

**ALDI FOODSTORE
VICTORIA AVENUE EAST, MOSTON**

TRAVEL PLAN

PREPARED ON BEHALF OF:

ALDI STORES LIMITED



Lymedale Business Centre,
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Staffordshire, ST5 9QF



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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 a discount food store retail unit fronting the A6104 Victoria Avenue East in Moston (planning application reference: 133148/FO/2022).

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

- National Government Guidance.
- The Travel Plan (reference: 562-01_TP01_Condition 17) prepared by Cameron Rose Associates in association with the discharge of Condition 17 of the planning consent 133148/FO/2022; and
- Aldi's corporate commitments to sustainable development.

1.1.3 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 (Part 2):

Within 6 months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as the local planning authority shall be implemented in full at all times when the development hereby approved is in use.*

**(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.*

1.2 Scope of the Travel Plan

- 1.2.1 This Travel Plan is primarily directed at reducing unnecessary or unsustainable car travel made by employees at all levels including management.
- 1.2.2 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 trips can be reduced.

1.3 Scope of Document

- 1.3.1 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.
- **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 the successful implementation of the Travel Plan.

2.0 ALDI FOODSTORE, VICTORIA AVENUE EAST, MOSTON

2.1.1 The food store is a single-storey building with a Gross External Area of 1,850 sqm. The site accommodates 111 car parking spaces, including five disabled bays, nine parent-and-child spaces, four electric vehicle charging spaces, and cycle parking for 10 bicycles.

2.1.2 Vehicular access to the site is taken from Victoria Avenue East via a ghost-island right-turn priority-controlled junction. The access includes an inset informal pedestrian crossing point.

2.1.3 An internal access road runs along the eastern and northern boundaries of the site, serving the food store, the gym, and the residential properties. Access to the food store is taken from a priority-controlled junction on this internal road, located approximately 12 metres north of its junction with Victoria Avenue East.

2.1.4 The Aldi Store has the following operational hours:

- Monday – Saturday: 0800 – 22:00; and
- Sunday: 10:00 – 16:00

2.2 Parking Provision

2.2.1 The store provides 111 car parking spaces, including five disabled bays, nine parent-and-child spaces and four electric vehicle charging bays. Covered cycle parking for up to 10 bicycles is also available, comprising five Sheffield-type stands.

2.3 Servicing and Deliveries

2.3.1 Servicing of the site takes place via the customer access off Victoria Avenue East. Service vehicles travel along the access road on the eastern and northern boundaries of the site to reach the service dock. No service vehicles enter the customer car park, and all servicing operations are undertaken with vehicles entering and leaving 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 is scheduled to take place. Drivers are equipped with mobile phones and can notify the distribution centre if any delay is anticipated. Such occurrences are rare, and delivery times are consistently met by the distribution teams.
- 2.3.4 Delivery procedures are standard across all Aldi stores, and operations at the Moston store follow this established practice. Goods delivery is a one-person operation undertaken 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 transition between the lorry floor and the storage area.
- 2.3.5 The driver accesses the building via a dedicated driver's door located adjacent to the loading bay. From inside the building, the driver opens the roller shutter door and unloads goods directly into the storage area. The driver is responsible for securing both the shutter and the side door before leaving. Contact with the store manager is only required where site-specific arrangements apply.
- 2.3.6 No site entrance barriers are installed at the Moston store; therefore, service vehicles do not require transponders.
- 2.3.7 The operational characteristics of the Aldi Moston store can be summarised as follows:
- Up to four Aldi articulated HGV deliveries typically take place each day.
 - The daily HGV delivery arrival normally occurs outside peak highway network hours.
 - The standard delivery duration is between 30 minutes and 1 hour.
 - Vehicular access to the service bay is taken from the access road along the eastern and northern boundaries of the site. All manoeuvring is supervised and assisted by the store manager as required.

- 2.3.8 Delivery routes are planned to minimise travel distances and maximise the efficiency of goods transported per trip. This approach is economically beneficial for Aldi and contributes to sustainability by reducing overall vehicle kilometres travelled.

3.0 ACCESSIBILITY AND EXISTING TRAVEL SITUATION

- 3.1.1 The food store is located on the A6104 Victoria Avenue East on the former site of The Imperial Lounge Indian bar and restaurant. 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 Pure Gym and the residential apartments are accessed through the site. Access to their parking areas is maintained as part of the completed development.
- 3.1.3 The former vehicular access to the site from Victoria Avenue East has been closed, with full-height kerbs installed and the footway reinstated.
- 3.1.4 A new vehicular access has been constructed to the south-east of the former access point on Victoria Avenue East. This access takes the form of a ghost-island right-turn priority-controlled junction and incorporates an inset informal pedestrian crossing point.
- 3.1.5 The location of the site in relation to the local highway network is illustrated in **Figure 3-1**.

