SAINSBURY'S SUPERMARKETS LIMITED
SAINSBURY'S LOCAL
82 SOUTH STREET, TARRING,
WORTHING

TRAVEL PLAN STATEMENT

AUGUST 2025



the journey is the reward

SAINSBURY'S SUPERMARKETS LIMITED
SAINSBURY'S LOCAL
82 SOUTH STREET, TARRING, WORTHING

TRAVEL PLAN STATEMENT

AUGUST 2025

Project Code:	**SSLWorthingSouthStreet.1**
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Sainsbury's Supermarkets Limited
Sainsbury's Local
82 South Street, Tarring, Worthing
Travel Plan Statement

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1 Introduction

1.1 This Travel Plan Statement has been prepared in respect of the proposed Sainsbury's Local at 82 South Street, Tarring, Worthing.

1.2 This TPS is primarily focused on the store colleagues. The majority of measures proposed within the plan are intended to encourage those that drive, to reduce their reliance on private car travel.

1.3 The location of the site in relation to the local highway network is illustrated in **Figure 1.1** below:



Figure 1.1: Surrounding Highway Network

1.4 The primary reasons for implementing this Travel Plan Statement are to:

- Maximise the use of sustainable transport modes by colleagues and visitors
- Minimise car parking demand
- Promote healthy lifestyles and a sustainable community
- Minimise the site's traffic generation to and from the local highway network

1.5 The objectives and measures set out later in this document will ensure that the above objectives are deliverable at the site.

2 Site Layout, Access and Parking Arrangements

Existing Site Description

2.1 The application site is located at 82 South Street, Tarring, Worthing. The site is presently occupied by a SsangYong / Clarion Cars car dealership.

2.2 The site is located a short distance north of the shopping district of Tarring, which primarily comprises South Street and Tarring Road east.

2.3 The site is bound to the north, east, south and west by residential properties.

2.4 On-street parking is available on the opposite side of South Street, restricted to 1 hour, no return within 1 hour, Monday to Saturday, 08:30am – 6:00pm. This bank of parking stretches south into the local shopping area. Additional on-street parking is provided north of the site on South Street, which is unrestricted.

Adjacent Highway Network and Existing Site Access Arrangement

2.5 Vehicular access is presently gained from two vehicular crossovers with South Street. South street is a single-carriageway residential road, subject to a 30mph speed limit.

2.6 Keep clear markings are present on the carriageway, adjacent to the vehicular crossovers.

2.7 To the south, South Street connects with Tarring Road via a signalised crossroads junction. Railway lines cross the south street arm of the crossroads, with separate signals and gates provided for when a train passes.

2.8 To the north, the A2031 Tarring Road provides access to the A27.

Car Parking Provision

2.9 The development proposals include the provision of eight spaces, including one accessible space. Pre-application discussions with WSCC Highways noted a store of this size would typically require 17 spaces to align with standards, however given the sustainable location, the proposed level of provision is acceptable.

2.10 Swept path analysis included within **Appendix A** demonstrates that each parking space can be adequately accessed while a delivery vehicle is in situ.

2.11 A small quantum of motorcycle parking (3.no spaces) is also provided within the boundary, as requested by WSCC Highways.

2.12 It was noted that due to the short-stay nature of a convenience store, provision of Electric Vehicle (EV) charging points within the site would be of limited benefit. SSL can confirm that their policy on EV charging points aligns with this stance, which is such that as the majority of trips to a convenience store would be under nine minutes, with many under five, provision of EV charging facilities would be impractical for customer usage.

Cycle Parking

2.13 The development proposals include the provision of two Sheffield stands adjacent to the motorcycle parking and a further three Sheffield stands on the northern boundary of the site, providing a total of 10 cycle parking spaces.

2.14 WSCC Guidance on Parking at New Developments sets the following standards for cycle parking:

- 1 space per 100sqm for colleagues
- 1 space per 100sqm for customers

2.15 On this basis, a total of eight cycle spaces would be required. The development is therefore in line with standards.

3 Accessibility

3.1 This section of the TPS outlines the sustainable travel options that are currently accessible from the site.

Local Pedestrian Infrastructure

3.2 The application site benefits from connection to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs and tactile paving, traffic calming measures, and signalised pedestrian crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area.

3.3 Wide footways are provided alongside both carriageways of South Street Tarring. Dropped kerbs are provided across the vehicle crossovers at the site access points.

3.4 Approximately 160m north of the site, an informal pedestrian crossing with refuge island is provided across South Street Tarring. 80m south of the site, a signalised pedestrian crossing is present, providing access to the local shopping area.

3.5 **Figure 3.1** illustrates the 5, 10 and 15-minute walking catchments around the retail unit.



Figure 3.1: Walking Catchment around Unit

3.6 **Figure 3.1** illustrates that a significant residential catchment is within walking distance of the unit.

Local Cycle Infrastructure

3.7 Many of the local roads are residential in nature, with 30mph speed limits, and are therefore suitable for on-road cycling. **Figure 3.2** provides an extract from Open StreetMap, indicating the cycle facilities local to the site.

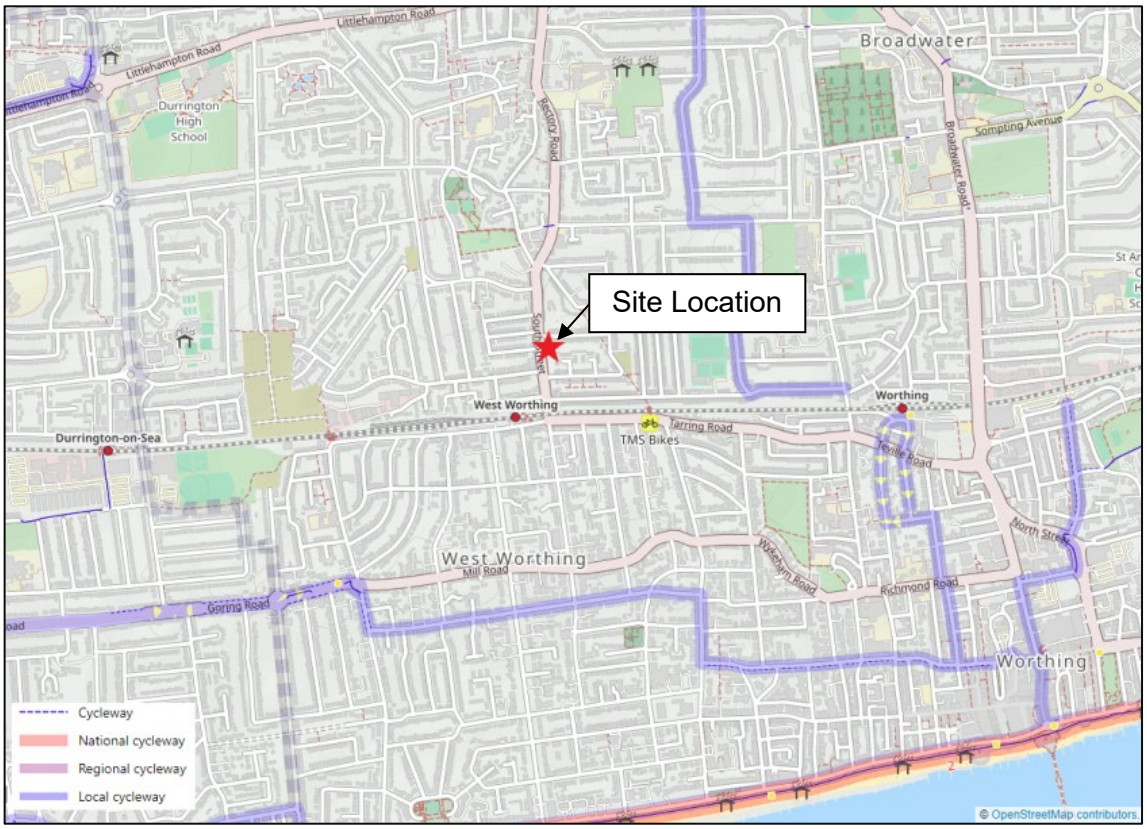


Figure 3.2: Cycle Facilities in Proximity to Site

3.8 **Figure 3.3** illustrates the 5, 10 and 15-minute cycling catchment from the site.

