

**ALDI FOODSTORE
VICTORIA AVENUE EAST, MOSTON**

TRAVEL PLAN

PREPARED ON BEHALF OF:

ALDI STORES LIMITED



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1.0 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan has been prepared by Cameron Rose Associates on behalf of Aldi Stores Ltd to fulfil a condition of the planning consent for the proposed redevelopment of the former bar/ restaurant, fronting the A6104 Victoria Avenue East, to an Aldi food store.

1.1.2 This document represents the Full Travel Plan for the permitted Aldi foodstore and pays due cognisance to the following:

- National Government Guidance.
- The framework Travel Plan prepared by Cameron Rose Associates at the time of the planning application; and
- Aldi's corporate commitments to sustainable development.

1.1.3 Servicing and delivery vehicles to the foodstore are also detailed in the Travel Plan.

1.1.4 The Travel Plan will be implemented and monitored in co-operation with the local planning authority as per the requirements of the planning consent, which states that:

Condition 17:

Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;*
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;*

(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and

(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objectives of reducing dependency on the private car.

1.1.5 This Travel Plan is primarily directed at reducing unnecessary or unsustainable car travel made by employees at all levels including management.

1.1.6 The Travel Plan also addresses customer travel. Although by the very nature of the retail land use, the majority of journeys are undertaken by car, there will however be opportunities where the number of unnecessary car trip can be reduced.

1.2 Scope of Document

1.2.1 The Travel Plan has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan for the Aldi store. The remainder of this document is structured as follows:

- **Section 2.0** outlines the site layout and associated car parking and servicing provision.
- **Section 3.0** outlines accessibility of the store, store characteristics and employee travel patterns.
- **Section 4.0** sets out the objectives and targets of the Travel Plan.
- **Section 5.0** outlines the Travel Plan strategy including how it will be managed and marketing and consultation strategies.
- **Section 6.0** sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan.
- **Section 7.0** outlines how the monitoring and review programme will ensure the Travel Plan continues to develop; and

- **Section 8.0** summarises the actions that need to be undertaken to ensure successful implementation of the Travel Plan.

2.0 DEVELOPMENT – ALDI FOODSTORE, VICTORIA AVENUE EAST, MOSTON

- 2.1.1 The food store is single storey with a Gross External Area of 1,850 sqm. The development provides 111 car parking spaces including five disabled, nine parent and child, four electric vehicle charging spaces and stands to accommodate 10 bicycles.
- 2.1.2 The existing vehicular access to the site off Victoria Avenue East will be closed with full height kerbs and the footway reinstated.
- 2.1.3 The new vehicle access will be provided to the south-east of the existing access off Victoria Avenue East. The access will take the form of a ghost island right turn priority controlled junction. The new access will include an inset informal crossing position.
- 2.1.4 An access road is proposed along the eastern and northern boundaries of the site, serving the proposed food store, the gym, and the residential properties. Access to the food store will be via a priority controlled junction off the access road, approximately 12 metres from its junction with Victoria Avenue East.
- 2.1.5 The Aldi Store will have the following operational hours of the store as follows:
- Monday – Saturday: 0800 – 22:00; and
 - Sunday: 10:00 – 16:00

2.2 Parking Provision

- 2.2.1 The development includes the provision of 111 car parking spaces including five disabled, nine parent and child and four electric vehicle charging spaces. Covered cycle parking for up to 10 bicycles, in the form of five “Sheffield” type bicycle stands is also provided.

2.3 Servicing and Deliveries

- 2.3.1 Servicing of the site would take place via the customer access off Victoria Avenue East. Service vehicles will proceed along the access road on the eastern and northern boundaries of the site, to access the service dock. No service vehicles will enter the customer car park. All service vehicles will enter and leave the site in a forward gear.
- 2.3.2 The swept path of an Aldi 16.5 metre refrigerated articulated vehicle accessing and egressing the site, has previously been approved through the planning process.
- 2.3.3 The store manager has an allotted time each day by which the main delivery will have taken place. The driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.
- 2.3.4 Delivery practices are identical at each store; deliveries at the Moston store reflect this practice. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a “dock leveller” to provide a flush ramp from the floor of the lorry to the floor of the storage area.
- 2.3.5 The driver gains access to the building by means of a “driver’s door” located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site-specific special arrangements dictate.
- 2.3.6 There will be no site entrance barriers installed at the Moston site; therefore, there is no requirement to fit service vehicles with transponders.
- 2.3.7 Operational characteristics of the Aldi Moston store can be summarised as follows:
- There are normally up to four Aldi Articulated HGV delivery per day.

- The daily HGV delivery arrival journey will normally take place outside peak highway network hours.
- The standard delivery period is ½ hour to 1 hour; and
- Vehicular access to the service bay is along the access road on the eastern and northern boundaries of the site. All manoeuvring is supervised and assisted as necessary by the store manager.

2.3.8 Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled.

3.0 ACCESSIBILITY AND EXISTING TRAVEL SITUATION

3.1 Site Location

- 3.1.1 The food store is located on the A6104 Victoria Avenue East at the site of an existing Indian bar/ restaurant – The Imperial Lounge. The site is bounded to the north by the Manchester Outer Ring Road (M60), to the east by North Manchester Rugby Club, to the south by the A6104 Victoria Avenue East and to the west by Pure Gym and residential apartments.
- 3.1.2 The Pure Gym and the residential apartments are accessed through the proposed site. Access into the parking areas will be maintained as part of the redevelopment proposals.
- 3.1.3 The existing vehicular access to the site off Victoria Avenue East will be closed with full height kerbs and the footway reinstated.
- 3.1.4 The new vehicle access will be provided to the south-east of the existing access off Victoria Avenue East. The access will take the form of a ghost island right turn priority controlled junction. The new access will include an inset informal crossing position.
- 3.1.5 The location of the site in relation to the local highway network is illustrated in **Figure 3-1**.