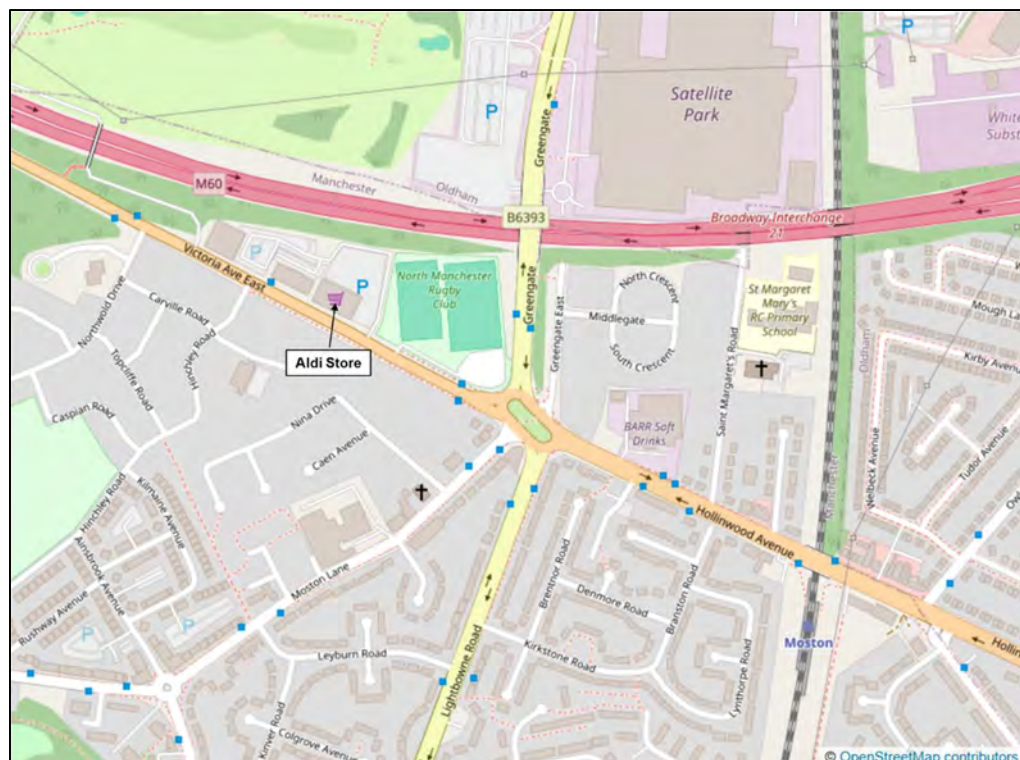


Figure 3-1: Location of the Aldi Moston Store

3.2 Site Accessibility

By Car

- 3.2.1 Access to the store is taken from the A6104 Victoria Avenue East. Greengate Roundabout lies to the east of the site and is a signal-controlled junction. All approaches are subject to a 30 mph speed limit. The roundabout connects 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 The surrounding area benefits from good-quality footways and street lighting, providing a suitable environment for journeys on foot between the store and nearby residential and commercial areas.
- 3.2.3 The Institution of Highways and Transportation (IHT) document Guidance for Journeys on Foot (2000) identifies acceptable walking distances for different journey purposes. For pedestrians without mobility impairments, commuting and education trips are considered desirable up to 500 metres, acceptable up to 1,000 metres, and up to 2,000 metres as the preferred maximum. The document acknowledges 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 same document notes that around 80% of walking journeys in urban areas are less than one mile, with an average length of approximately 1.0 kilometre (0.6 miles), with little variation by age or sex (Para. 3.30).

- 3.2.5 An acceptable cycling distance is generally considered to be up to five kilometres. Although now superseded, PPG13 previously stated that:

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

- 3.2.6 The Department for Transport's Local Transport Note 2/08 further advises that many utility cycle trips are under three miles, although commuter journeys of over five miles are not uncommon (Para. 1.5.1).
- 3.2.7 Footways and street lighting are provided on all roads in the vicinity of the site. As part of the development, a controlled pedestrian crossing has been implemented on Victoria Avenue East adjacent to the store, incorporating dropped kerbs and tactile paving. Additional controlled pedestrian crossing facilities are provided at Greengate Roundabout on most arms, as well as on the circulatory carriageway adjacent to Greengate and Moston Lane, with footway connections across the central island.
- 3.2.8 **Figure 3-2** illustrates 800-metre and 2-kilometre walking catchments from the store. These catchments encompass a substantial residential population and several employment areas.

