active and sustainable travel, and targets for vehicular mode share reductions. Monitoring would take place to ensure that the vehicular mode share reductions are realised. The ‘soft’ measures outlined in this report as well as the sustainable transport options that are under consideration (see below) would help to facilitate the vehicular mode share reduction in order to enable a sustainable future development.

As this is a framework report provided in support of the planning application, details in this report should be treated as indicative at this stage. A Full Travel Plan is expected to be secured by Planning Condition / Obligation, and monitoring of travel patterns will take place (refer to **Chapter 8**) through which the measures, targets and objectives outlined in this report will be further refined.

The Framework Travel Plan should be read in conjunction with the Transport Assessment (TA) for the proposed development (prepared by Ardent Consulting Engineers).

1.7 Sustainable transport options

Following the Appeal decision, Bellway has appointed Arup to consider and develop a new approach to sustainable transport for the proposed development. Arup has undertaken engagement with West Sussex County Council Highways Officers, Thakeham Parish Council, and local residents (as part of a public consultation session held in January 2026) to develop sustainable transport options for the proposed development.

The sustainable transport options that have been developed are:

- The provision of a Demand Responsive Transport service, providing a flexible form of shared mobility that can operate more efficiently in rural areas compared with conventional fixed-route bus services.
- The provision of a Mobility Hub, potentially incorporating an electric bike hire scheme, delivery hub and car club, intended to facilitate mode shift by co-locating a range of shared and low-carbon transport options.
- A potential contribution towards traffic calming along the B2139 Storrington Road (put forward by Thakeham Parish Council to WSCC).
- Public Rights of Way (PROW) upgrades similar to the original planning application.

Discussions will be held with key stakeholders during the determination period of the planning application to ensure that a suitable package of measures is secured. The secured measures would form part of the comprehensive package of measures (including the ‘soft’ measures outlined in this Framework Travel Plan) that would encourage the use of sustainable transport modes.

1.8 Contacts

The current information regarding the overall responsibility for the Travel Plan is set out below.

- **Local Planning Authority:**

Horsham District Council.

- **Local Highway Authority:**

West Sussex County Council.

- **Address of development:**

The Former Thakeham Mushrooms Site in Thakeham, B2139 Storrington Road (RH20 3EQ).

- **Travel Plan prepared by:**

Arup, 8 Fitzroy Street, London, W1T 4BJ.

- **Responsibility:**

Until appointment of the Travel Plan Co-ordinator, this Travel Plan will be the responsibility of the Applicant.

1.9 Policy and Guidance

This Travel Plan has been developed with reference to the following policy and guidance documents:

- The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government MHCLG, December 2024, amended February 2025).
- Draft National Planning Policy Framework (NPPF) (MHCLG, December 2025).
- National Planning Practice Guidance (NPPG) – Travel Plans, Transport Assessments and Statements (MHCLG, last updated March 2024).
- West Sussex County Council Transport Assessment Methodology (WSCC, June 2007).
- West Sussex County Council Development Travel Plan Guidance (WSCC, last updated June 2024).
- Horsham District Planning Framework (HDC, November 2015).
- Draft Horsham District Local Plan 2023-2040 (HDC, December 2023).
- West Sussex County Council: Guidance on Parking at New Developments (WSCC, September 2020).

1.10 Report structure

This report is structured as follows:

- **Chapter 2: Aims and objectives** – sets out the overarching aims and objectives of the Travel Plan.
- **Chapter 3: Baseline conditions** – provides a summary of the baseline transport (walking, cycling, public transport, highway and car parking) conditions.
- **Chapter 4: Proposed development summary** – provides a summary of the proposals relating to cycle and car parking.
- **Chapter 5: Baseline mode split and targets** – outlines the baseline and future year target mode splits.
- **Chapter 6: Measures** – sets out the proposed ‘soft’ Travel Plan Measures and the sustainable transport options that are being considered.
- **Chapter 7: Management** – outlines how the Travel Plan will be managed.
- **Chapter 8: Monitoring, securing and enforcing** – sets out how the Travel Plan will be monitored, secured and enforced.
- **Chapter 9: Action Plan** – outlines the proposed indicative set of actions that will be undertaken to deliver the Travel Plan targets.

2. Aims and objectives

The overarching aim of the Travel Plan for the development is to encourage the use of sustainable transport modes, in particular walking and cycling, as well as public transport.

To support the realisation of the overarching aim, the following objectives have been set out:

- Provide a commitment to provide the development with suitable facilities which will encourage its users to travel to and from the Site in a suitable manner.
- Reduce dependency on single-occupancy car trips at the development and the need for car parking.
- Market the development's accessibility to key amenities via public transport and active travel modes.
- Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Time-Bound).
- Reduce the effects of the development on the surrounding transport networks (e.g. help reduce local road congestion and resultant noise or air quality effects associated with it).
- Minimise the environmental effect of the travel of users of the development on the local community.

The above objectives will be achieved by introducing a package of measures that focuses on promoting access to the development by sustainable modes of transport as an alternative to car-based travel.

Targets for future modal shifts are outlined in **Chapter 5**. Measures to achieve the overarching aim and objectives of the Travel Plan are outlined in **Chapter 6**.

3. Baseline conditions

3.1 Background

This Chapter sets out details of the existing local transport (walking, cycling, public transport, highways and car parking) conditions. It should be noted that various measures have been developed as options to support sustainable travel choice (outlined in **Chapter 6**) which would improve the sustainability of the site from a transport perspective.

3.2 Walking

3.2.1 Site access arrangements

The existing pedestrian Site access arrangements are shown in **Figure 3**. Access to the current Site is from the B2139 Storrington Road to the east.