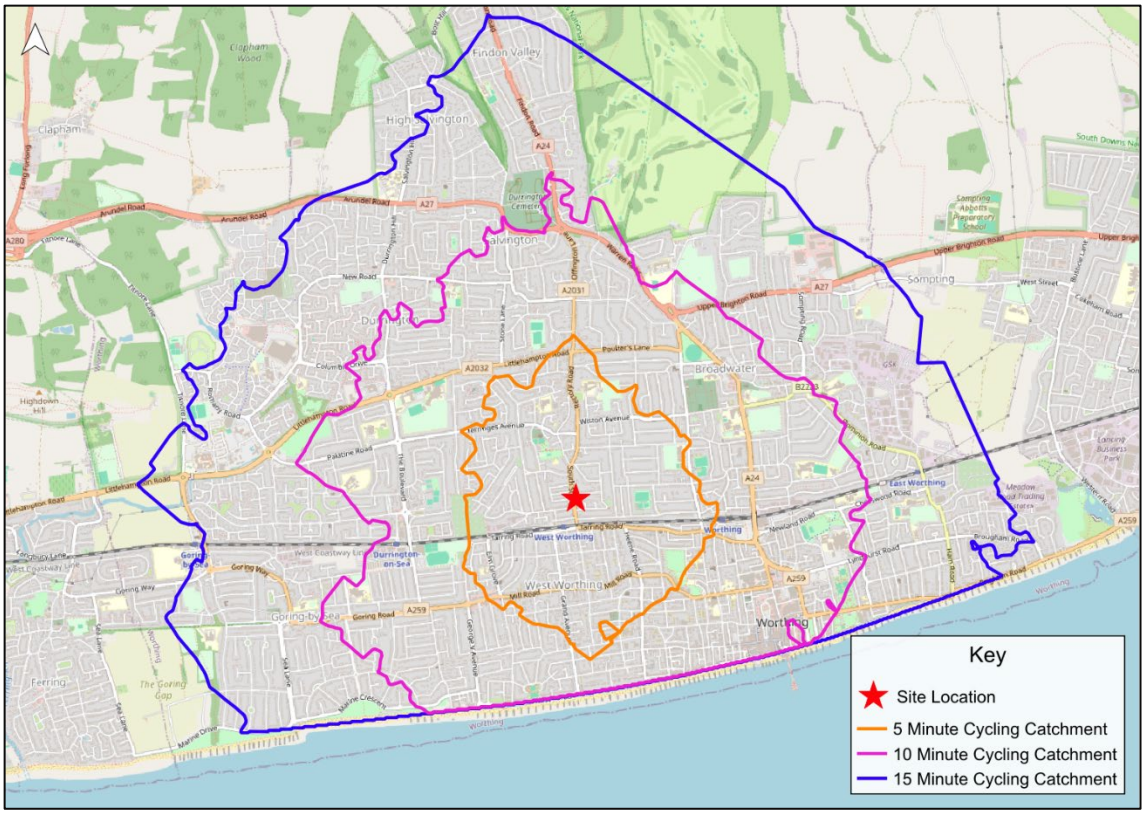


Figure 3.3: Cycling Catchment around Unit

3.9 **Figure 3.3** illustrates that significant residential catchment is within cycling distance of the unit.

Local Public Transport Infrastructure

3.10 **Figure 3.4** illustrates the closest public transport nodes to the site.



Figure 3.4: Closest Public Transport Nodes

3.11 The closest bus stops to the application site are the St Dunstan's Road stops, located approximately 110m and 130m south of the application site access. **Table 3.1** details the services accessible from these stops.

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
7	Lancing – High Salvington	Every 90 minutes	Every 90 minutes	No service
10	Durrington - Worthing	Every 30 minutes	Every 30 minutes	No service

Table 3.1: Bus Routes Accessible from the Site

3.12 **Table 3.1** illustrates that the site is accessible from local areas including Lancing, High Salvington and Durrington.

3.13 The closest railway station to the site is West Worthing, located approximately 310m south of the site, or a 4-minute walk assuming a comfortable walking pace of 80m/minute.

3.14 West Worthing is operated by Southern Railway, with regular services from Portsmouth and Southsea via Angmering, Goring-by Sea and Durrington-on-Sea. Regular services

are also provided between West Worthing and Brighton, via Lancing, East Worthing and Worthing.

3.15 The site is accessible by sustainable modes of transport without the need for a car.

4 TPS Objectives and Management

Introduction

4.1 This section sets out the objectives of the Travel Plan Statement.

4.2 The specific details of the site (e.g. location, access by various transport modes, parking facilities) provide the basis on which the Travel Plan Statement's objectives and measures have been developed.

4.3 As there is no one specific mode of transport suitable for all colleagues, the Travel Plan Statement is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it. The focus should be on providing as many incentives for sustainable travel as possible, rather than creating disincentives to travel by car.

Travel Plan Statement Objectives

4.4 The main objectives of the Travel Plan Statement are to:

- To provide safe access to, from and within the site
- To provide a secure and attractive environment for pedestrians and cyclists
- Maximise the proportion of colleagues travelling to and from the site by more sustainable modes of transport
- To raise awareness of the environmental and health benefits of using more sustainable modes of transport
- Contribute towards developing a sustainable and vibrant community
- To manage the demand for parking
- Minimise traffic generation on the local road network

Travel Plan Statement Coordinator

4.5 The store management will be the main driving force behind the Travel Plan Statement and will be responsible for:

- Liaison with colleagues and external organisations, stakeholders and operators
- Gaining commitment and support from colleagues
- The first point of contact for travel advice
- Marketing of measures and initiatives
- Championing the Travel Plan Statement in order to secure funding to achieve objectives

4.6 The site management company will appoint a Travel Plan Statement Coordinator (TPSC) who will be responsible for implementing many of the measures set out in the Travel Plan Statement as possible and who will be the key decision maker on day-to-day matters regarding the implementation of the Travel Plan Statement measures.

Travel Plan Audit

4.7 A Travel Audit will be conducted within 3 months of store occupation to find out how colleagues will travel to and from the site, colleague shift patterns, how many people live/work in the same postcode area, what facilities are lacking and are needed to encourage more sustainable travel.

5 Travel Plan Statement Measures

5.1 As set out previously, the main objectives of the Travel Plan Statement are to:

- To provide safe access to, from and within the site
- To provide a secure and attractive environment for pedestrians and cyclists
- Maximise the proportion of colleagues travelling to and from the site by more sustainable modes of transport
- To raise the awareness of the environmental and health benefits of using more sustainable modes of transport
- Contribute towards developing a sustainable and vibrant community
- To manage the demand for parking
- Minimise traffic generation on the local road network

5.2 The measures to help achieve the above objectives are set out in this section. The following measures will be investigated by the store management in terms of financial viability and the aim is to achieve and provide as many of the following incentives as possible.

5.3 Colleagues will be encouraged to forward any opinions or suggestions towards the promotion and advancement of sustainable travel to the store manager.

Marketing

5.4 Information will be provided to all colleagues through marketing measures as set out below to include maps of the local public transport facilities, bus and rail timetables and cycle parking information.

5.5 The primary means by which this Travel Plan Statement will be marketed to colleagues are:

- Noticeboards
- Site occupier websites
- Welcome pack

5.6 Welcome packs will be distributed to all new colleagues upon their first day. The packs will include useful travel information to promote sustainable travel use.

5.7 This information will also be included on noticeboards provided in colleague areas of the store.

5.8 Promotional material and awareness raising measures are considered to have the most potential for encouraging sustainable travel. Promoting the use of these facilities will be

an essential factor in reducing car usage. As such, the new starter colleague packs and travel noticeboards will provide the following information:

- Cycling/walking maps
- Public transport information (including timetables, route maps and approximate pricing)
- Telephone numbers of taxi companies operating in the area
- Information about access to services, facilities and local amenities within walking and cycling distance
- Car sharing information
- Details of useful public transport journey planning websites and mobile applications will be put on display to allow colleagues to easily plan their journeys to and from site
- Details of WSCC's adult cycle training
- Details of Cycle to Work Scheme

Car Sharing

5.9 Employee's will not be permitted to park their vehicles on site and will be encouraged to travel via sustainable modes of transport. Notwithstanding this, opportunities may arise for colleagues to car share to and from work with family or friends as part of other journeys.

5.10 'Car Sharing' refers to a situation where two or more people travel by car together, for all or part of a car trip.