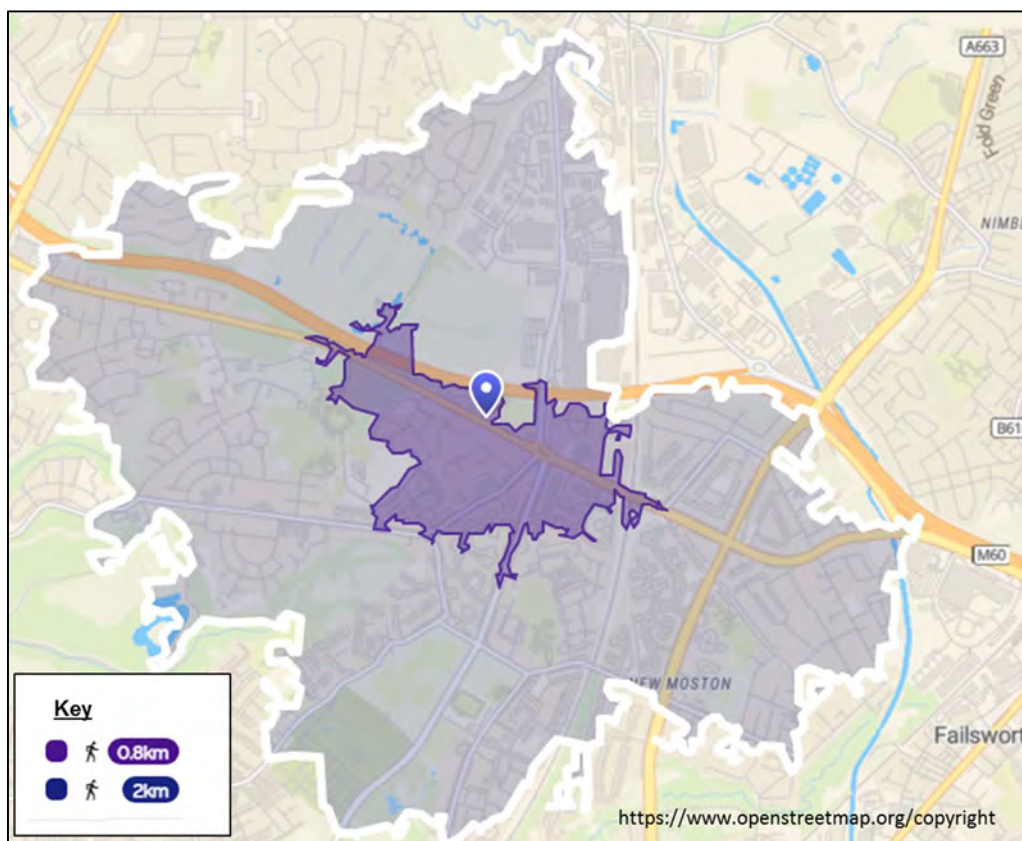


Figure 3-2: Walking Catchment

3.2.9 The 800-metre walking catchment demonstrates that Moston Train Station, along with a range of educational, employment and retail facilities, is accessible on foot. The wider two-kilometre walking catchment encompasses extensive residential areas across Moston. As such, walking represents a viable mode of travel between local residential and employment areas and the store, and the proximity of these areas also makes commuter-based walking trips to and from the site a realistic option.

3.2.10 **Figure 3-3** illustrates a five-kilometre cycling catchment from the store. This area includes Moston, Middleton Junction, Failsworth, Harpurhey, Newton Heath and Blackley, among others, representing a substantial local population within convenient cycling distance of the site.

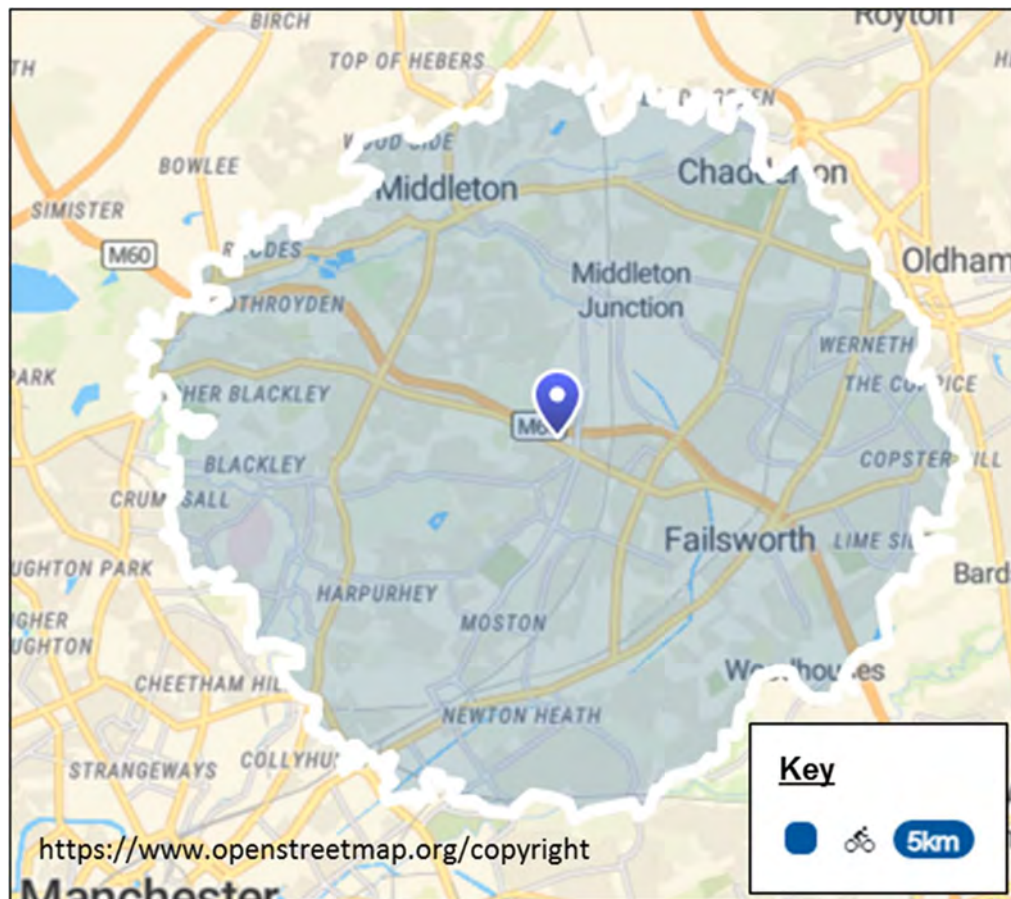


Figure 3-3: Cycling Catchment

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

3.2.12 The cycling catchment demonstrates that cycling is a viable mode of travel for those working on-site and for residents in the surrounding area. The location of the store, therefore, provides realistic opportunities for employees, visitors and customers to access the site by bicycle. The high-quality walking and cycling links in the vicinity further support and encourage such trips.

3.2.13 Street lighting is provided to a suitable standard throughout the area. Overall, the pedestrian and cycle infrastructure encourages movement on foot and by bicycle within the vicinity of the site and is considered appropriate.

By Public Transport

Bus Services

3.2.14 Guidance published by the Institute of Highways and Transportation in Planning for Public Transport in Developments (1999) recommends a maximum walking distance of 400 metres to a bus stop, equivalent to approximately a five-minute walk.

3.2.15 The closest bus stops to the site are located on Victoria Avenue East, approximately 100 metres from the store. Additional bus stops are situated on the approaches to Greengate Roundabout. As such, several bus stops lie within the IHT's recommended walking distance. The location of bus stops in proximity to the site is illustrated in **Figure 3-4**.



Figure 3-4: Bus Stop Locations

3.2.16 A selection of the bus routes and service frequencies operating in close proximity to the store is 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 (between 0930 – 1600)		60
Services available in close proximity to Greengate Roundabout				
81	Oldham — Moston — Manchester	30	60	60
112/ 113/ 117	Middleton — Moston — Collyhurst — Manchester	15	15	30
114	Alkrington — Moston — Monsall — Manchester	20	30	60
159	Middleton — Failsworth — Woodhouses — Chadderton — Oldham	60 (between 0900 – 1700)		60 - 120

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

Rail Service

3.2.18 Moston Railway Station is located approximately 750 metres from the site. The station lies around six kilometres north of Manchester Victoria on the Caldervale Line and is managed by Northern. It is situated on Hollinwood Avenue and is unstaffed.