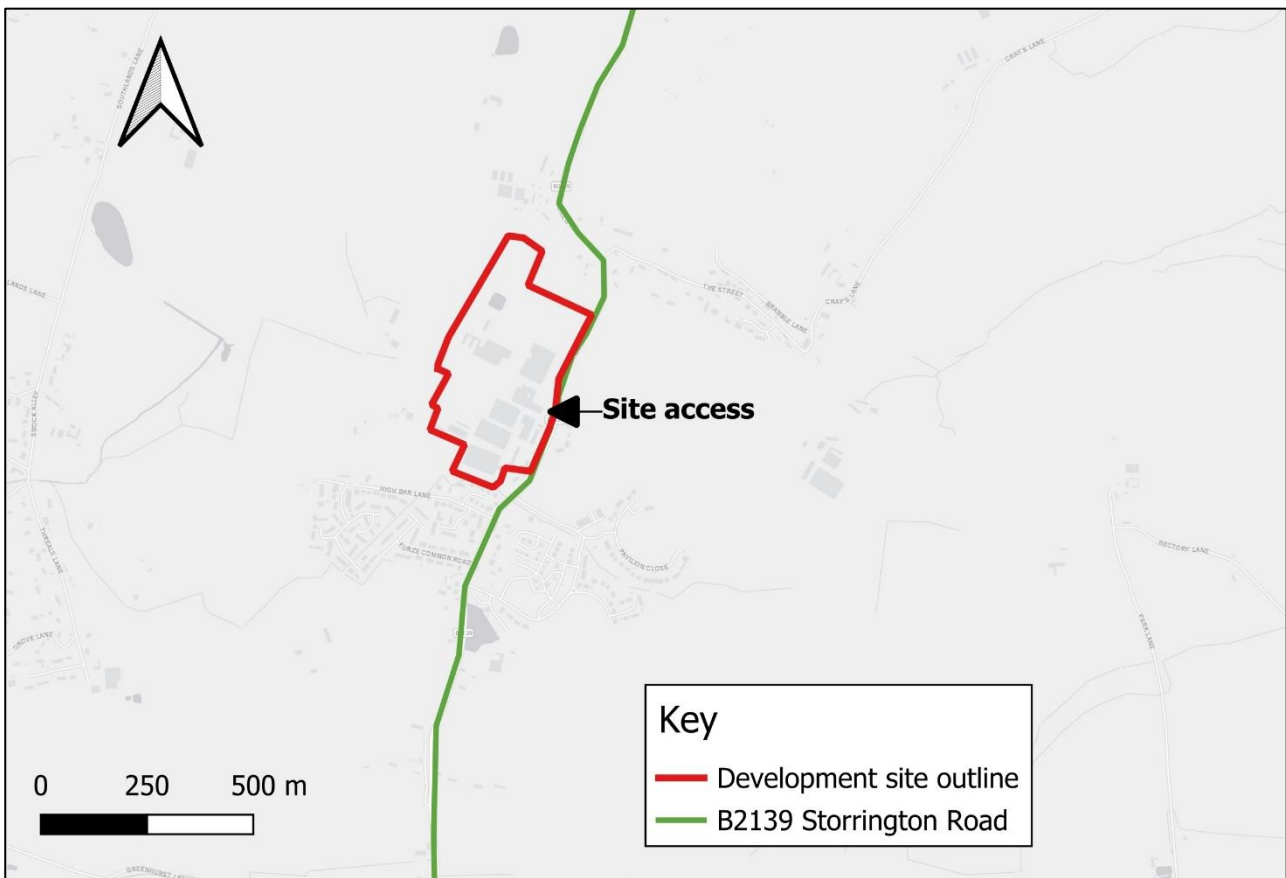


Figure 3: Existing pedestrian site access arrangements

3.2.2 Local walking network

Within Thakeham, people can walk to the café / shop, open spaces and village hall. A slightly longer walk can be made to the public house and church on The Street via a tarmac Public Right of Way (PRoW). Public Right of Way (PRoW) 2474 runs through the western side of the Site and connects to the bridleway on High Bar Lane to the south. There are several other PRoWs in the local area that residents could use for travel, as shown in **Figure 4**.

To the south of the existing Site access, there are two footways extending towards Abingworth. They are not present throughout the entirety of Abingworth, with the western footway ending circa 90m south of the existing southern access. The western footway does restart further to the south, but an eastern footway is not present along the entire route.

The settlement of Thakeham / Abingworth is separated from Thakeham (The Street) by a section of Storrington Road which exists within a cutting, and which is relatively narrow with high banks either side. There is no footway along the carriageway edge, though PRoW 2480 connects the two parts of the settlement.

On leaving Thakeham / Abingworth and heading in a southerly direction, Storrington Road descends and winds through a cutting which allows for two-way traffic but is absent of footways. The footway resumes around halfway between the outer edges of Thakeham / Abingworth and Storrington.

In a wider context, West Chilmington and West Chilmington Common are separated from the Site by fields, over which passes PRoWs 2473 and 3676. The alternative routes by rural roads to West Chilmington / Common are around 2km.