5.11 There are significant benefits towards use of car-sharing including:

- Money saved on petrol and vehicle upkeep
- Reduced traffic attraction to the site
- Space saving
- Environmental benefits

5.12 Car sharing is a proven method of reducing trips to a site and has a positive influence on peak time congestion. It proves popular due to the cost-benefits to users and the reduction in stress from shared driving responsibility.

5.13 Colleagues will be informed of and encouraged to join the Liftshare car sharing website. Registration is free and will allow colleagues to join a large pool of car sharers increasing their potential to find a feasible car sharing partner.

Cycling

5.14 Cycling will be supported by the following incentives:

- Making colleagues aware of the health benefits of cycling via notice boards through the use of posters, leaflets and promotion by the site management company
- Making colleagues aware of local cycle routes to and from the site to encourage further cycle use
- On-site measures to encourage cycle use include the provision of cycle parking
- Taking action to link into existing cycling groups or establish a Bicycle User Group, as a forum for promoting interest in cycling
- Promote Cycle to Work scheme to colleagues
- Promote WSCC Adult Cycle Training

5.15 In addition to the provision of cycle parking on site, all Sainsbury's colleagues are eligible to take part in the Government's Cycle to Work initiative. Through the provider, Cyclescheme colleagues can obtain bicycles and cycling related equipment tax-free. This salary sacrifice scheme allows colleagues to get upwards of 40% of the cost of a bicycle up to the value of £1000. Cyclescheme is partnered with 1500 independent bicycle shops in the UK and Eire. The Travel Plan Coordinator will maintain copies of the Sainsbury's policies which detail the scheme and via the colleague notice board, colleagues will be provided with information on the scheme and its benefits.

5.16 Uptake of the cycle to work scheme will be recorded as part of the TP review.

5.17 Additionally, notice boards will include details of WSCC adult cycle training courses and how to book a place.

5.18 Store Management will periodically monitor the demand for on-site cycling parking facilities and discuss improved cycling measures with measures as necessary.

Walking

5.19 Walking will be supported by the following incentives:

- Making colleagues aware of safe and convenient pedestrian routes in the local area
- Make colleagues aware of the health benefits associated with regular exercise

Public Transport

5.20 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport, having fewer environmental impacts and more health

benefits. Nevertheless, the increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy.

5.21 Public transport information will be made available to colleagues, primarily the provision of timetables information, mapping and service information.

5.22 The following information and initiatives will be provided:

- Location details of local bus stops
- Details of services provided from local public transport stops/stations, including frequencies and any service restrictions
- Suggested walking routes to local public transport stops/stations

Colleague Feedback

5.23 Colleagues will be encouraged to communicate any feedback or suggestions they may have regarding improvements to walking, cycling and public transport access at the site and in the local area.

Resources

5.24 Suitable resources will be provided for the implementation of the measures and initiatives associated with the Travel Plan Statement.

5.25 Certain measures/initiatives, including travel noticeboards and new starter packs will form part of the development construction/fitting out stages and as such associated costs are included within these stages.

5.26 With regards to printing or similar costs for materials such as travel packs, leaflets and updated timetables/mapping information, these are envisaged to be minimal and are expected to be funded by the site management through general administration costs or similar.

5.27 The TPSC role will be funded by Sainsbury's Supermarkets Limit, SSL.

6 Action Plan

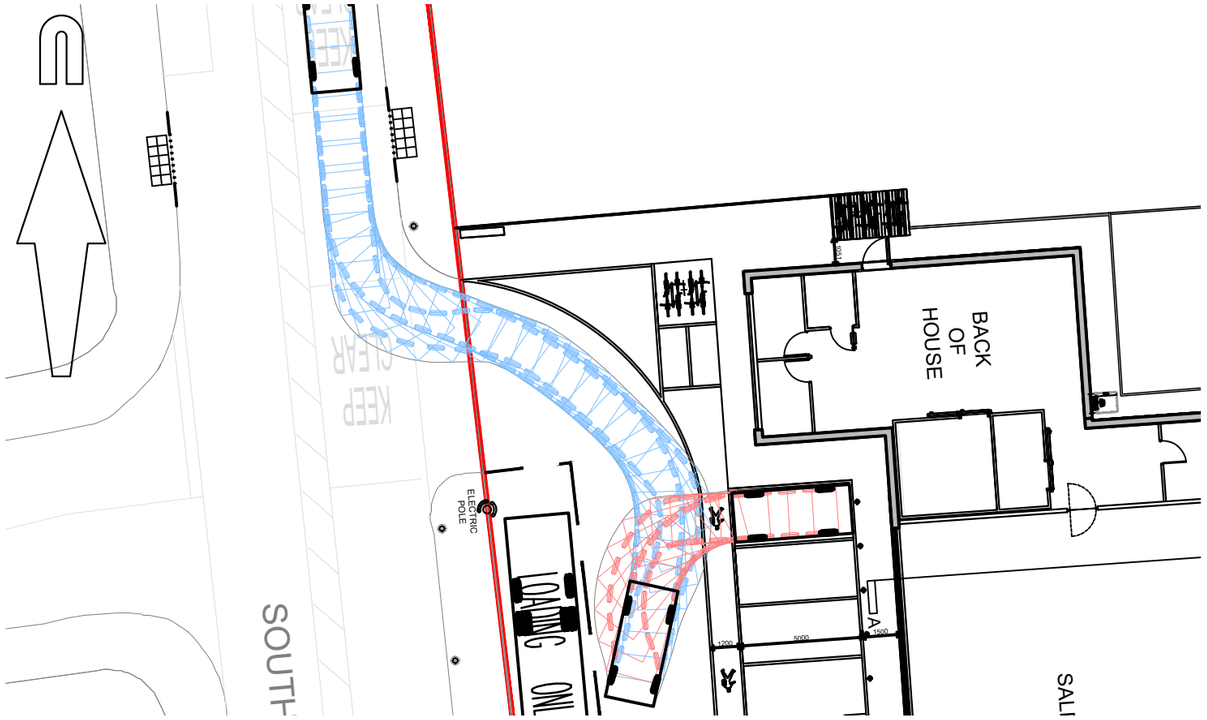
6.1 The following Action Plan sets out the implementation of measures to achieve the objectives of the TPS.

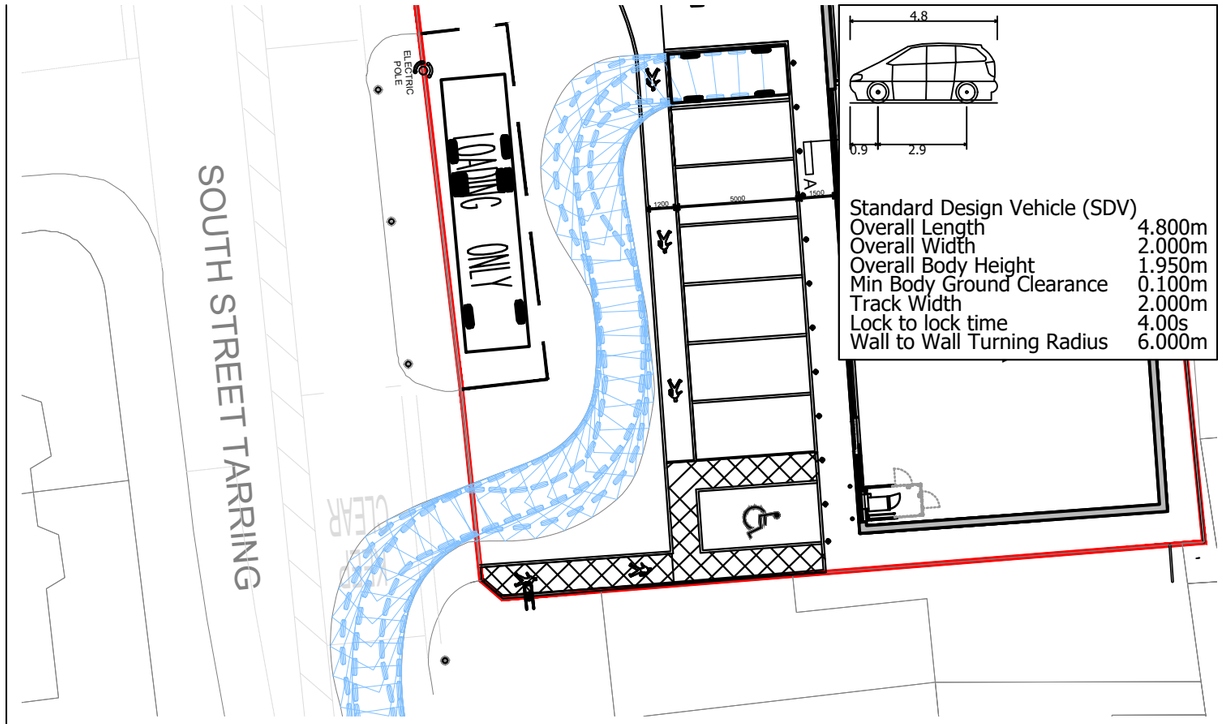
'Action' Type Targets		
Measures	**Responsibility**	**Comment**
Provide the travel information that will be publicised to colleagues	Site Management Company/TPSC	To be Achieved Within 3 Months of Occupation of Site
Provide Welcome Packs to all new colleagues		Upon Store Occupation
Set up Bicycle User Group and publicise to colleagues		Upon Store Occupation
Publicise car sharing websites to colleagues as part of Welcome Pack		Upon Store Occupation
Publicise local car clubs to colleagues		Upon Store Occupation
Monitor cycle parking demand and evaluate as necessary		To be Achieved After 1 Year Occupation of Store
Conduct a Travel Audit		To be achieved within 3 months of occupation on site