3.2.19 From Monday to Saturday during daytime hours, a half-hourly service operates. Northbound trains run to Rochdale, where onward connections are available, while southbound services operate to Manchester Victoria and then continue to Bolton, Blackburn and, on alternate services, Clitheroe.

3.2.20 On Sundays, the Southport–Wigan Wallgate–Manchester–Blackburn–Clitheroe service calls at Moston on an hourly basis in each direction.

3.3 Employee Travel Patterns – Year 1 Survey

3.3.1 A staff travel questionnaire survey was undertaken in January 2026 to establish the travel habits of 28 employees working at the Aldi Moston store. In total, 25 responses were received, representing a response rate of 89%. A copy of the Travel Survey Questionnaire is included in **Appendix C**. The key results of the survey are summarised below.

3.3.2 Of the employees who completed the questionnaire, 22 (88%) are part-time and three (12%) are full-time. Of the responses received, 52% (13) were female and 48% (12) were male. The age profile of respondents was as follows:

- Under 18 years old – 0% (zero)
- 18–24 years old – 24% (six)
- 25–34 years old – 32% (eight)
- 35–45 years old – 40% (10)
- 45+ years old – 4% (one)

No member of staff identified a disability that would affect their travel choice.

3.3.3 The proportionate mode share of employees is summarised in **Table 3-2**.

Table 3-2: Main Mode of Travel

Mode	Number	Percentage
Car Driver	19	76%
Car Driver with Passenger	0	0%
Car Passenger	0	0%
Bus/ Tram	2	8%
Motorbike	0	0%
Bicycle	0	0%
Walk	2	8%
Taxi	2	8%
Total	25	100%

3.3.4 The home postcodes of the 25 staff who responded to the survey have been reviewed and analysed to determine the distance travelled to the store. A summary of these distances is presented in **Table 3-3**.

Table 3-3: Distance Travelled

Mode	Number	Percentage
0 – 2km	3	12%
2 – 5km	9	36%
5km- 10km	10	40%
10km+	3	12%

3.3.5 Of the 19 staff members identified as single-occupancy car users, the most common reason for travelling by car was comfort. Other reasons included that a car is essential for the job, as well as convenience, safety, and reliability.

3.3.6 Of these car drivers, two indicated that they would consider sharing a journey. The main form of support that would encourage car-sharing was assistance in finding a suitable journey partner (one response) and a guaranteed ride home if let down by the driver (one response).

3.3.7 Of the 19 respondents who currently travel by car, 17 stated that nothing would encourage them to cycle. The remaining respondent(s) identified the following potential incentives that could support cycling to work:

- Safer and better lit routes
- Improved lockers and changing facilities
- Better cycle paths

3.3.8 Of the 19 respondents who currently travel by car, 18 stated that they would not be receptive to any incentives to encourage the use of public transport. Among the remaining respondents, the following potential incentives were identified as measures that could support a shift towards public transport:

- More direct routes
- More frequent services
- Better lit shelters

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 The Travel Plan for the Aldi food store in Moston includes a series of targets designed to encourage a gradual shift towards more sustainable modes of travel for both staff and customers. These targets have been informed by national travel behaviour trends identified in the National Travel Survey (NTS) and by local travel-to-work patterns drawn from Census 2021 data. Together, these datasets provide a realistic baseline for understanding how people currently travel for work and shopping purposes, and therefore what level of modal shift is achievable at this location.
- 4.2.3 The NTS shows that food shopping trips in the UK are predominantly car-based, with around 60% of journeys made by car either as a driver or passenger. Walking accounts for approximately 25–30% of food shopping trips, while bus use typically sits between 8–10%. Cycling remains low nationally at around 1–2%. Census 2021 and 2011 data for the Moston area reflect a similar pattern for commuting, with around 55–60% of residents travelling to work by car, 8–12% walking, 15–25% using the bus, and only small proportions cycling or using rail. Although customer travel behaviour differs from commuting, these figures provide a useful indication of local travel tendencies, particularly for staff.
- 4.2.4 The targets for the Aldi store have been developed in the context of the site's strong accessibility credentials. The store benefits from good pedestrian and public transport connections, with regular bus services operating along Victoria Avenue East and Moston Railway Station located within walking distance. The development also provides secure cycle parking and enhanced pedestrian infrastructure, supporting a shift towards active and public transport modes. Given the localised catchment of Aldi stores and the short-distance nature of many staff journeys, the targets are considered both ambitious and achievable.
- 4.2.5 For staff, the Travel Plan aims to reduce single-occupancy car use over a five-year period, with a target of lowering car-driver mode share from a baseline of around 76% to around 65% by Year 5. In parallel, the plan seeks to increase walking to around 12%, and bus use to 12%. The plan will also seek to increase cycling to the store by employees, even if only on an occasional basis. These targets reflect the realistic potential for staff to adopt alternative modes, particularly given the proximity of residential areas and the availability of public transport.

4.2.6 A Year 1 employee travel survey has been undertaken to establish an accurate baseline of staff travel behaviour. The survey results have been incorporated into the Travel Plan and used to refine the baseline assumptions set out above. This baseline aligns closely with Census/ NTS patterns for the Moston area and provides a realistic foundation for setting future targets.

Table 4-1: Employee Travel Targets

Mode	Census/NTS	Year 1 Baseline	Year 5 Target
Car (driver)	65%	76%	60% - 65%
Car (passenger)*	5%	8%	15% - 20%
Walking	10-12%	8%	10% - 15%
Cycling	1-2%	0%	Increase cycle use even if only occasionally
Bus	10-12%	8%	10% – 15%

*Including taxi

4.2.7 As approved previously (562-01/TP01_Condition 17), the following targets have been set:

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

4.2.8 The target is to reduce car use to around 60% by Year 5, while increasing sustainable modes, including car sharing, to 40% are supported by the improved pedestrian and cycle connections delivered as part of the development and the store's location within an established residential area.