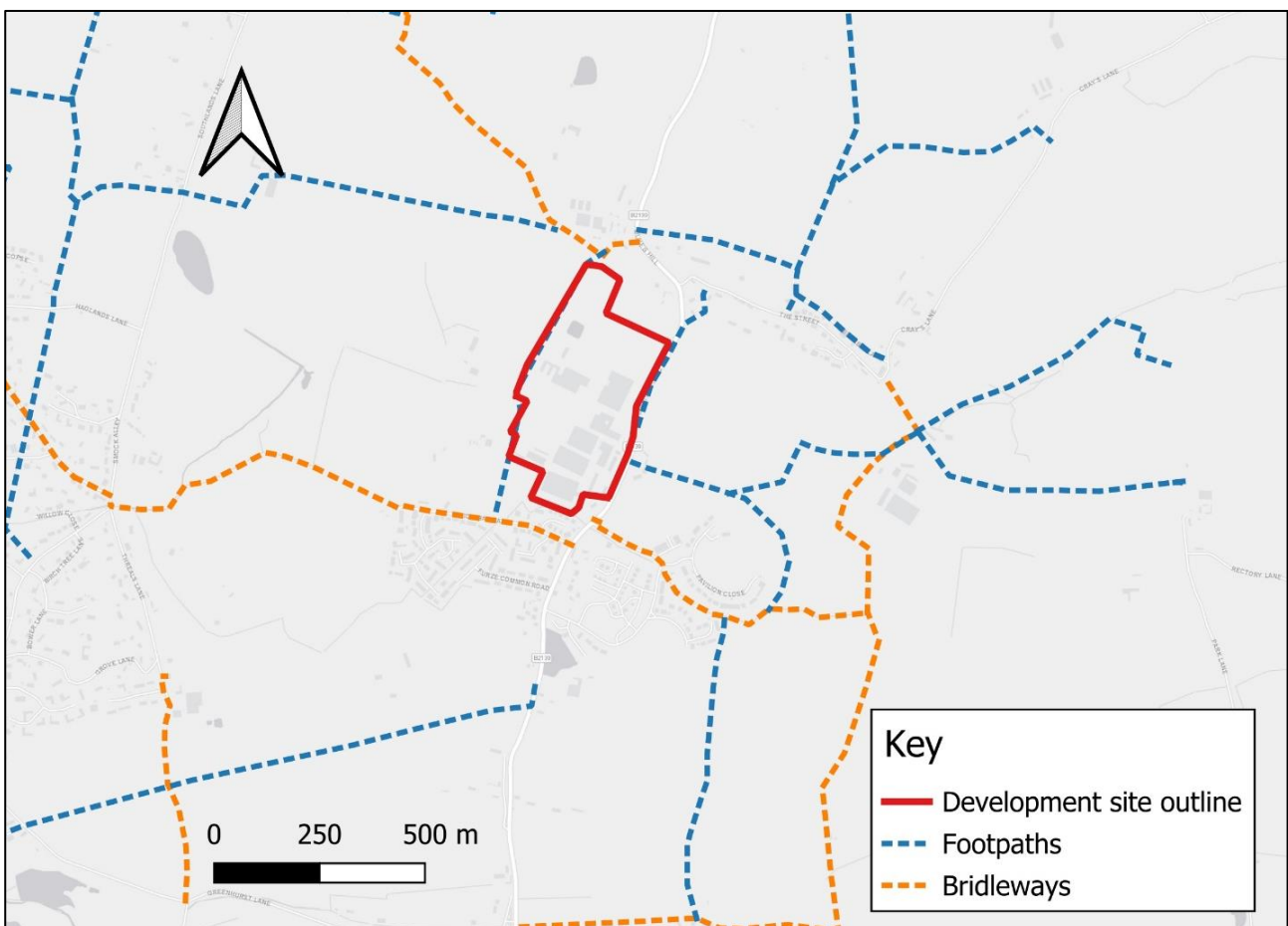


Figure 4: Local Public Rights of Way

3.3 Cycling

There are no on-street cycle routes present within the vicinity of the Site, and several roads south of the development including the B2139 Storrington Road, High Bar Lane and Northlands Lane have some narrow, constrained and difficult to navigate sections, making the option to cycle to Storrington from the Site for experienced cyclists only. However, as indicated by WSCC's online cycle route planning tool, the PRow network outlined in **Figure 4** could be used to access a variety of educational, leisure and employment opportunities in Storrington and West Chiltington. The West Sussex Walking and Cycling Strategy 2016-2026 (2016) suggests improvements to existing bridleways to deliver a cycle-able, all-weather route connecting central Thakeham with Storrington, however this has not yet been delivered.

3.4 Key amenities

3.4.1 Local area

The Site's location at the edge of a residential area means several amenities are available within proximity of the Site. These are summarised in **Table 1**.

Table 1: Amenities within the surrounding area of the Site

Amenity	Distance from the Site (m)
Thakeham Village Football Club	70
Recreation Ground	210
Thakeham Village Hall, Shop and Café	450
Abingworth Meadows Cricket Ground	500
Thakeham Community Hub	550
Abingworth Hall Hotel	700
White Lion Inn (Pub)	700
St Mary's Church	1,000
Five Bells Inn (Pub)	1,200
Nisa Local	2,000

3.4.2 Wider area

Key amenities in surrounding towns and villages including rail stations, schools, retail and healthcare facilities are mapped in **Figure 5**. As the figure shows, there are several amenities in nearest settlements to Thakeham (as summarised in **Table 1**), including a post office and convenience store in West Chilmington Common and a post office, pre-school and primary school in West Chilmington Common.

Storrington has several key amenities including several preschools, two primary schools, a secondary school, pharmacy, supermarket, bank, post office, convenience stores, a petrol station and electric vehicle (EV) charging facilities. Similarly, Ashington has two preschools, two convenience stores, a primary school, pharmacy, post office and two EV charging facilities. Finally, Pulborough is the closest rail station to Thakeham, and also has two supermarkets, a primary school, petrol station, convenience store and several EV charging facilities.

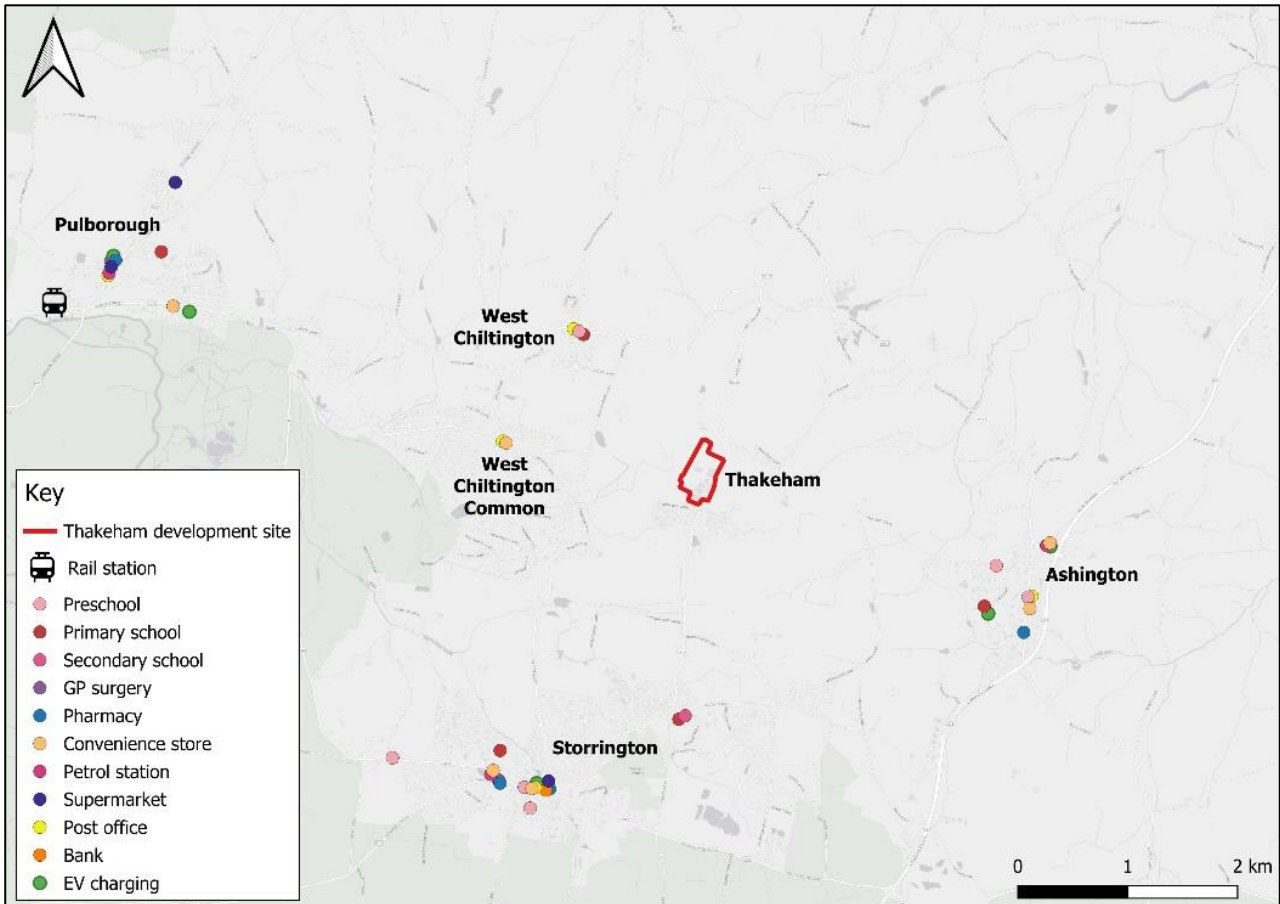


Figure 5: Key amenities in wider area

3.5 Public transport

3.5.1 Bus

The closest bus stops are located immediately outside of the Site on Storrington Road (High Bar Lane). Presently, these bus stops are comprised of a flag and pole.