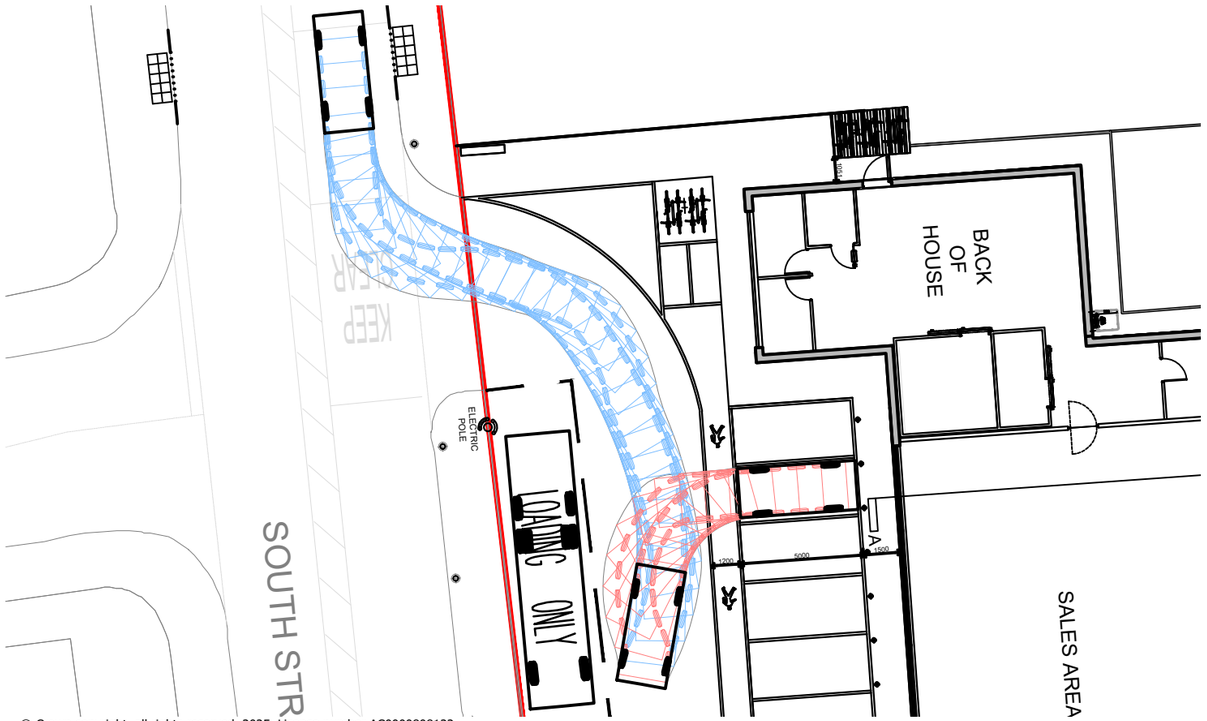
Table 6.1: 'Action' Type Targets

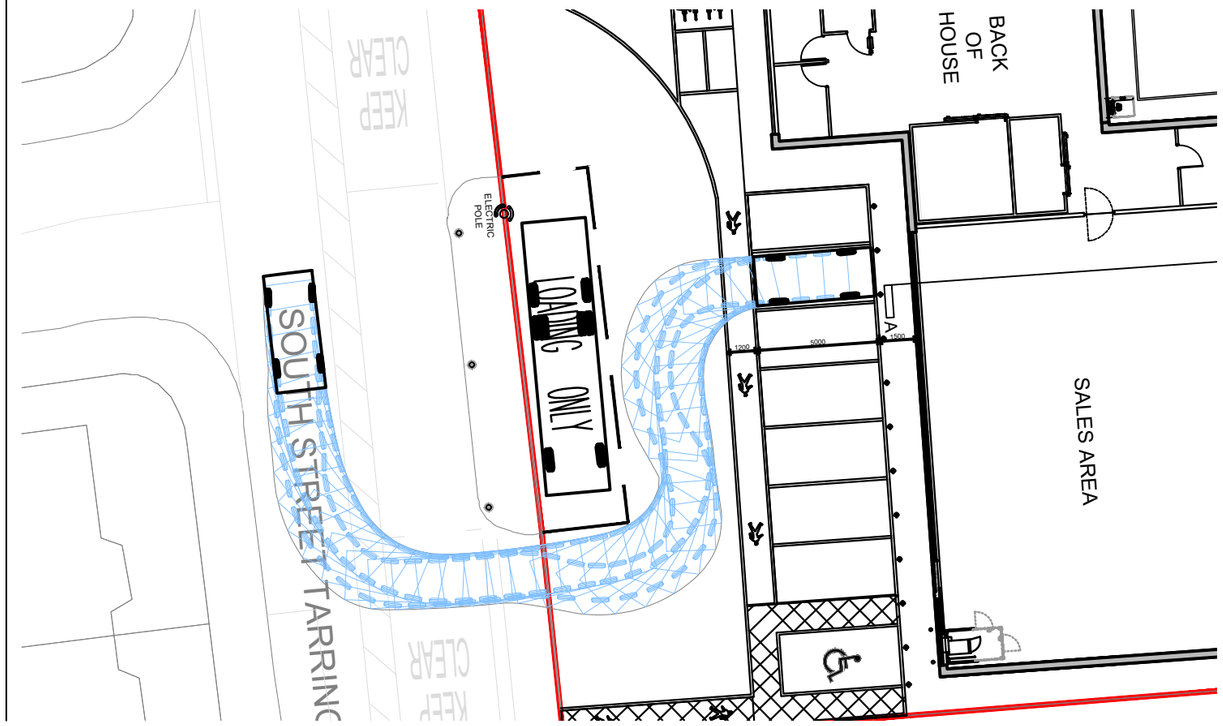
6.2 Prior to first occupation of the site, the store manager will be responsible for ensuring that the TPSC is designated. The TPSC will be responsible for the measures set out in the Action Plan and will act as a point of liaison for all interested parties regarding the Travel Plan Statement