4.2.9 Customer targets are more modest due to the nature of food shopping trips, which often involve carrying goods. However, the Travel Plan still aims to encourage sustainable travel for short, local journeys.

4.2.10 Progress towards these targets will be monitored annually through staff travel surveys, customer intercept surveys, and observations of cycle parking usage. Engagement with local transport operators and ongoing review of pedestrian and cycle access routes will also form part of the monitoring process. The targets will be formally reviewed at Years 1, 3 and 5, allowing adjustments to be made in response to changes in travel behaviour, local transport provision or wider national trends

4.2.11 During the formal monitoring process, the following will be undertaken annually:

- Staff travel questionnaires will be undertaken (**Appendix C**)
- Business travel audits that look at mileage claims, cycle mileage claims and distances travelled.
- Accessibility assessment – how accessible the site is for all different modes of transport.

4.2.12 A monitoring report will be annually produced, including the following information:

- Details of progress made since the submission of the previous annual report and any other changes which have occurred over the year which are significant to the Plan.
- An assessment of whether targets have been met or are on track to be met.
- Any revisions to be made to the Travel Plan.
- Whether or not remedial measures are to be implemented at this stage.
- Actions for the forthcoming year, which will be set out in a Travel Plan Action Plan.

4.2.13 After the formal monitoring period, the principles of the plan will be well established, and the Travel Plan can continue to be implemented on an informal basis.

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.

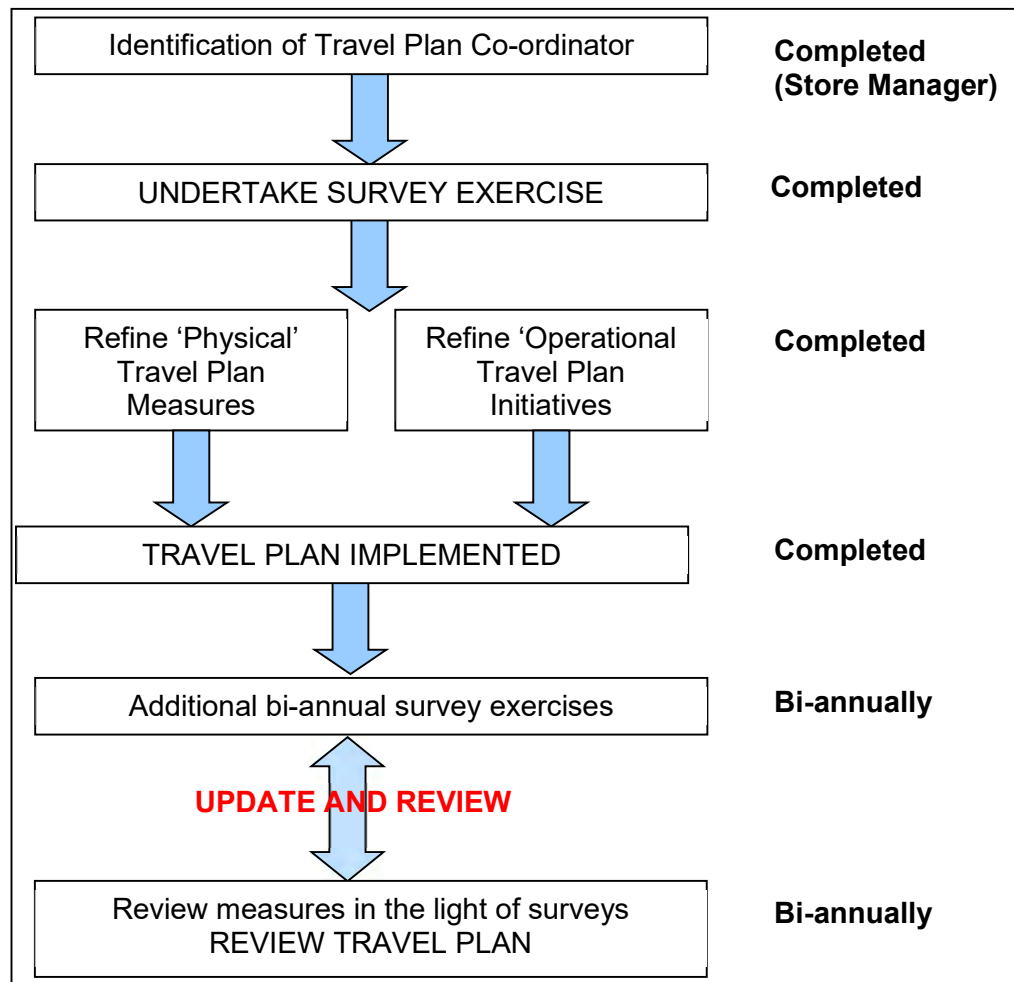


Figure 5-1: Travel Plan Implementation Schedule.

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 Plan, TPC duties are assigned to the store manager.
- 5.2.2 Information on the contact details of the Travel Plan Co-ordinators is included in **Appendix B**. The TPC is supported in all Travel Plan matters by Cameron Rose Associates.
- 5.2.3 The TPC acts as the main point of contact for the Travel Plan and is responsible for implementing Travel Plan measures, engaging new staff and visitors, and monitoring the outcomes of these measures. The full duties and responsibilities of the TPC are outlined in the sections below.