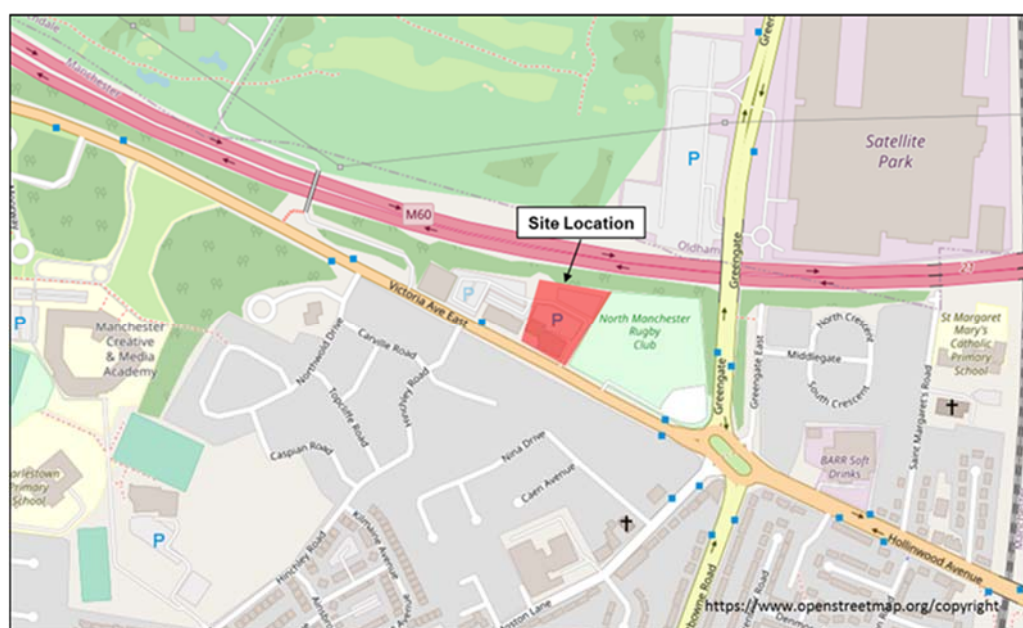


Figure 3-1: Site Location

3.2 Site Accessibility

By Car

- 3.2.1 Access to the store is off the A6104 Victoria Avenue East. Greengate Roundabout is located to the east of the development site and is a signal controlled roundabout. The junction and all approach arms are subject to a 30 mph speed limit. The junction is formed by the A6104 Victoria Avenue East, the A6104 Hollinwood Avenue, the B6392 Lightbowne Road and the B6392 Greengate.

On Foot and by Bicycle

- 3.2.2 Existing infrastructure, including good footways and street lighting between the development, and surrounding areas, are conducive to journeys on foot.
- 3.2.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys of Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made' (Para 1.10).

- 3.2.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).

- 3.2.5 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.' (Para. 77)

- 3.2.6 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon. (Para. 1.5.1)
- 3.2.7 Footways and street lighting are also provided on all roads within the vicinity of the site. There are two crossing points on the A6104 Victoria Avenue East in the vicinity of the site. These crossings included dropped kerbs, tactile paving, and pedestrian refuges. Controlled pedestrian crossing facilities are provided at the Greengate roundabout, to the east of the development site, on the majority of arms at the junction. Controlled pedestrian crossing facilities are also provided on the circulatory carriageway, adjacent to Greengate and Moston Lane, with footway connections provided across the central island.
- 3.2.8 **Figure 3-2** indicates an 800 metre and two kilometre walking catchment from the store. The catchment encompasses a large residential population and a number of employment sites.