APPENDIX A: Swept Path Analysis









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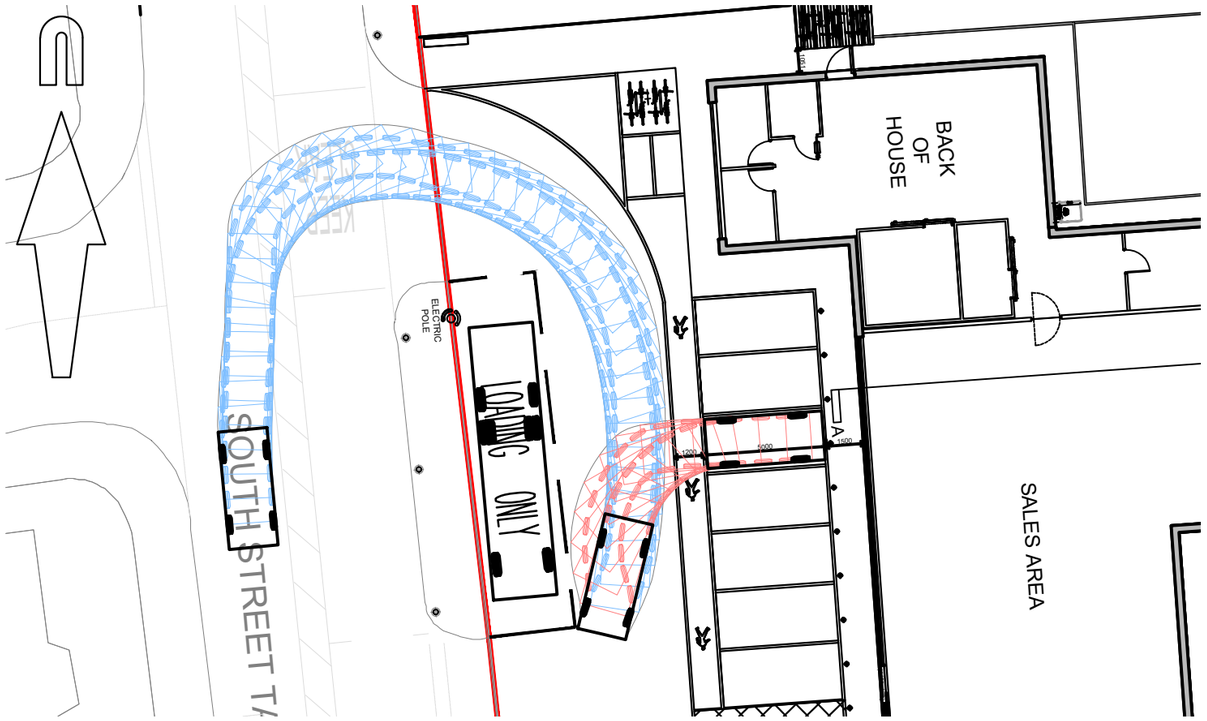
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STANDARD DESIGN VEHICLE USING PARKING BAYS