5.3 Duties and Responsibilities of the Travel Plan Co-ordinator

- 5.3.1 The TPC is the primary liaison with the Local Planning Authority on all Travel Plan matters. The TPC is also the first point of contact for staff, visitors and external organisations 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 ongoing operation and implementation of the Travel Plan.
 - Co-ordinating a bi-annual Travel Survey exercise with Manchester City Council; the first survey has already been completed following store opening.
 - Liaising with public transport operators and Local Planning/Highway Authority officers to ensure up-to-date transport information is available at the site.
 - Monitoring the performance of the Travel Plan and undertaking a bi-annual review of progress against targets.

5.4 Key Travel Plan Administration Tasks

5.4.1 As part of the ongoing operation of the Travel Plan, the following administrative tasks are undertaken by the TPC:

- Informing the Local Planning Authority of updated contact details should the TPC role transfer to another staff member, management company or transportation consultancy during the lifetime of the Plan.
- Maintaining a 'key contacts' file for relevant personnel on the development site and key contacts at external organisations such as the Local Planning Authority, Local Highway Authority and public transport operators.
- Undertaking a bi-annual Travel Survey of all Aldi employees at the Moston store and maintaining a staff travel database. The first survey has been completed, and new staff are made aware of the Travel Plan at induction or within two weeks of starting work.
- Ensuring that Travel Plan information is readily available to staff, including up-to-date public transport information and details of travel initiatives such as National Cycling Week, the '10,000 Steps' challenge and healthy living campaigns.

5.5 Travel Plan Monitoring

5.5.1 The TPC liaises with Manchester City Council's Travel Plan Officer on a bi-annual basis to review travel patterns and assess progress against the agreed Travel Plan targets.

5.5.2 A baseline staff travel survey has been undertaken following the store opening. All subsequent monitoring periods will be reviewed against this baseline, and the results will inform the development and refinement of tailored Travel Plan measures.

5.6 Marketing

- 5.6.1 The success of the Travel Plan relies on the continued support and engagement of employees. As the Travel Plan Co-ordinator, the store manager is well placed to maintain close contact with both staff and management. The role also includes responsibility for liaising with key stakeholders, including planning and highway officers at Manchester City Council.
- 5.6.2 Ongoing liaison with officers at Manchester City Council regarding walking, cycling and public transport provision will continue to be an essential part of the Travel Plan's operation.

6.0 MEASURES AND INITIATIVES

6.1.1 This section outlines the physical and management measures implemented as part of the Travel Plan. The delivery of these measures, including awareness initiatives and supporting infrastructure, is central to the effectiveness of the Plan.

6.2 Employee Travel

6.2.1 To reduce the need to travel, Aldi will continue to aim to recruit staff from the local catchment area.

Travel and Travel Plan Information Provision

6.2.2 All employees are provided with Introduction Packs, which include the following information:

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

6.2.3 This information is provided to all new employees as part of their induction and is also available to existing staff within the staff room. Information will be reviewed regularly to ensure employees always have access to the most up-to-date travel details.

Personalised Travel Planning

6.2.4 The Travel Plan Co-ordinator will offer a personalised travel planning service for all new employees. Free online journey-planning tools will be promoted, including:

- <http://www.traveline.co.uk/>.
- The TfGM journey planner (<https://tfgm.com/plan-a-journey>)

These resources support door-to-door journey planning across all modes.

The Bee Network App

- 6.2.5 Information on the Bee Network App will be distributed to all employees. The Travel Plan Co-ordinator has provided tutorials on how to effectively use the system, to those employees who required support.

<https://tfgm.com/tickets-and-passes/ways-to-pay/bee-network-mobile-app>

Walking

- 6.2.6 It is recognised that staff shift patterns may not always be conducive to walking, particularly during winter months. However, with appropriate encouragement and incentives, there remains potential to increase walking trips among staff.

- 6.2.7 The Travel Plan Co-ordinator will:

- Liaise with staff living in nearby residential areas to encourage walking, even occasionally.
- Ensure umbrellas are available for staff use.
- Liaise with Manchester City Council to ensure pedestrian routes are appropriately maintained.
- Promote the health, financial and environmental benefits of walking.

- 6.2.8 Employees will continue to be provided with information and advice on safe pedestrian routes to the store.

Cycle Routes

- 6.2.9 The store sits within a significant residential catchment located within an acceptable cycling distance of five kilometres, as defined in PPG13. The Travel Plan Co-ordinator will:

- Liaise with employees living within an accessible cycling distance to encourage cycling, even occasionally.
- Promote the benefits of cycling

- Promote cycling information resources, including the Bee Active website (<https://beeactive.tfgm.com/cycling/>) and wider Bee Network cycling and walking initiatives, which provide integrated, high-quality active travel routes across Greater Manchester.

6.2.10 Employees have been, and will continue to be, provided with information and advice on safe cycle routes to the store, including links to Bee Network route maps and local cycling infrastructure.

E-Bikes, Cycle-to-Work Support and the Bee Network

6.2.11 To further encourage cycling as a viable mode of travel for staff, the Travel Plan will promote the growing availability of e-bikes and the wider active travel improvements being delivered through the Bee Network. The Bee Network is Greater Manchester's integrated transport system, which includes an expanding network of high-quality walking and cycling routes designed to make active travel safer, more convenient and more attractive.

6.2.12 The Travel Plan Co-ordinator will:

- Highlight the benefits of e-bikes, particularly for staff travelling longer distances or those who may find traditional cycling less accessible.
- Promote the Bee Network's cycling maps, route information and active travel updates, ensuring staff are aware of new and improved local connections.
- Encourage staff to make use of the Cycle to Work Scheme, where available, to support the purchase of bicycles or e-bikes through salary sacrifice arrangements.
- Provide information on secure cycle parking and facilities at the store to support staff choosing to cycle regularly.

6.2.13 These measures will complement the existing cycling initiatives and help broaden the appeal of cycling to a wider range of employees, supporting the Travel Plan's aim of increasing active travel mode share.