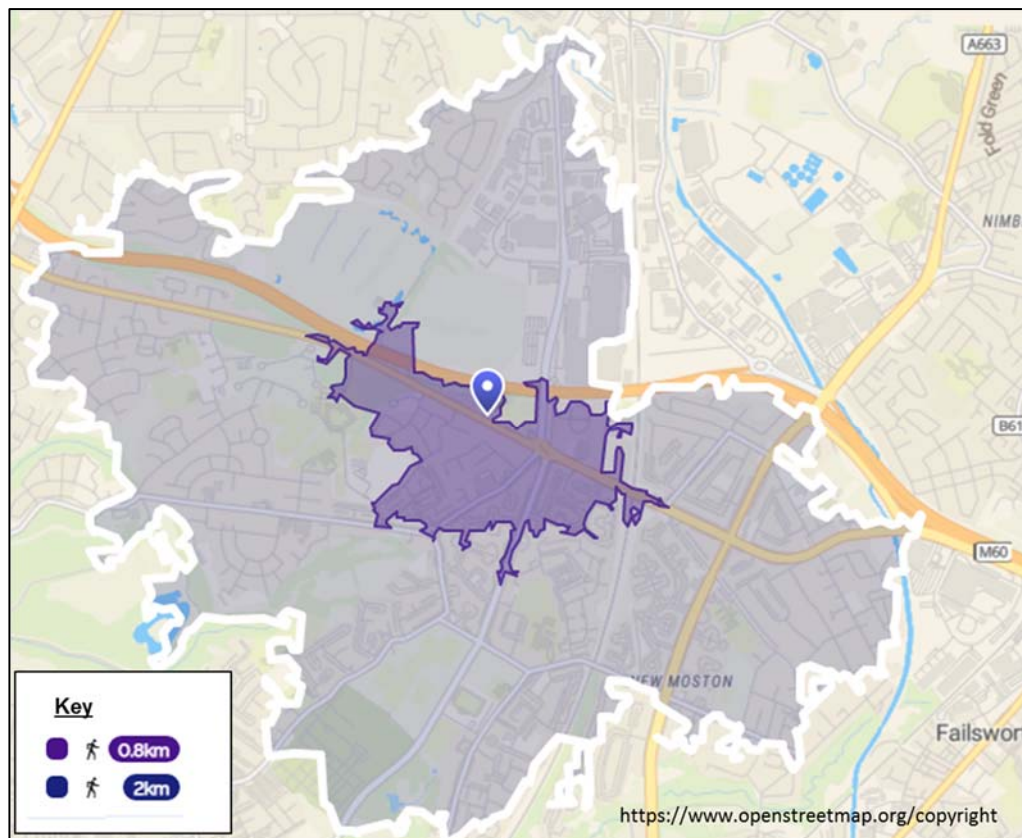


Figure 3-2: Walking Catchment

3.2.9 The 800 metre walking catchment illustrates that Moston Train Station and numerous educational, employment and retail units are accessible. Within a two kilometre walking catchment encompasses numerous residential areas around Moston. This makes journeys on foot between local residential/employment areas and the site a viable option. The proximity of these areas to the site also make commuter based walking trips to and from the site a realistic option.

3.2.10 **Figure 3-3** indicates a five kilometre cycling catchment from the development store. The catchment includes all of Moston, Middleton Junction, Failsworth, Harpurhey, Newton Heath and Blackley, amongst others. This equates to a significant local population within cycle distance of the store.

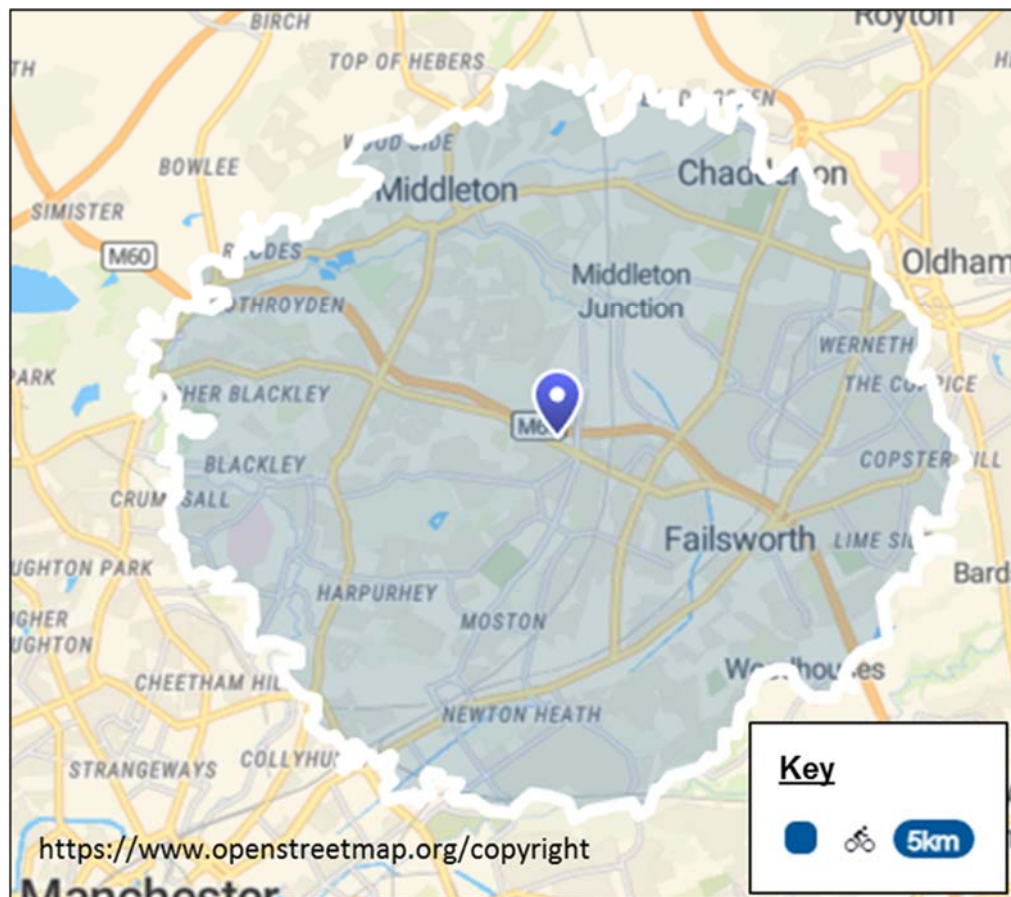


Figure 3-3: Cycling Catchment

3.2.11 An on-road cycle route operates along the length of Victoria Avenue East, along both sides of the carriageway. This provision continues around the Greengate roundabout. The south-western arm of the roundabout – Moston Lane is also allocated as an advisory cycle route.

3.2.12 This catchment indicates that cycling could be seen as a viable form of commutable transport for those working on-site and living in the surrounding residential areas. Thus, the location of the proposed development would provide the opportunity for employees and visitors/ customers to access the site by bicycle. Excellent walking and cycling links in the vicinity enhance the viability of such trips.

3.2.13 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and are deemed acceptable.

By Public Transport

Bus Services

3.2.14 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

3.2.15 The closest bus stops to the site are located on Victoria Avenue East within approximately 100 metres of the proposed development. Further bus stops are accessible from the arms of Greengate roundabout. There are therefore a number of bus stops located within the IHT's recommended walking distance to a bus stop.