The stops are served by route numbers 71, 74a and 74b, with frequencies shown in **Table 2**. There is a further route accessible available in West Chiltington (Route Number 1 between Worthing and Midhurst) to the west of Site, ~1.8km (24 mins walk, assuming a walk speed of 4.5kph) utilising the PRow network available, which offers a more regular (hourly) service.

Table 2: Bus service frequency near the Site

Service and route		Typical frequency		
		Weekdays	Saturday	Sunday
High Bar Lane				
71	Storrington Bus Station – Thakeham – Pulborough – Bury – Slindon – Chichester	Weds only (Once daily)	-	-
74a	Storrington Bus Station – Thakeham – Coolham – Barns Green - Horsham	(Once daily)	-	-
74b	Storrington Bus Station – Thakeham – Coolham – Barns Green - Horsham	Thursday only (Once daily)	-	-
West Chiltington				
1	Midhurst – Petworth – Fittleworth – Pulborough – West Chiltington – Storrington – Washington – Findon – Broadwater – Worthing	Hourly	Hourly	Every 2 hours

3.5.2 Train

The closest train station is Pulborough Station, 8.2km from the Site, followed by Billingham Station which is 9.5km from the Site. The 71 bus connects Thakeham and Pulborough station, though it only runs once a week in each direction. Both Pulborough and Billingham stations can be reached via car / taxi journey. Pulborough and Billingham are both served by Southern services running between London Victoria and Bognor Regis, which run half hourly in both directions off-peak for most of the day. Some additional services operate at peak times to / from London Bridge.

3.6 Vehicular access and highway network

3.6.1 Vehicular access

Access for the current Site is from the B2139 Storrington Road to the east and comprises two large priority-controlled bell mouth arrangements. The southernmost junction is inbound only, whilst the northernmost is outbound only.

3.6.2 Local highway network

The B2139 Storrington Road borders the Site to the east, extending in a north / south alignment. Storrington Road is a single carriageway road, formed of two running lanes and used as a bus route.

Adjacent to the Site frontage, the carriageway is subject to a 40mph speed limit. However, the speed limit decreases to 30mph immediately south of the southernmost access. Approximately 165m south of the southernmost access, Storrington Road includes a formalised kerb build out with give-way marking, giving priority to southbound traffic and acting as a traffic calming measure on the approach to the Site from the south.

3.7 Car parking

The Site has not had any on-site car parking provision since the Mushroom Business closure in 2020. There are several off-site car parks near the Site, including the Thakeham Village Hall / café / shop car park which has approximately 40 car parking spaces and six disabled parking spaces, and further smaller car parks at Thakeham Village Football Club, Abingworth Meadows Cricket Ground and Thakeham Community Hub, all within 550m from the Site. On-street parking is also available across Thakeham.

4. Proposed development summary

4.1 Background

This Chapter provides a summary of the proposed development in terms of the proposed access arrangements, car parking provision and cycle parking provision. Full details of the development proposals are provided in the Transport Assessment submitted in support of the planning application.

4.2 Access

The development will be served by a priority T-junction with a segregated ghost island right-turn lane from Storrington Road, which includes the potential relocation of the existing change in speed limit further north along Storrington Road. The existing access points will be stopped up as part of the development.

An additional emergency access is also proposed to the south of the main access, as well as access points for pedestrians.

4.3 Cycle parking

Cycle parking on-site will be provided in line with West Sussex County Council's Guidance on Parking at New Developments:

- 1 & 2 bed houses – 1 space per dwelling.
- 3+ bed houses – 2 spaces per dwelling.
- 1 & 2 bed flats – 0.5 space per dwelling (if communal storage, otherwise same as 1 & 2 bed houses).
- 3+ bed flats – 1 space per dwelling

Applying the above standards to this development gives a minimum expected cycle parking provision of 252, which will be provided on site. Cycle storage will therefore be provided in line with the relevant minimum standards to encourage cycle ownership and usage for both day-to-day and leisure use.

Additional short-stay Sheffield stand spaces will be provided in public realm areas as short-stay parking for visitors, as well as cycle storage for the community / commercial uses on Site. Furthermore, e-bike hire is being considered as part of the potential mobility hub, which is one of the sustainable transport options that have been developed (refer to **Chapter 6** for details).

4.4 Car parking

4.4.1 Car parking provision

Car parking provision on-site will also be provided in line with WSCC Guidance on Parking at new Developments. The guidance allocates Parking Behaviour Zones (PBZs) to different locations in West Sussex, corresponding with expecting levels of parking demand. The development Site is located within PBZ 1, so the following standards should be applied to the development:

- 1-bed dwelling: 1.5 spaces per dwelling.
- 2-bed dwelling: 1.7 spaces per dwelling.
- 3-bed dwelling: 2.2 spaces per dwelling.
- 4+ bed dwelling: 2.7 spaces per dwelling.

Applying the above standards would require provision of 321 car parking spaces for the residential units, excluding visitor spaces. However, the document also states that: *‘To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs.’* It is also noted that a garage can only be classed as half a space towards overall provision. This would lead to an acceptable residential parking provision of between 292 and 353 spaces, which is met within the Site, with a total of 330 non-visitor spaces to be provided, with garages counted as half a space, as shown in the Site layout included at **Appendix A**.

Visitor / unallocated spaces will also be provided in accordance with WSCC guidance. The document states that: *‘developers should take an approach that is consistent with national research which suggests, “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling.’* Applying the aforementioned standards to a 150-dwelling scheme would require 30 visitor spaces, which are provided throughout the Site.

In addition to the above, disabled parking spaces will be provided at a minimum of 5% of the total number of parking spaces being provided on the Site.