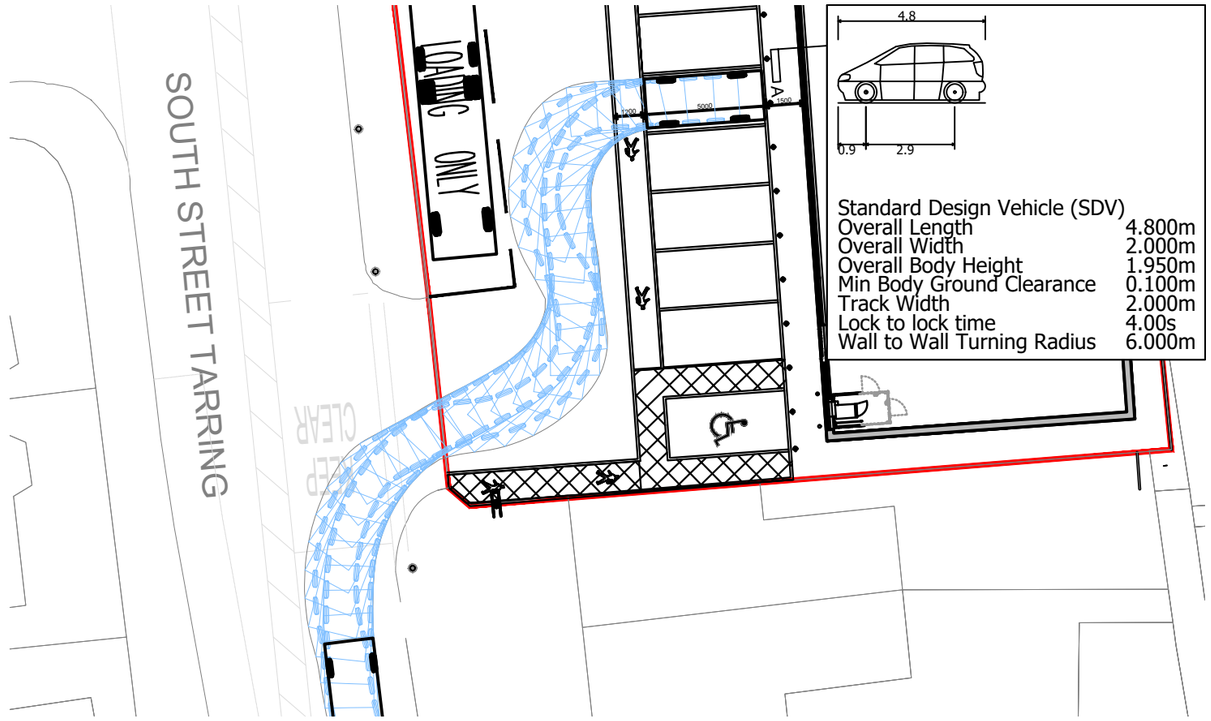
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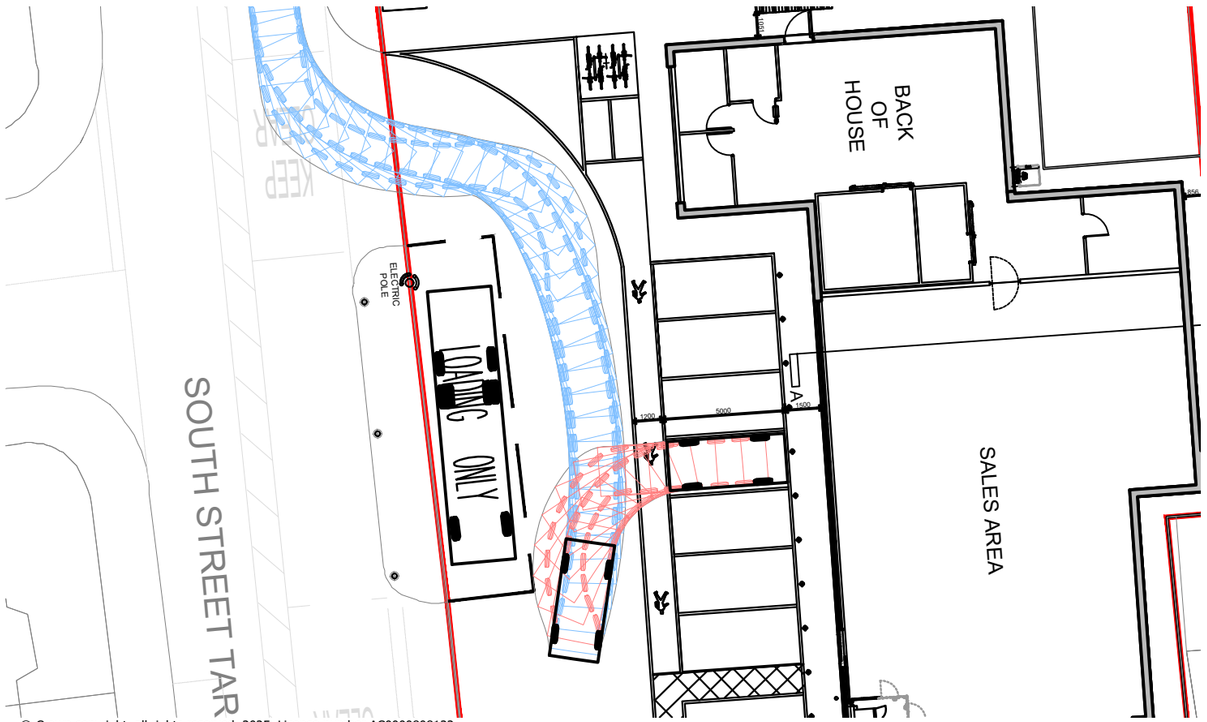
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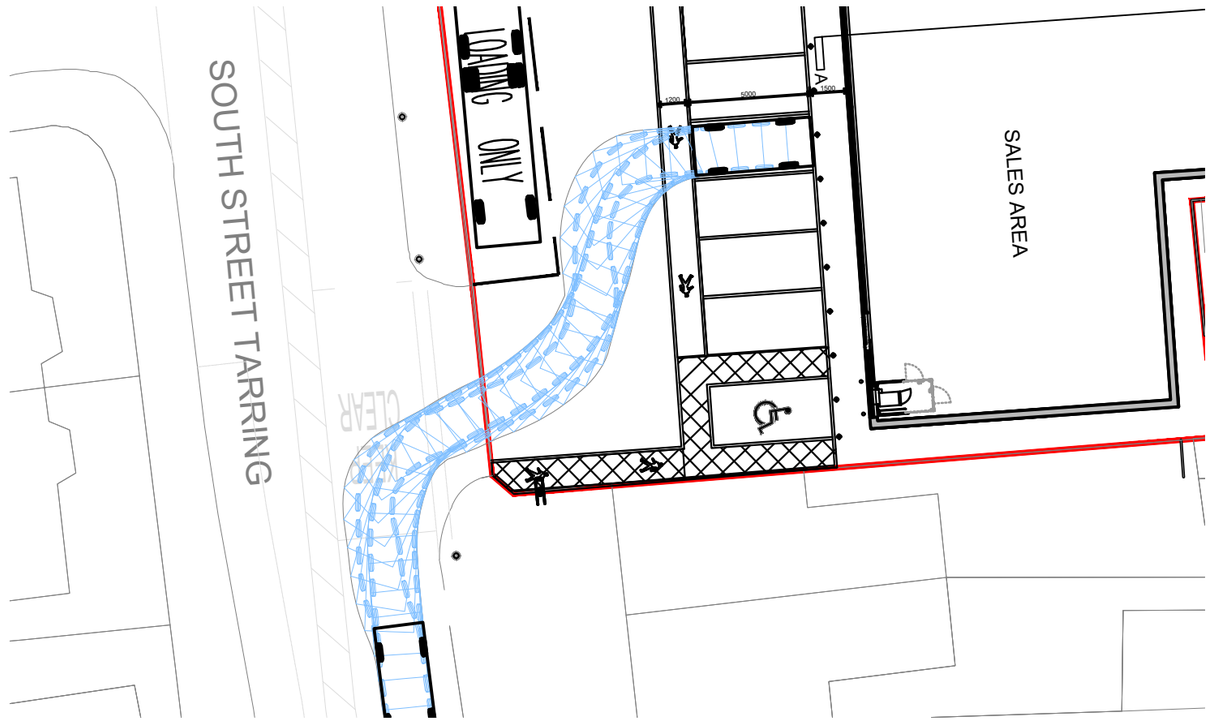
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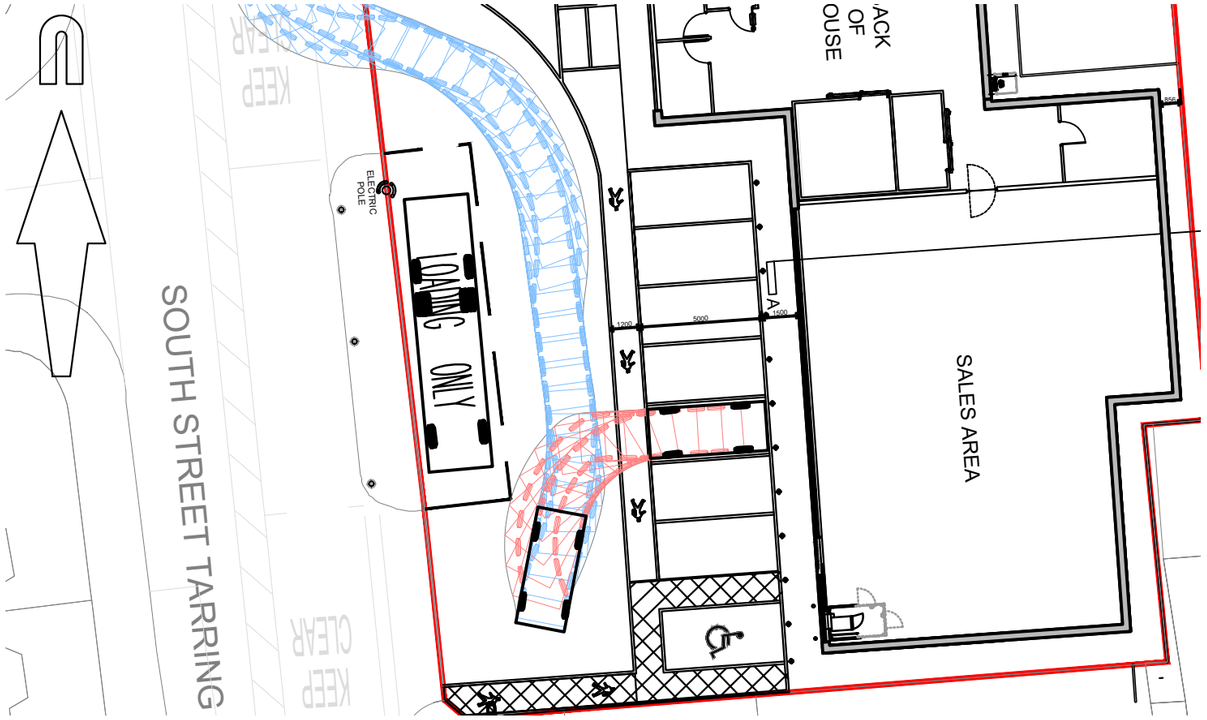