3.2.16 The locations of bus stops in close proximity to the development site are shown in **Figure 3-4**.

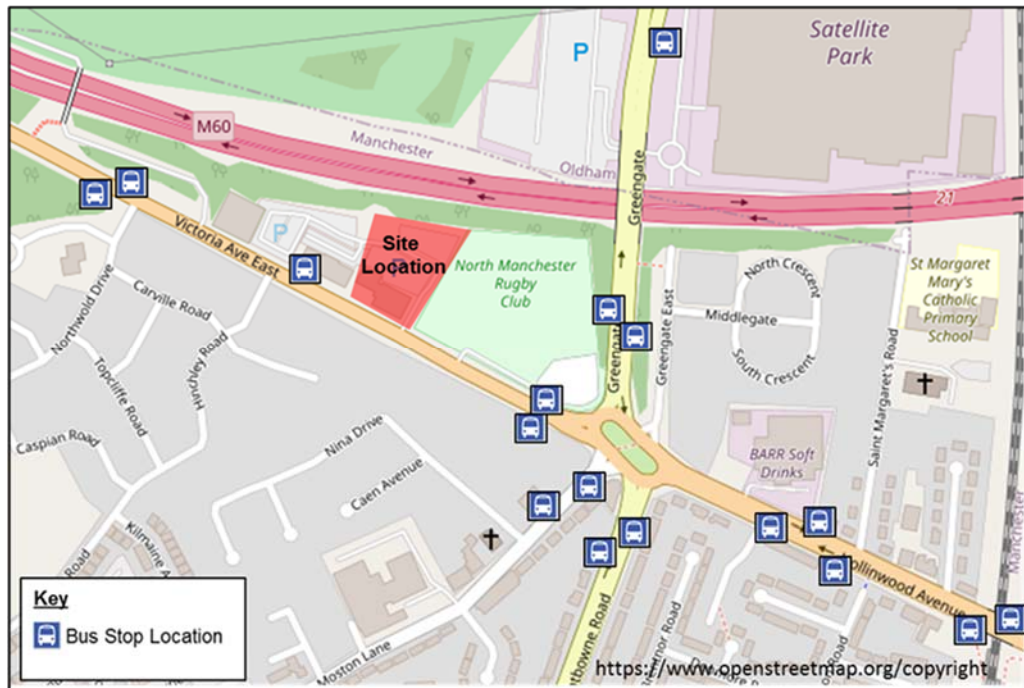


Figure 3-4: Bus Stop Locations

3.2.17 A selection of the routes and frequencies of the bus services operating in close proximity of the store are summarised in **Table 3-1**.

Table 3-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
Services from Victoria Avenue East				
115	Middleton — Moston — Harpurhey — Blackley circular	60 (between 0930 – 1600)		-
116	Middleton — Blackley — Harpurhey — Moston circular	60 (between 0930 – 1430)		-
149	Chadderton — Oldham — Hollinwood — North Manchester General Hospital	60	60	60
Services available in close proximity to Greengate Roundabout				
81	Oldham — Moston — Manchester	30	30	60
112/ 113/ 117	Middleton — Moston — Collyhurst — Manchester	20	15	30
114	Alkrington — Moston — Monsall — Manchester	20	30	60
159	Middleton — Failsworth — Woodhouses — Chadderton — Oldham	60 (between 0900 – 1700)		-

3.2.18 The above services demonstrates that there are a variety of local destinations, including Middleton, Harpurhey, Chadderton and Manchester that can be reached via the bus services operating within an acceptable walking distance of the store.

Rail Service

- 3.2.19 Moston railway station is within a 750 metre walking distance of the site. The station is approximately six kilometres north of Manchester Victoria on the Caldervale Line, which is managed by Northern. Moston station is on Hollinwood Avenue and is unstaffed.
- 3.2.20 On Monday to Saturday daytimes, there is a half-hourly service in operation. Northbound trains run to Rochdale, where connections are available for stations further afield and southbound trains run to Manchester Victoria and thence to Bolton, Blackburn, and Clitheroe (alternate trains only).
- 3.2.21 On Sundays the Southport - Wigan Wallgate - Manchester - Blackburn - Clitheroe service calls hourly each way.

4.0 OBJECTIVES AND TARGETS

4.1 Objectives

4.1.1 The Travel Plan is primarily aimed at reducing the dependence of Employees on travel by car. Therefore, the main objectives of the Travel Plan can be defined as follows:

- Discourage the use of unsustainable modes of transport and enable employees to make travel choices that benefit themselves and their community;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

4.1.2 The secondary objectives of the Travel Plan are:

- To increase customer awareness of the advantages and availability of sustainable modes; and
- To reduce unnecessary and unsustainable use of the car by customers, particularly in the case of short trips.

4.1.3 The objectives will be achieved through reference to information on travel patterns at the site which will be analysed to identify and establish baseline conditions, the propensity for future travel change and to assist in the selection/ refinement of individual Travel Plan measures.

4.2 Targets

4.2.1 National guidance identifies a need for a set of realistic targets to measure progress against the stated outcome objectives listed above.

4.2.2 Detailed baseline targets will be set following the initial staff travel surveys. These are programmed to be undertaken within three months of the store opening. Based on the travel patterns at other Aldi food stores the following targets are anticipated:

- 40% of staff trips undertaken by sustainable modes, including car sharing.
- 60% of staff trips undertaken by single occupancy cars.

4.2.3 In terms of customer travel, the target is to raise general awareness towards sustainable travel and to maintain the existing level of awareness.

5.0 MANAGEMENT STRATEGY

5.1 Background

5.1.1 The Travel Plan is to be delivered over four key stages. These stages are described in the remaining sections of this document and will cover the processes involved in the successful implementation of the Travel Plan, from the role of Travel Plan Co-ordinator, through to monitoring of the effects of the Plan to the identification and implementation of tailored and realistic initiatives.