4.4.2 Electric vehicle charging points

Principle B of WSCC Guidance on Parking at new Developments outlines that electric vehicle (EV) charging points for all EVs should be provided at a minimum of 20% of all parking spaces, with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in the future. The guidance also provides an estimate of predicted future growth in required charging infrastructure between the publication date of 2018 and 2023 based on a linear increase from 20% to 70%. Using this methodology, the anticipated provision of charging points would be for 41% of spaces to have active provision in 2023 and 45% in 2024. However, Bellway are committed to providing all dedicated spaces with access to EV charging points (i.e. 100% active provision).

5. Baseline mode split and targets

5.1 Background

Indicative targets have been set which allow for assessment of the Travel Plan's measures and data. Such targets, in line with guidance, need to be SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) to ensure modal shift targets can be achieved.

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes can be made to the implementation of the Travel Plan or type of measures that it includes to ensure that the overall targets are achieved within the timeframe set.

The targets outlined in this section are preliminary targets until the baseline survey of actual travel behaviour is undertaken. Travel surveys will be undertaken at 75% occupancy of the Site or within 6 months of initial occupation, whichever comes first. Further details of this are provided in **Section 8.2**.

5.2 Baseline mode splits and travel demand

To establish likely travel behaviour in lieu of surveys, the baseline mode split for residential use has been forecast in the TA produced by Ardent Consulting Engineers based on their trip generation calculations. These derive suitable trip rates of comparable sites to the development Site from the Trip Rate Information Computer System (TRICS) database, an approach agreed with WSCC in pre-application discussions, with further details available in the TA. The all-person trip rates taken from this were used to identify a suitable modal split for the proposed residential use and the resulting peak hour person trips by each mode, as shown in **Table 3**.

Table 3: Proposed residential trip generation by all modes (two-way)

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Underground, Metro, Light Rail or Tram	0.0%	0	0	0	0	0	0	0	0	0
Train	1.1%	0	1	2	1	0	1	6	6	13
Bus	0.6%	0	1	1	1	0	1	3	3	7
Taxi	0.1%	0	0	0	0	0	0	1	1	1
Motorcycle	0.5%	0	1	1	0	0	1	3	3	6
Car Driver	85.8%	26	95	121	75	32	106	486	495	982
Car Passenger	4.1%	1	5	6	4	2	5	23	24	47
Bicycle	0.6%	0	1	1	1	0	1	3	3	7
On foot	5.7%	2	6	8	5	2	7	32	33	65
Other	1.4%	0	2	2	1	1	2	8	8	16
Total	100%	30	111	141	87	37	124	567	577	1,144

Source: Transport Assessment, Table 4.2

As shown in **Table 3**, approximately 85% of all anticipated trips to the proposed development would be made by a car driver. This information suggests that reliance on car travel by residents of the Site would be high from the outset. The focus of this FTP is therefore primarily to reduce the number of single driver trips to and from the Site, particularly through replacement by walking and cycling trips where possible (as per the aims and objectives set out in **Chapter 2**).

5.3 Targets

5.3.1 Preliminary Target

To achieve measurable outputs from the Travel Plan, it is important to establish targets from the outset, against which progress can be measured. The Travel Plan must actively seek to ensure that shifting travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening, to help embed more sustainable travel behaviours.

Based on the size of the Site and the preliminary forecast level of movements by mode (see **Table 3**), the preliminary target of the Travel Plan is to reduce single occupancy vehicle trips by 10% at the Site over a minimum period of five years, with all other travel being conducted via more sustainable modes.

As outlined in **Section 8.3**, this target is provisional and will be reviewed at a later stage to establish the extent to which an additional mode shift to walking, cycling and public transport can be realised.

5.3.2 Secondary “Action” Targets

The following secondary targets could also be adopted as part of the ongoing monitoring of the TP:

- Increase in cycle parking occupancy.
- Increase in active travel modes (walking or cycling) being the primary mode of travel.
- Increase in the number of people using public transport or quasi-public transport modes (e.g. Demand Responsive Transport).

Any such targets will be established following the initial surveys to establish baseline figures.

6. Measures

6.1 Background

This Chapter outlines the indicative ‘hard’ options (relating to Site design and infrastructure) and ‘soft’ measures (behaviour influences including marketing, promotion and awareness) that could be implemented to encourage residents and visitors to use non-car modes of transport for trips to and from the development, reducing the overall dependency on single occupancy vehicle trips and helping to achieve the targets set out in this Travel Plan. Note that this list is indicative, and will be refined once the initial Travel Plan monitoring has been undertaken.

6.2 Infrastructure options

As referenced in **Section 1.7**, Arup has been appointed by Bellway to consider and develop a new approach to sustainable transport for the proposed development. The following sub-sections set out the sustainable transport options that have been put together for the proposed development.

6.2.1 Public Rights of Way improvements

The development could deliver upgrades to several Public Rights of Way in and around the Site, including through resurfacing and widening. Local PRowWs are shown in **Figure 4** and the potential improvements are as follows:

- Bridleway 2483 improvements: improvements to the surface of a 250 metre section of Bridleway 2483 in the vicinity of the site and the works would be undertaken in such a manner that wildlife such as badgers and badger setts are fully safeguarded, with appropriate mitigation provided where required.
- Footpath 2405 improvements: works to Footpath 2405 in the vicinity of the Site to widen and upgrade it such that it meets a suitable specification for a bridleway.
- Footpath 2448 improvements: works to Footpath 2448 including resurfacing and any other works necessary to upgrade Footpath 2448 such that it meets a suitable specification for a bridleway.
- Extension to Footpath 2463_1 up to the track heading westwards off the B2139 opposite Abingworth Hall.
- Footpath 2474 improvements: works to Footpath 2474 within the red line boundary of the site such that it meets a suitable specification for a bridleway.

These changes would improve connectivity between the Site and nearby settlements such as West Chiltington Common, improving access to local facilities. They would also improve safety for pedestrians, cyclists and horse riders by providing safer alternatives to walking along narrow or high-speed rural roads. Improving existing PRowWs would therefore make active travel routes more attractive to residents and the local community, encouraging walking and cycling and a mode shift away from private vehicles.

6.2.2 Demand Responsive Transport

Demand Responsive Transport (DRT) is a form of shared mobility that allows users to specify their desired location, pick-up time and drop-off time, usually through an online platform, app or phone service. Service provision is therefore determined by responding to the demand of users, rather than through fixed routes or timetables.

An electric DRT vehicle and service could be provided as part of the development, allowing residents to book the shared mobility service at times and to and from locations which suit them. As a form of shared mobility, DRT increases vehicle occupancy, reducing the need for private cars and the number of vehicles on the road.