On-Site Facilities

6.2.14 A total of 10 cycle parking spaces, provided in the form of five Sheffield-type stands, are located along the northern boundary of the store. The cycle parking benefits from natural surveillance, positioned beneath the building canopy adjacent to a glazed section of the store and overlooked by the checkouts and packing area. Usage of the cycle parking will continue to be monitored, and additional facilities will be installed if demand consistently exceeds supply.

6.2.15 Changing and locker facilities are provided for employees.

Cycle Discount Schemes

6.2.16 Bicycles and cycling equipment are regularly available as 'Special Buys' within Aldi stores, offering staff the opportunity to purchase bicycles and accessories at significantly discounted rates and thereby supporting cycling as a travel choice.

6.2.17 Aldi employees also have access to the Bike2Work scheme through their employee benefits package. Staff can select a bicycle from participating retailers such as Halfords, Tredz, Cycle Republic and a growing number of independent shops. The scheme enables employees to obtain a bicycle and cycle safety accessories up to a value of £1,000, paid over a 12-month period via salary sacrifice. Full details are provided in employee starter packs and through the company's benefits website.

Public Transport

6.2.18 Bus stops are located within an acceptable walking distance of the store. The frequency of services and the range of destinations available from these stops provide a realistic and convenient alternative to private car travel.

6.2.19 The TPC will continue to distribute information on public transport options, including journey planning tools and smart ticketing, available via Transport for Greater Manchester- <https://tfgm.com/public-transport/bus>.

Car Sharing

- 6.2.20 Given the limited number of staff and the likelihood that shift patterns will not coincide, it is considered that there is little merit in providing a formalised on-site car-share scheme for employees at the Aldi store.
- 6.2.21 However, the Travel Plan Co-ordinator will continue to inform employees of both local and national car-sharing opportunities, including the Liftshare scheme (www.liftshare.org).
- 6.2.22 Support will be provided to any staff member wishing to find a suitable car-share partner.
- 6.2.23 In the event that an employee's arranged lift home falls through, the store will guarantee a free taxi home to ensure staff are not disadvantaged by choosing sustainable travel options.

Electric Charge Points

- 6.2.24 To encourage and facilitate more sustainable travel, four fast-charging electric vehicle spaces have been installed on site for use by both staff and customers. Aldi has also provided passive infrastructure for a further 20 electric vehicle charging points, enabling future expansion should demand increase.

7.0 MONITORING

7.1.1 The Travel Plan will be monitored bi-annually over five years. The targets presented in this report incorporate the findings of the initial employee travel survey undertaken within three months of the store opening. Subsequent monitoring surveys will take place bi-annually on the anniversary of the baseline survey to ensure consistency and avoid seasonal variability in travel choice.

7.1.2 The Travel Plan will be reviewed following each monitoring period, and the findings will be reported to Manchester City Council's Travel Plan Officers.

7.1.3 Additional monitoring will also be undertaken to determine whether the implementation or scale of certain measures requires adjustment. This will include:

- Levels of cycle parking provision and usage
- Comments or feedback received from staff or customers regarding the operation and effectiveness of the Travel Plan

7.1.4 A brief monitoring report will be prepared following each survey. This will summarise the survey results, outline the measures implemented during the preceding period, and identify any changes to targets or measures arising from the survey outcomes. The report will be provided to Manchester City Council upon request and retained for reference in subsequent years.

7.2 Action Plan

7.2.1 An Action Plan has been prepared setting out the measures to be implemented as part of the Travel Plan, the party responsible for each action, and the associated timescales. This is set out in **Table 7-1** below.

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility	Budget
Appoint Travel Plan Co-ordinator	Completed	Aldi/ CRA	Salary
Set up travel plan working file	Completed	TPC	Staff time
Complete initial Travel Surveys	Completed	Aldi/ CRA	Staff time
Travel Packs including bus routes, timetables and cycle/ walking routes	Completed and reviewed annually	TPC	Staff time + material
Walking Maps/ Routes to Key Destinations	Completed	TPC	Staff time + material
Cycle Maps	Completed and reviewed annually	TPC	Staff time + material
Issue/ collect employee surveys	Completed	TPC	Staff time + material
Promote National Cycle Initiatives	Annually	TPC	Staff time
Information on Bus and Rail Services	Completed and reviewed annually	TPC	Staff time
Investigating a Car Share Scheme	On-going	TPC	Staff time
Update employees with any service changes with regard to local transport on six-monthly basis	6-months	TPC	Staff time
Annual Monitoring/ Review			
Undertake a site audit and report any highway issues to MCC	Annually - for a 5-year period	TPC	Staff time
Report updates to all employees	Within 1 month of the analysis taking place	TPC	Staff time
Continue regular monitoring in line with that agreed with MCC	As agreed with MCC	TPC	Staff time

7.2.2 It is anticipated that in budgetary terms the Travel Plan Co-ordinator - Store Manager will spend two hours a week on Travel Plan matters, in accordance with their standard working practise. Any additional monetary costs associated with the Travel Plan will be covered by the store administrative/ maintenance and property portfolio budgets.

8.0 CONCLUSION

- 8.1.1 To achieve the initiatives outlined within this Travel Plan, Aldi Stores Limited will continue to encourage employees to consider the benefits of the sustainable transport options available to them, particularly given the accessible location of the store and the range of walking, cycling and public transport connections serving the site.
- 8.1.2 Aldi will ensure that staff are provided with clear, up-to-date information and practical support to help them make informed travel choices. This includes personalised travel planning, access to journey planning tools, promotion of the Bee Network's active travel routes, and the provision of secure cycle parking, changing facilities and public transport information. These measures are designed to influence and encourage staff to choose sustainable modes in preference to single-occupancy car travel.
- 8.1.3 The Travel Plan aims to deliver a meaningful reduction in car use for journeys to and from the store through the implementation of targeted measures such as car-sharing promotion, improved active travel facilities and enhanced travel information. Reducing reliance on the private car will generate a range of benefits, including improved local air quality, reduced carbon emissions, lower parking demand and a decrease in traffic associated with the development.
- 8.1.4 The Year 1 employee travel survey has provided a robust baseline for understanding current travel behaviour. The bi-annual monitoring process will ensure that progress towards the Travel Plan targets is measured consistently and transparently. Findings from each monitoring period will be reviewed with Manchester City Council, enabling the Plan to remain responsive to changing travel patterns, staff needs and local transport improvements.