5.1.2 **Figure 5-1** identifies the key intermediate stages and timescale with respect to the implementation programme for the Travel Plan.

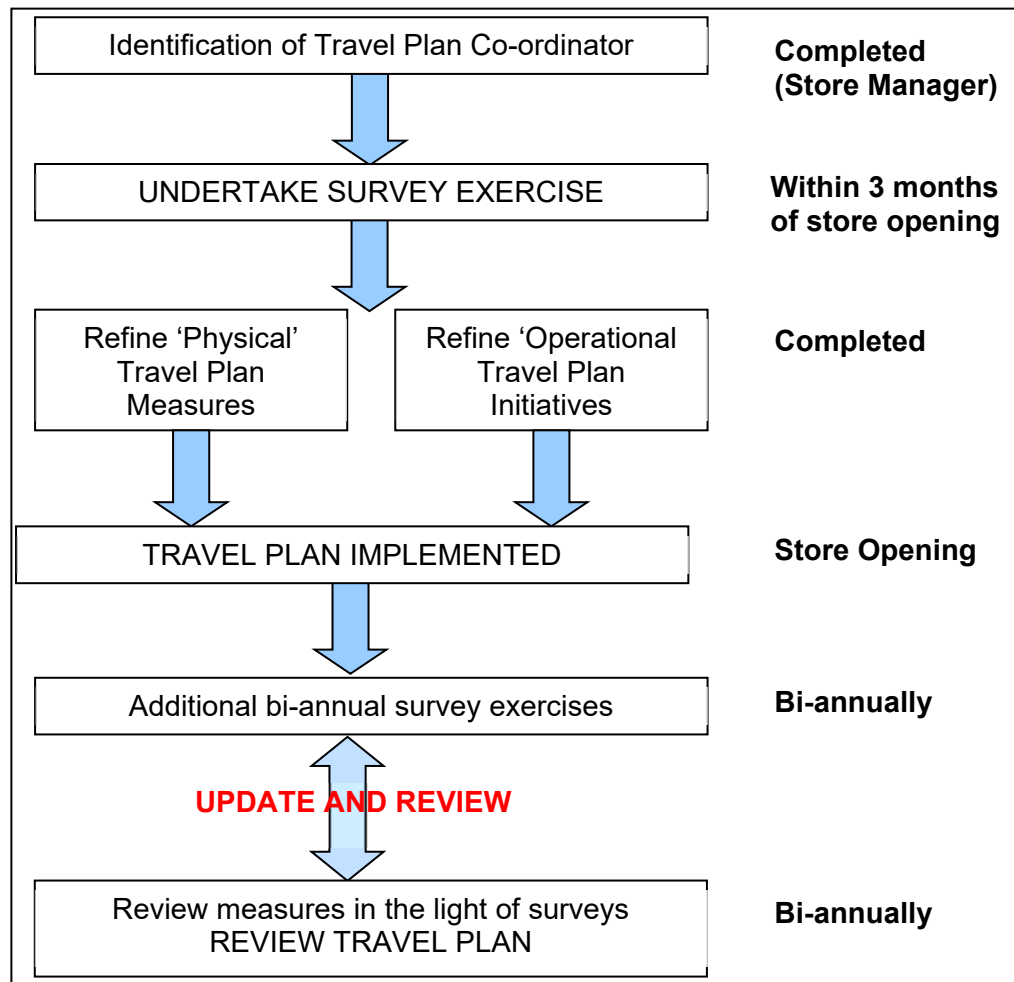


Figure 5-1: Travel Plan Implementation Schedule.

5.2 Introduction to the Travel Plan Co-ordinators (TPC)

5.2.1 The administration of the Travel Plan is the responsibility of the Travel Plan Co-ordinators (TPC). To ensure the effective implementation of the Travel Plan, the TPC responsibilities are assigned to the store manager. The TPC will be assisted in all matters with regards to the Travel Plan by Cameron Rose Associates.

5.2.2 The TPC is the main contact for the Travel Plan and is responsible for implementing Plan measures, involving new staff and visitors to the site, and monitoring the effects of implementation. A full set of the duties and responsibilities of the TPC is set out in the sections below.

5.3 Duties and Responsibilities of the Travel Plan Co-ordinator

5.3.1 The TPC is the main liaison with the Local Planning Authority with respect to Travel Plan matters. The TPC is the first point of contact for staff/ visitors on site and other external organisations in all matters regarding employee and visitor travel and the management of physical and operational travel measures.

5.3.2 The key roles and responsibilities of the TPC are as follows:

- Managing the development and implementation of the Travel Plan;
- Co-ordinating a Travel Survey exercise on a bi-annual basis with Manchester City Council.
- Liaising with public transport operators and Local Planning/ Highway Authority officers to ensure up-to-date transport information is available at the site; and
- Monitoring the operation of the Travel Plan and undertaking a bi-annual review of the Travel Plan.

5.4 Key Travel Plan Administration Tasks

5.4.1 As part of the on-going operation of the Travel Plan, the following key administrative tasks will need to be undertaken by the TPC:

- Inform the Local Planning Authority of contact details should the TPC role be transferred to an alternative staff member/ management company/ transportation consultancy within the lifetime of the Plan.
- Formulate a 'key contacts' file of appropriate personnel for all company representatives on the development site and key personnel at other organisations such as the Local Planning Authority, Local Highway Authority, public transport operators, etc.
- Undertake a bi-annual Travel Survey of all the Aldi employees at the Moston store and maintain a staff database (the first survey exercise will be undertaken within three months of the store opening). New staff should be made aware of the existence of the Travel Plan, ideally at the time of appointment, but within at least two weeks of beginning work; and
- Ensure that Travel Plan information is readily available to staff members to include up-to-date public transport information and details of travel initiatives such as National Cycling Week, the '10,000 steps' challenge, healthy living information, etc.