The dynamic routing technology rolled out as part of DRT services enables optimal vehicle use, more efficient, dynamic routing of vehicles and reduced journey times. It can help respond to sporadic demand at new development sites with smaller vehicles, providing a more sustainable and cost-efficient way to maintain quality transport services than traditional fixed bus services through more efficient use of vehicles, fuel and driver time.

With its flexible scheduling and routing, DRT has the potential to operate as a feeder service timed to connect into the fixed timetables, enabling smooth interchanges between different modes of transport, positioning it as a mobility option for first and last mile connections. DRT therefore not only reduces the need for private vehicles for the initial journey but could help provide a connection to other public transport services, such as trains from Pulborough or more frequent buses from Storrington, encouraging public transport usage more broadly.

6.2.3 Mobility Hub

A mobility hub could be provided as part of the development. This would aim to bring together shared transport modes, including active and shared travel. Potential facilities that could be provided as part of a mobility hub include electric bike hire, delivery lockers and a car club. These are described in further details below.

Electric bikes and charging units could be provided on Site, allowing residents and the surrounding community to make journeys that would otherwise be challenging by bike (due to reasons such as topography), helping to make cycling more accessible and desirable to users. Bike hire schemes can also serve as a 'try before you buy' measure, allowing users to try out and become more comfortable with cycling without necessarily buying their own bike, reducing the barriers to entry for cycling.

A dedicated cycle maintenance point, including a pump and basic tools, could be provided on site, helping to support active travel by making it easier for residents to keep their bicycles in good working order and encouraging more everyday cycling as a convenient, reliable option.

A delivery hub could also be provided as part of the mobility hub, comprised of shared delivery lockers. These help consolidate last-mile deliveries and reduce the chances of missed deliveries if a resident is not home, reducing the number of trips taken by delivery vehicles to and from a development. This also reduces the need for residents to leave a development via car for shopping purpose, thus reducing the number of trips generated by a development.

An electric car club vehicle and charging point could be provided on Site as part of the Mobility Hub. Car clubs are organisations which own cars which can be hired on a pay-as-you go basis. They provide access and opportunities to people where public transport options are limited, allowing residents to access vehicles without owning one, reducing the need for multiple private cars per household. This vehicle would be available for use by residents of the Site, providing another alternative to car ownership for the Site.

6.2.4 Traffic calming measures

Thakeham Parish Council commissioned Motion (an independent transport consultant) to carry out a review of potential traffic calming measures along the B2139 Storrington Road. It is understood that the following measures are preferred by the Parish Council:

- An extension of the 30mph speed limit to the north of North Town Farm (for the length of the B2139 north of the former Mushroom Farm, i.e. the development site), maintaining the existing road markings. This would seek to improve pedestrian and road safety.
- The provision of four Flat Top Road Humps through the village along with the provision of a 20mph speed limit within the village. This would seek to improve road safety while ensuring the DarkSky initiative can be maintained within the village.

These traffic calming measures would seek to lower vehicle speeds, improving road safety and reducing rat running (to bypass the A24), especially by HGVs. The flat top road humps would also improve crossings for pedestrians, improving the attractiveness of active travel in the area.

The Applicant could make a financial contribution through the Section 106 agreement to help the delivery of these proposals. In accordance with the National Planning Policy Framework (2025) Paragraph, any such contribution would need to be (inter alia) fairly and reasonably related in scale and kind to the development.

6.3 Influencing travel behaviour measures

6.3.1 Travel Information Packs

A Travel Information Pack (TIP) will be provided to each residential unit upon first occupation that promotes the existence of alternative modes of transport to private vehicles. The packs will take the form of a Welcome Brochure, bespoke to the Site, and will contain the following information:

- The Travel Plan Co-ordinator (TPC)'s name and contact details.
- Guidance and promotional material on the use of sustainable modes of travel.
- Details on walking, cycling, buses, trains, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, electric bike hire, Demand Responsive Transport, school transport and personalised journey planning services.
- Reference to travel websites, resources and support services for each mode of transport provided by WSCC and HDC.
- Details of local travel campaigns and networking / support groups.
- Access to an online tool to generate a personalised TP using a home and destination postcode to provide details of different travel options, routes, maps and timetable information.

As outlined in WSCC's Travel Plan advice, the developer could use [Pindar Creative](#) to help promote more sustainable travel choices, creating site-specific leaflets, wall charts and online templates to explain travel options to the Site, and information on TP measures and incentives.

6.3.2 Partnerships

The TPC will use partnerships to help with the development and implementation of the Travel Plan. Examples of organisations they may partner with include:

- Residents Associations that may form within the development.
- Steering Groups, with potential members including the TPC, representatives from the site management team and Resident Association, and local groups as appropriate.
- Property Management companies.
- Local groups as appropriate, such as walking, cycling and public transport operators (e.g. Compass and Metrobus).

6.3.3 Promoting walking and cycling

The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make shopping journeys via vehicle and achieves a reduction in the need to travel.

As part of the TIP, residents will be provided with a local area cycle map, and information on the health benefits of walking and cycling.

Secure cycle parking spaces will be provided in accordance with the adopted minimum standards. A mixture of cycle parking will be provided, including several accessible stands.

Each household may be offered a discount at a local cycle shop to encourage residents to take up cycling, with this incentive subject to negotiations with local retailers.

National initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day, will be supported, with the TPC responsible for raising awareness and encouraging residents to participate.

Cycle training will be promoted for residents who wish to cycle but are lacking in confidence and promote details of local cycle shops for maintenance. WSCC and HDC provide a series of schemes and services to promote cycling, including free cycle lessons to those who live, work or study in the area.

The TPC will endeavour to work with local schools to encourage children living within the development to walk and cycle to school. This would involve liaising with relevant School Travel Plan Co-ordinators to identify and communicate safe routes to school.

6.3.4 Promoting public transport services

The Transport Information Pack will contain information on public transport routes and provide service timetables and, in addition, the possibility of providing incentives/discounts for bus travel. This may be possible to negotiate with WSCC / HDC. In addition, the TPC will liaise with local providers seeking to provide residents with a voucher or offer that promotes sustainable transport.

As outlined in **Section 6.2.2**, an electric Demand Responsive Transport vehicle could be provided as part of the development proposals. This vehicle would serve the Site directly and charging and seating / waiting facilities would be provided within the Mobility Hub. This service would be promoted in the Travel Information Pack, and by the Travel Plan Co-ordinator.

6.3.5 Provision of travel information

Raising awareness of sustainable travel modes and their benefits is a key element of a Travel Plan. Regular marketing and advertising are the most effective way of ensuring residents and visitors are given information on sustainable ways to travel to and from the Site within the local area.