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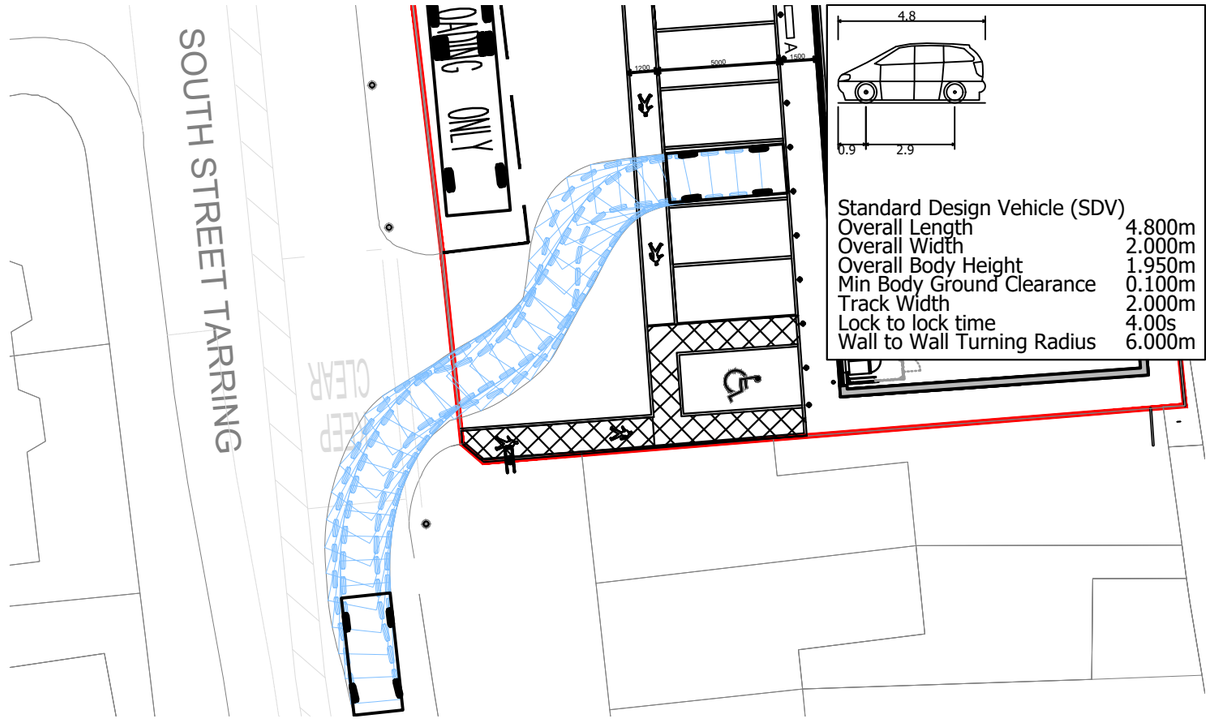
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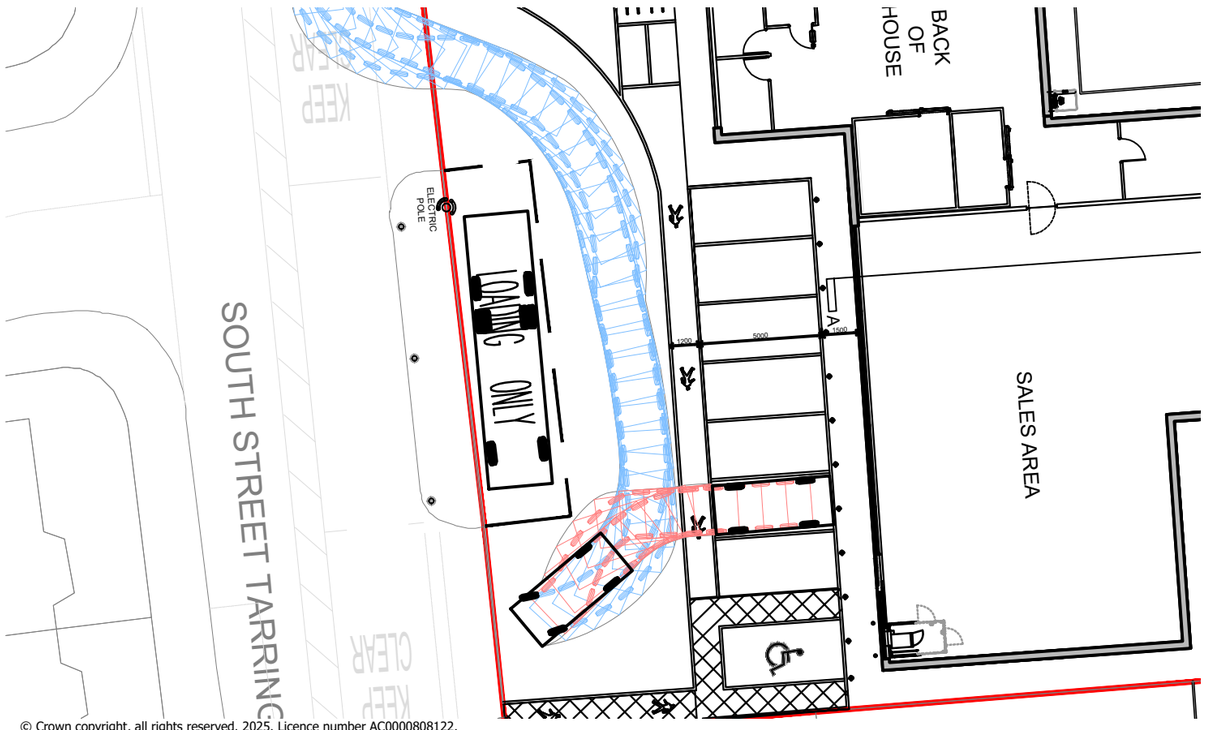
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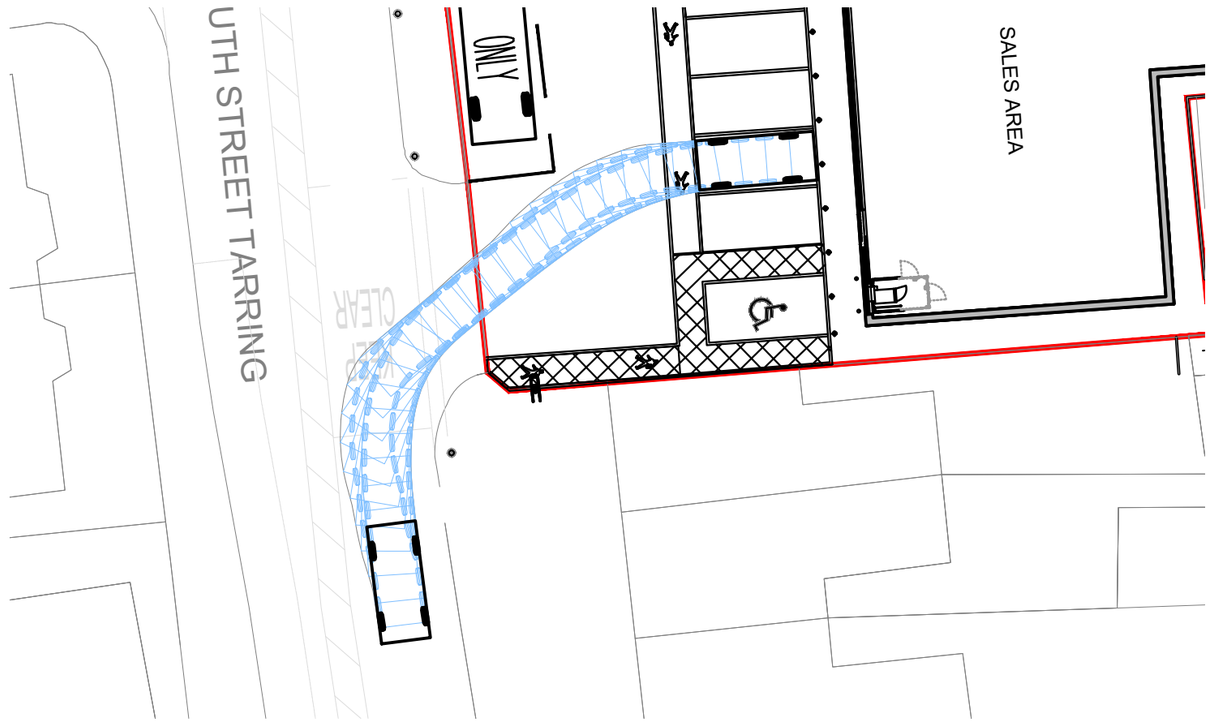
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title