5.5 Travel Plan Monitoring

- 5.5.1 The TPC will liaise with Manchester City Council Travel Plan officer on a bi-annual basis with regard to the review of travel patterns against stated targets.
- 5.5.2 A baseline survey will be undertaken following the store opening, from which all subsequent periods of monitoring will be reviewed against. These surveys will inform the development of tailored Travel Plan measures.

5.6 Marketing

- 5.6.1 The success of the Travel Plan will rely on the support of employees. As such, the store manager as Travel Plan Co-ordinator is in an ideal situation to retain close contact with management and employees. The role also involves responsibility for liaising with key stakeholders, including the planning and highway officers at Manchester City Council.

- 5.6.2 Regular liaison with officers at Manchester City Council regarding walking, cycling and public transport will also be necessary.

6.0 MEASURES AND INITIATIVES

6.1.1 This section outlines the physical and management measure to be undertaken as part of the Travel Plan. The implementation of the measures, which include awareness initiatives and infrastructure provision, is key to the Travel Plan.

6.2 Employee Travel

6.2.1 In order to reduce the need to travel Aldi will aim to recruit staff from the local catchment area.

Travel and Travel Plan Information Provision

6.2.2 All employees will be provided with Introduction Packs which included the following information:

- Name and contact details of the Travel Plan Co-ordinator.
- An introduction to the Travel Plan and its purpose;
- Bus route maps and timetables; and
- Location and access arrangement to lockers, changing facilities and cycle parking.

6.2.3 This information will be available to all new employees as part of their induction. In addition, this information is also provided to all existing staff within the staff room. Information will be reviewed as part of the Travel Plan to ensure the most up to date employees information is provided to employees.

Personalised Travel Planning

6.2.4 The Travel Plan Co-ordinator will offer a personalised Travel Planning service for all new employees. The free online journey planning information that is available to plan journey from door to door will be promoted to employees, including: <http://www.transportdirect.info/> and <http://www.traveline.co.uk/>. The TfGM journey planner (<https://tfgm.com/plan-a-journey>) will also be promoted amongst employees.

Walking

6.2.5 It is accepted that the shift patterns of the workforce may not be conducive to the promotion of walking on a daily basis, and that such modes are generally less attractive during the winter months; however, given appropriate incentive/encouragement there is potential to encourage additional staff member to do so.

6.2.6 The Travel Plan Co-ordinator will:

- Liaise with staff living within nearby residential areas with the aim of encouraging them to walk, even if occasionally;
- Ensure umbrellas are available for the use of staff.
- Liaise with Manchester City Council to ensure that pedestrian routes are appropriately maintained; and
- Promote the benefits of walking.

6.2.7 Employees will be provided and will continue to be provided with information and advice concerning safe pedestrian routes to the store.

Cycle Routes

6.2.8 The store encompasses a significant population catchment within an acceptable cycling distance of five kilometres that is defined within PPG13. The Travel Plan Co-ordinator will:

- Liaise with employees living within an accessible cycle distance, with the aim of encouraging them to cycle, even if occasionally;
- Promote the benefits of cycling; and
- Promote websites offering information on cycling including <https://beeactive.tfgm.com/cycling/>.

6.2.9 Employees have been provided and will continue to be provided with information and advice concerning safe cycle routes to the store.

On-Site Facilities

6.2.10 There are a total of 10 bicycles, in the form of five “Sheffield” type bicycle stands will be provided on the northern boundary of the store. The position of the cycle parking benefits from natural surveillance, located underneath the building canopy adjacent to a glazed section of the store, overlooked by checkouts/ packing area. The use of cycle parking will be monitored and additional parking facilities will be provided should demand continually exceed supply.

6.2.11 Changing and locker facilities are provided for employees.

Cycle Discount Schemes

6.2.12 Bicycles and bicycle equipment is regularly available as ‘special purchases’ within Aldi stores. This provides an opportunity for staff to purchase bicycles at greatly discounted rates, thus encouraging this mode of transport.

6.2.13 Aldi employees also have access to a Bike 2 Work scheme, which is available through their employee benefits. Employees can choose a bike from participating retailers such as Halfords, Tresz, Cycle Republic and a growing range of independent shops. The scheme allows employees to choose a bike and cycle safety accessories to the value of £1,000, to be paid for over a 12 month period through a salary sacrifice arrangement. All relevant information is available with employee starter packs and via the company’s employee benefits website www.aldibenefits.co.uk/

Public Transport

6.2.14 Bus stops are accessible within an acceptable walking distance of the store. The frequency of bus services and the range of destinations served from these stops are considered to represent a realistic alternative travel mode to the private car.

6.2.15 The TPC will distribute information on public transport including journey planning and smart ticketing - <https://tfgm.com/public-transport/bus>.

Car Sharing

- 6.2.16 Due to the limited number of staff, and the potential non-coincidence of shift patterns, it is considered that there is little merit in providing a formalised car share scheme to employees at the Aldi Foodstore.
- 6.2.17 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform employees of local and the national Lift Share scheme (www.liftshare.org).
- 6.2.18 Support will be given to any staff member wishing to find a car share partner by the Travel Plan Co-ordinator.
- 6.2.19 In the event that an employee's ride home fails through, employees will be guaranteed a free taxi home.

Electric Charge Points

- 6.2.20 In order to encourage and facilitate more sustainable modes of travel, four fast charge electric charge spaces have been installed. These spaces will be available for both staff and customers. To accommodate any future increase in demand Aldi have also provided the passive infrastructure for a further 20 electric charge point, for the use by both staff and customers.