A travel information board will be provided within communal areas to promote sustainable transport. The TPC will arrange sustainable travel events at the Site, as well as the provision of promotional material such as a travel information leaflet that supports sustainable transport that will be provided to Site users.

The following information could be provided as part of this:

- Details of walking websites –
 - <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/easy-walking-trails/> - advertising easy and scenic walks in West Sussex
 - <http://www.walk4life.info/find-a-walk> - encouraging walking and allowing users to find walks that suit them
 - <http://www.westsussex.info/ramblers.shtml> - directory of local and regional walking groups in West Sussex
- Details of cycling websites –
 - <https://cyclejourneyplanner.westsussex.gov.uk/> - enables cyclists to plan safe routes through West Sussex
 - <http://www.opencyclemap.org/> - for leisure and commuting cycle routes available in the local area
 - <http://www.britishcycling.org.uk/> - for information on types of cycles and getting started
 - <http://www.letsride.co.uk/> - enables users to find cycle rides that align with their needs
- Details of journey planning websites –
 - <https://www.traveline.info/> - allows users to plan their journey around the UK
- Local area maps and leaflets showing walking and cycling routes in the immediate area of the Site.
- Focus on promoting the Mobility Hub measures – e-bike hire, delivery hub and car club – and their benefits.

- Focus on promoting the Demand Responsive Transport service, with details on how to use and its benefits.

The travel information board will be provided in an accessible, visible communal area such as the Mobility Hub.

The TPC will also arrange for sustainable travel annual newsletters to be made available for all residents, including details of up-to-date sustainable travel information and website addresses that may be useful to users.

6.3.6 Car share

Residents will be encouraged to sign up to lift sharing schemes such as West Sussex Car Share (<https://liftshare.com/uk/community/westsussexcarshare>), which enables users to identify opportunities to car share with other people in the area, reducing single occupancy vehicle trips.

6.3.7 Cycle training and maintenance

The TPC will promote the cycle schemes and services WSCC provides, including the below:

- <https://schools.westsussex.gov.uk/Services/3147> - Bikeability training
- <https://www.westsussex.gov.uk/roads-and-travel/road-safety/cycle-safety-courses-for-schoolchildren/> - cycle safety courses

They will also promote the free bike maintenance that HDC / WSCC provides and could potentially hold a cycle maintenance event at the Site where residents are provided with a free service.

6.3.8 Internet connectivity

Broadband access to be provided throughout the Site to enable working from home where possible, reducing the need to travel for work, and allowing shopping to be done over the internet, and home delivery allowed.

6.3.9 Innovative rural transport solutions

The following innovate rural sustainable transport solutions will be considered for inclusion in the Full Travel Plan. These have been identified from the Department for Transport's Rural Transport Accelerator:

- **You.Smart.Thing:** a smart travel planning platform, offering users curated, multimodal journey options combining DRT, public transport, taxis and active travel. The platform includes personalised messaging in the travel plans, along with automated travel alerts, help nudge people towards net-zero travel plans. Following the Rural Transport Accelerator trial, 22% of surveyed users changed their travel behaviour as a result of using the tool. This could be used in tandem with the rollout of the DRT service to increase uptake, as the You.Smart.Thing trial increased DRT usage (Liftango) from 500 to 3000 monthly users.
- **Intelligen's powerPOD:** a solar-powered, off-grid storage and charging station specifically for Light Electric Vehicles. The powerPOD provides off-grid, built-in-solar-powered e-bike charging in a range of sizes for standard bicycles, e-bikes and e-scooters, accessible e-trikes, electric wheelchairs and mobility scooters and e-cargo bikes. Solar panels on the roof generate clean renewable energy, stored in an integrated battery system, meaning no ongoing electricity costs, which could be implemented as part of the Mobility Hub to reduce operational costs.

7. Management

7.1 Background

The structure of how the Travel Plan will be managed over the first five years of occupation of the development is set out below.

7.2 Travel Plan Co-ordinator

The developer will be responsible for appointing a Travel Plan Co-ordinator (TPC) to oversee the management of the Travel Plan. Their role will include:

- Overseeing the implementation of the Travel Plan measures in a timely manner.
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives and measures.
- Developing and disseminating appropriate marketing / information materials, considering the use of social media and smartphone / tablet applications.
- Establishing and chairing a Travel Plan Steering Group (see **Section 7.3**).
- Undertaking appropriate monitoring of the Travel Plan including any appropriate annual reviews and revisions to the Travel Plan.
- Reviewing the targets in co-ordination with the Travel Plan Steering Group on a yearly basis, including once the travel survey data has been collected and the Site-specific travel patterns are fully appreciated.
- Assessing which measures have been effective and which ineffective, following collection and analysis of the travel survey data (for example, if by the end of a particular year, the data collected indicates modal shifts are not following the desired patterns).
- If need be, making further decisions with regards to which measures to maintain and which to revise or replace with alternatives.
- Regularly liaising with appropriate groups / organisations to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results.
- Monitoring and reviewing progress and identify targets for taking the Travel Plan forward on a yearly basis.
- Ensuring that work on the Travel Plan is co-ordinated with other activities of the proposed development.

7.3 Travel Plan Steering Group

Once the development is ~25% occupied, the TPC will aim to set up a Travel Plan Steering Group. This will be comprised of residents of the development that will meet up twice a year to discuss travel issues associated with the Site, supported by social media (e.g. a Facebook group for ongoing liaison amongst residents). The Travel Plan Steering Group allows for momentum to be maintained, since the development of the Travel Plan is a dynamic process and not simply the one-off production of a document.

The Steering Group will allow discussion of current travel issues at the Site and for any barriers / concerns regarding sustainable travel to be discussed, and for potential solutions to be addressed. Minutes from these meetings will be included as part of ongoing monitoring reports.

8. Monitoring, securing and enforcing

8.1 Background

Monitoring and reviewing the Travel Plan will be the responsibility of the Travel Plan Co-ordinator. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted to improve outcomes. The monitoring programme will take the form of a five-year cycle.

8.2 Monitoring surveys

Travel surveys will be conducted to gain an overview of the effectiveness of the Travel Plan measures. The TPC or an accredited independent survey company will be appointed to undertake the surveys. The exact details of the monitoring surveys will be discussed and agreed with HDC and WSCC. The indicative proposals are set out below.

The initial survey will provide details of the baseline mode share of residents. The initial survey will be undertaken within 6 months of occupation or 75% occupancy (whichever comes first). Following this, multimodal surveys will be undertaken in the first, third and fifth years after full occupation. The surveys are expected to be developed with reference to the TRICS UK Standard Assessment Method (SAM) for Travel Plans.