SWEPT PATH ANALYSIS
STANDARD DESIGN VEHICLE USING PARKING BAYS

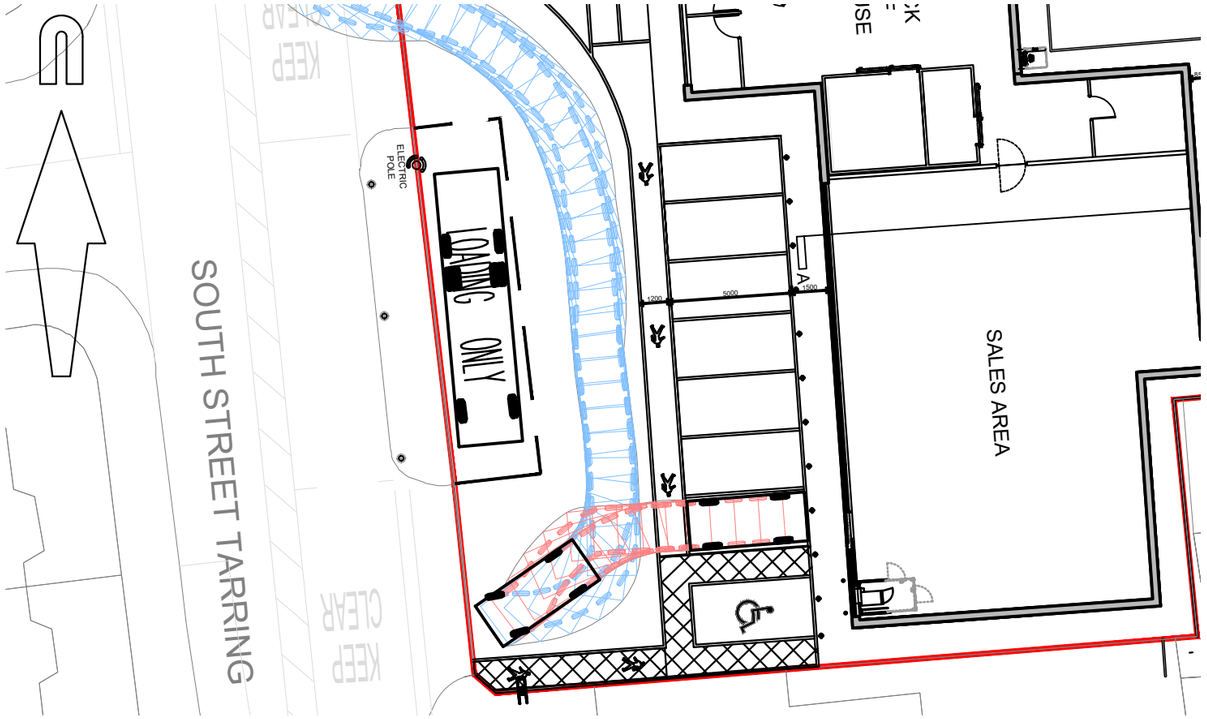
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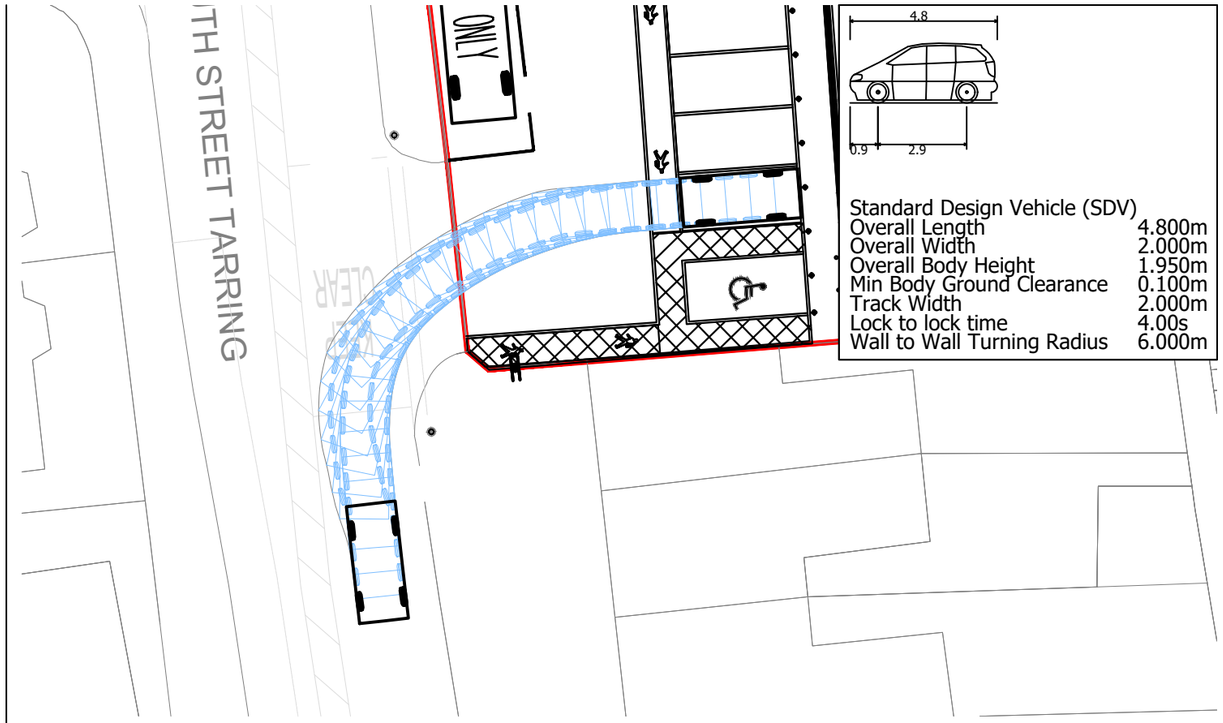
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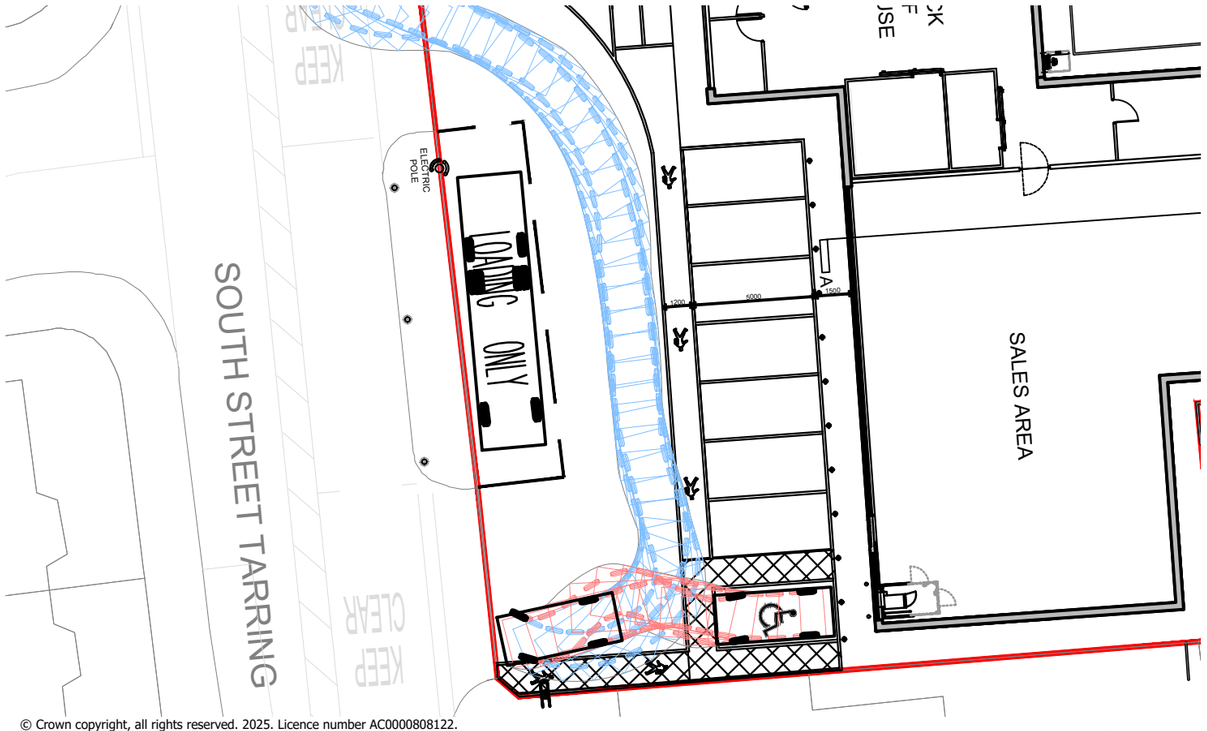
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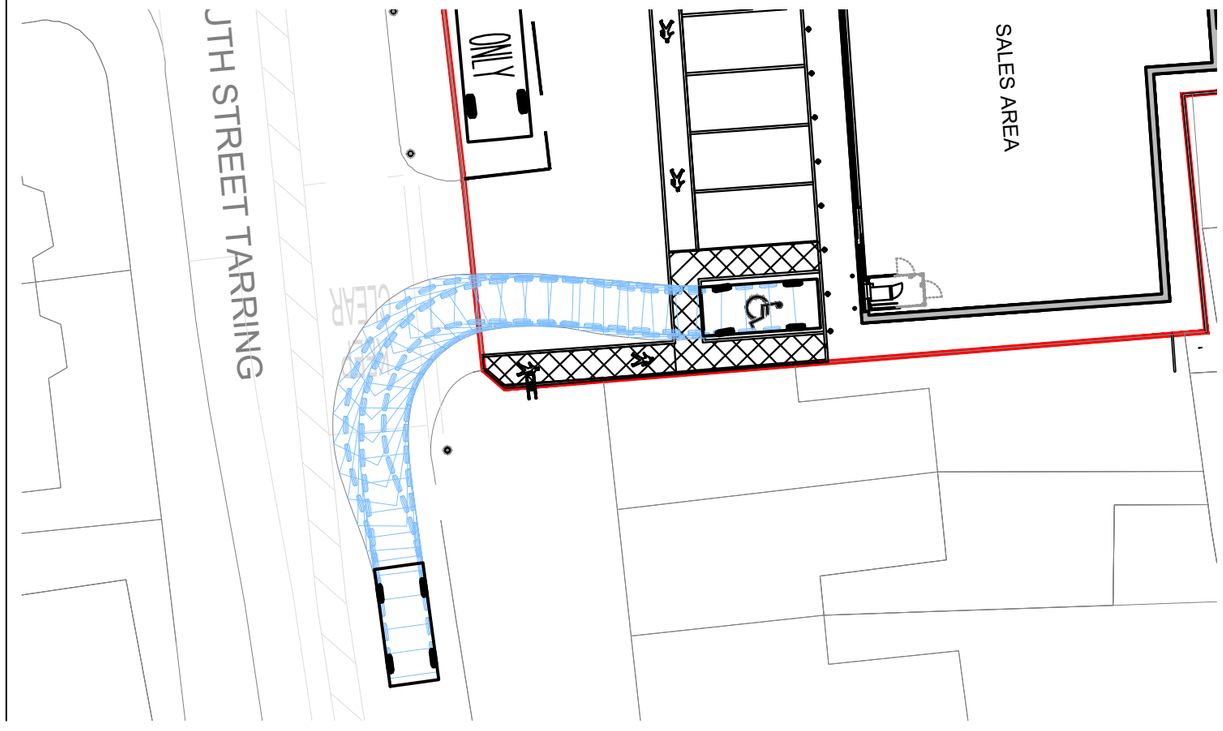
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