6.3 Customer Travel

- 6.3.1 The primary focus on influencing customer travel will be by raising awareness of the benefits and opportunities for travel by sustainable modes, as follows:
- Information on bus routes and timetables along with walk and cycle routes will be displayed within store.
 - Information on the benefits of walking and cycling will also be promoted within store.
- 6.3.2 Discussions are being held with management at Aldi Stores Limited to determine the best way of displaying this information within the store.

7.0 MONITORING

7.1.1 The Travel Plan will be monitored bi-annually over a five year period. The targets presented in this report represents the initial targets with baseline targets being setting following the initial employee surveys, undertaken within three months of the store opening. Monitoring surveys will then take place bi-annually on the anniversary of this survey to avoid variability in travel choice.

7.1.2 The Travel Plan will be reviewed after each monitoring period; the findings will be reported back to Manchester City Council Travel Plan Officers.

7.1.3 Additional monitoring will also be undertaken of the following to ascertain whether the implementation or proportion of certain measures need to be modified:

- Level and usage of cycle stands; and
- Comments received from individuals relating to the operation and implications of the Travel Plan.

7.1.4 A brief report will be compiled after the completion of each monitor survey. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of survey outcomes. The report will be issued to Manchester City Council upon request and retained for review in subsequent years.

7.2 Action Plan

7.2.1 An Action Plan has been prepared setting out a list of measures to be implemented as part of the Plan and identifying who is responsible for its implementation. In addition, associated timescales have been examined. This is set out in **Table 7-1** below.

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility
Implement pedestrian/ cycle links across the development	Delivered as part of site construction	Aldi
Reduce the need to Travel	Recruit locally to reduce travel distance and maximise sustainable travel options	Aldi
Appoint Travel Plan Co-ordinator	Complete – Store Manager with support from CRA	Aldi Food Stores
Travel Packs including bus routes, timetables, and cycle/ walking routes	Upon commencement of employment	TPC/ CRA
Promote cycle journey planner	Information provided on notice board within staff room.	TPC/ CRA
Promote and provide information on Car Share Schemes	Upon commencement of employment. Information also to be provided on staff notice board.	TPC/ CRA
Promote National Cycle Initiatives:	Annually	TPC/ CRA
Cycle to Work Day	Usually, September	TPC/ CRA
Walk to Work Week	Usually, May	TPC/ CRA
Provide information on bus services (inc. smart ticketing), walking and cycling routes	Upon Opening & on-going – information already provided in staff induction packs. Updated every six months.	TPC/ CRA
Target Setting	Following employee surveys. To be reviewed bi-annually thereafter for a 5 year period	TPC/ CRA
Travel Plan Document Completion	Completed subject to approval. Revised bi-annual for a 5 year period	TPC/ CRA

8.0 CONCLUSION

- 8.1.1 To achieve the initiatives outlined within this Travel Plan, Aldi Stores Limited will encourage its employees to consider the benefits of the sustainable forms of transport available to them given the accessible location of the site.
- 8.1.2 Aldi will ensure that adequate information and assistance is provided to staff to influence and encourage staff to choose sustainable transport options in preference to the private car.
- 8.1.3 The Travel Plan will therefore seek to achieve significant reductions in car usage for journeys to and from the store, through the implementation of Travel Plan measures such as promoting car sharing. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic attraction associated with the development.