The travel surveys will be analysed against a number of indicators in order to establish how well the measures are achieving the aims of the Travel Plan and if any modifications are required to meet these objectives more effectively. Findings will be summarised in a monitoring report following each survey.

8.3 Reviewing

The TPC will take responsibility for the development and management of the plan and ensure its delivery. Updates will be submitted to HDC for review. The data provided will be used to identify the progress of the TP against its targets and objectives. If targets are not being met, the TPC will assess which measures have been effective, and which ineffective, and will make decisions as to which measures to keep and which to replace with alternatives. Similarly, if targets are deemed not sufficiently challenging, the TPC will revise these in consultation with the relevant stakeholders. In this regard, the TP is anticipated to be a continually evolving, flexible and adaptable document. The TPC, in consultation with relevant stakeholders, will choose the appropriate course of action for achieving the TP targets and arrange funding if required.

Examples of additional measures which could be considered include:

- Offer personalised travel planning to all residents.
- Ensure the travel information notice boards are regularly updated.
- Ensure travel information packs are being issued and check new households have the necessary, up-to-date information.
- Undertake a Site survey to specifically target mode change.

Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and in consultation with WSCC and any other relevant stakeholders.

Any changes to the targets will be specified within the Section 106 Agreement and agreed with the reviewing Travel Plan Officer at WSCC.

8.4 Securing and enforcing

The management of the Travel Plan requires funding to support the role of the Travel Plan Co-ordinator, and for administrative purposes. This will be secured through the sale of properties on the Site, and a specifically designated fund within the Section 106 agreement.

The details of the Travel Plan implementation, monitoring and review will be secured via a planning obligation or Condition as appropriate.

The developer will take direct responsibility to provide the role of the TPC, undertake the monitoring programme, and manage the TP.

9. Action Plan

The programme for the development and implementation of the Travel Plan will be dependent on clear communications with residents of the development and a thorough understanding of travel issues relevant to the proposed development. It is highly dependent on the ability of the TPC to liaise efficiently with all parties concerned. An indicative Action Plan for the proposed development is shown in **Table 4**. Note that the sustainable transport options which have been developed (refer to **Section 6.2**) have not been included in the indicative Action Plan at this stage. The sustainable transport measures that are proposed / secured as part of the development will be included in the Full Travel Plan (which is expected to be secured by Planning Condition / Obligation).

Table 4: Indicative Action Plan

Theme	Objectives	Measure	Action/status	Responsibility	Timing	Monitoring progress towards target
Travel Plan Management	To encourage travel by sustainable transport modes	Travel Plan Co-ordinator	To be appointed	Developer	Prior to occupation	Successful implementation of Travel Plan
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	Travel Plan Co-ordinator	Upon appointment	Successful implementation of Travel Plan
		Travel Plan Steering Group	Set up a Travel Plan Steering Group	Travel Plan Co-ordinator	Within three months of appointment	Successful implementation of Travel Plan
		Partnerships	Utilise partnerships to help with the development and implementation of the Travel Plan	Travel Plan Co-ordinator	Upon occupation	Successful implementation of Travel Plan
		Initial baseline travel surveys	Undertake the surveys and analysis their results	Travel Plan Co-ordinator	Within 6 months of occupation or 75% occupancy (whichever comes first)	Successful implementation of Travel Plan
		Revised modal target splits	Revise modal split targets based on the results of the initial surveys	Travel Plan Co-ordinator	Upon completion of the initial travel surveys	Successful implementation of Travel Plan
		Subsequent travel surveys	Undertake the subsequent travel surveys and analyse their results	Travel Plan Co-ordinator	One, three and five years after first occupation	Successful implementation of Travel Plan
		Monitoring reports	Produce monitoring reports following travel surveys in years three and five	Travel Plan Co-ordinator	Upon completion of the monitoring surveys	Successful implementation of Travel Plan

Theme	Objectives	Measure	Action/status	Responsibility	Timing	Monitoring progress towards target
		Update of the Travel Plan	Update the Travel Plan to reflect the results of the travel surveys, revised measures, updated action plans and remedial measures	Travel Plan Co-ordinator / Travel Plan Steering Group	Within six months of completion of the travel surveys	Successful implementation of Travel Plan
Promotion / marketing	To raise awareness of sustainable transport modes	Travel information packs	Design and distribute travel information packs	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Successful implementation of Travel Plan
		Noticeboard	Set up noticeboard displaying travel and community information to residents	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Successful implementation of Travel Plan
		Travel information leaflet	Design and distribute travel information with helpful walking, cycling and public transport links	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Successful implementation of Travel Plan
		Annual Travel Plan newsletter	Create and distribute annual Travel Plan newsletter to residents	Travel Plan Co-ordinator	Annually	Successful implementation of Travel Plan
		Encourage car share	Promote car share schemes such as West Sussex LiftShare	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Successful implementation of Travel Plan
		Promotion of cycling resources (websites, tools and events)	Promote cycle resources, training and events via Welcome Packs, notice boards and leaflets	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Progress toward mode share target
		Offer discounts at a local cycling shop for residents	Negotiate with local cycling shops to secure discounts for residents	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Progress toward mode share target
		Work with local schools to encourage children living in the development	Liaise with the relevant School Travel Plan Co-ordinators to identify and	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Progress toward mode share target

Theme	Objectives	Measure	Action/status	Responsibility	Timing	Monitoring progress towards target
		to walk and cycle to school	communicate safe routes to school			
		Provide secure cycle parking on Site	Provide secure cycle parking for residents to use	Developer	Prior to occupation	Progress toward mode share target
Public transport	To encourage travel by public transport and increase mode share	Travel voucher or offer	TPC to liaise with local providers to secure the provision of a travel voucher / offer for residents	Travel Plan Co-ordinator	Prior to occupation, and ongoing	Progress toward mode share target
Innovative rural transport solutions	To encourage travel by more sustainable modes	Engage with innovative rural transport solution providers You.Smart.Thing and Intelligen to explore how their solutions could support the development's sustainability	Engage with transport solution providers	Travel Plan Co-ordinator	Prior to occupation	Successful implementation of Travel Plan

Appendix A – Site layout plan



KEY

	SITE BOUNDARY		AFFORDABLE RENT DWELLINGS		INDICATIVE DRAINAGE		RETAINED EXISTING VEGETATION		PUBLIC RIGHT OF WAY
	OPEN MARKET DWELLINGS		SHARED OWNERSHIP DWELLINGS		INDICATIVE PLANTING		LOCAL EQUIPPED AREA FOR PLAY		
	INDICATIVE COMMUNITY LAND TRUST AREA		INDICATIVE LOCATION OF MOBILITY HUB						

FORMER THAKEHAM MUSHROOM SITE – SITE LAYOUT