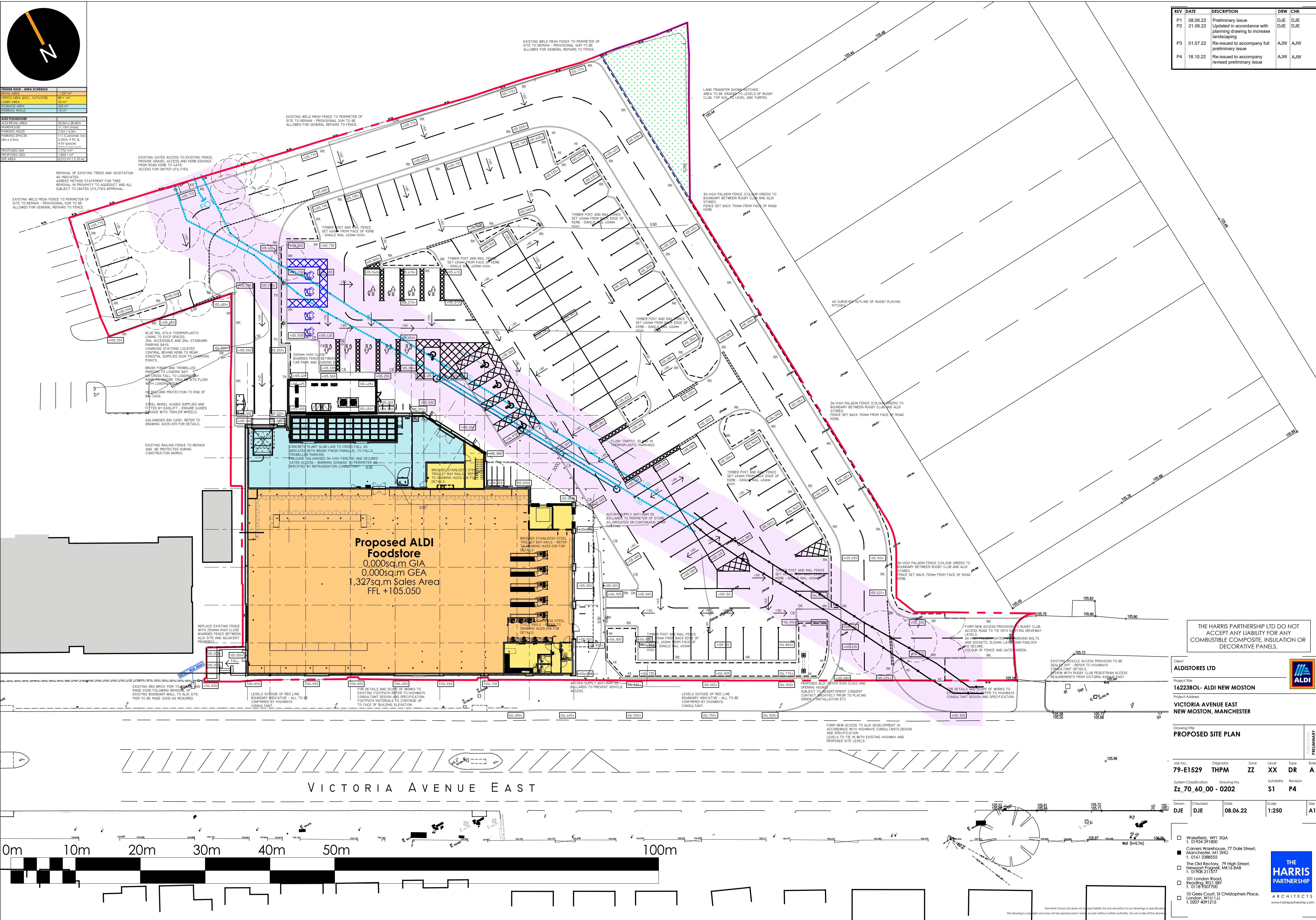


APPENDICES



APPENDIX A

SITE LAYOUT



TENDER ISSUE - AREA SCHEDULE	
REIN. AREA	1,327.07
OFFICE AREA (INCL. 1ST FLOOR)	89.4
LOBBY AREA	22.0
REINFORCEMENT AREA	10.0
EXTERNAL WALLS	10.0
ALDI FOODSTORE	
ALDI REIN. AREA	92.00m x 38.40m
WAREHOUSE	11,150m (gross)
PARKING SPACES	7.5m / 6.5m
PARKING SPACES	111 Customer, 100
PARKING SPACES	5 DDA, 9 PC & 4 EV
PROPOSED GEA	1,327.07
PROPOSED GEA	1,327.07
PROPOSED GEA	1,327.07

REV	DATE	DESCRIPTION	DRW	CHK
P1	08.06.22	Preliminary Issue	DJE	DJE
P2	21.06.22	Updated in accordance with planning drawing to increase landscaping	DJE	DJE
P3	01.07.22	Re-issued to accompany full preliminary issue	AJW	AJW
P4	18.10.22	Re-issued to accompany revised preliminary issue	AJW	AJW

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Client

ALDI STORES LTD

Project Title

16223BOL - ALDI NEW MOSTON

Project Address

**VICTORIA AVENUE EAST
NEW MOSTON, MANCHESTER**

Drawing Title
PROPOSED SITE PLAN

Job No.	Originator	Zone	Level	Type	Role
79-E1529	THPM	ZZ	XX	DR	A
System Classification	Drawing No.	Subsidiary	Revision		
Zz_70_60_00	-0202	S1	P4		

Drawn	Checked	Date	Scale	Size
DJE	DJE	08.06.22	1:250	A1

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APPENDIX B

EMPLOYEE TRAVEL PLAN QUESTIONNAIRE

**Aldi, Victoria Avenue East, Moston
Employee Travel Survey**

As part of the Travel Plan, an employee survey is being undertaken so we can understand your travel patterns, any issues you may have with your journey to and from the Store and how this could be improved.

1 What is your home postcode?

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2 Are you...

Full Time	
Part Time	

3 What was your MAIN mode of transport to work (i.e. mode for the longest part of the journey - choose ONE only)?

Car driver	
Car driver with passenger	
Car passenger	
Bus	
Motorcycle	
Bicycle	
Walk	
Other (please specify)	

4 Do you have a disability that affects your travel arrangements?

Yes	
No	

If you DRIVE A CAR to the Store please complete questions 5 - 6, if not please go to question 7.

5 What are your main reasons for driving to the Store? (tick as many as relevant)

Car essential for job	
School run	
Give lifts to others	
Health reasons	
Lack of alternative	
Comfort	
Safety	
Cheap	
Reliable	
Convenient	
Other (please specify)	

**Aldi, Victoria Avenue East, Moston
Employee Travel Survey**

6 Where do you usually park?

Work car park	
Nearby street	

7 Which of the following would encourage you to car share?

Finding partner/s with similar work patterns	
A guaranteed ride home if let down by the driver	
I do not want to car share	
Prime parking spots reserved for car sharers	
Other (please state)	

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8 Which of the following changes would MOST encourage you to cycle to work? (choose ONE only)

Safer, better lit cycle paths near workplace	
Improved cycle paths of your route	
Improved cycle parking at workplace	
Improved locker/ changing facilities at workplace	
None, live too far away	
Other (please specify)	

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9 Which of the following changes would MOST encourage you to use public transport to get to work? (if you already use public transport, which would you most like to see?) - choose ONE only,

More direct bus routes	
More frequent bus services	
Better lit safer bus shelters	
Discount season tickets for bus	
Interest free season ticket loan	
Public transport information	
None, live too far away	
Other (please specify)	

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10 Gender

Male	
Female	

11 Age

Under 18	
18 - 24	
25 - 34	
35 - 45	
45+	

Thank you for taking the time to complete this questionnaire. Please return your completed questionnaire to the store manager or place it in the survey return box in the staff room