- 8.1.5 The measures set out in this Travel Plan represent a long-term commitment by Aldi Stores Limited to promoting sustainable travel and supporting behaviour change amongst staff and customers. Through continued engagement, regular monitoring and the delivery of practical initiatives, the Travel Plan will help ensure that the store operates in a manner that supports wider environmental objectives, encourages healthier travel choices and contributes positively to the local transport network.
- 8.1.6 As the Plan matures, the principles and practices established during the formal monitoring period will become embedded in the day-to-day operation of the store. This will ensure that sustainable travel remains a core consideration for staff and customers, supporting the ongoing success of the development and its integration within the local community.

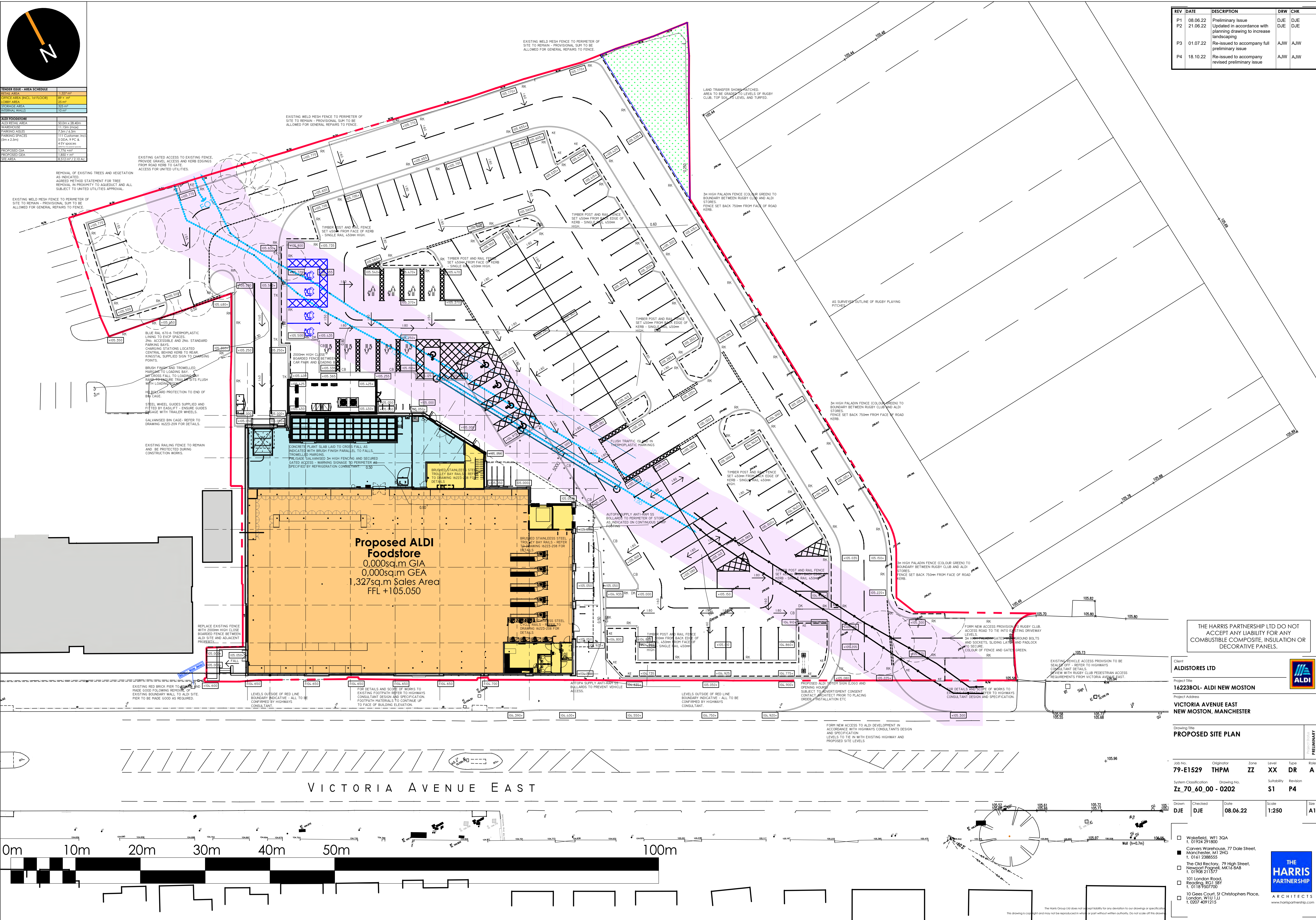


APPENDICES



APPENDIX A

SITE LAYOUT



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

TENDER ISSUE - AREA SCHEDULE	
REIN. AREA	1,327.01
OFFICE AREA (INCL. 1ST FLOOR)	89.4 m ²
LOBBY AREA	22.0 m ²
REINFORCEMENT AREA	125.0 m ²
EXTERNAL WALLS	10.0 m ²
ALDI FOODSTORE	
ALDI REIN. AREA	92.00m x 38.40m
WAREHOUSE	11,150m (gross)
PARKING SPACES	7,500 / 6,500
PARKING SPACES	111 Customer, 1000
5m x 2.5m	5,000, 9 PC & 4 EV
PROPOSED GEA	1,327.01
PROPOSED GEA	1,327.01
PROPOSED GEA	1,327.01

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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

TRAVEL PLAN COORINATOR CONTACT DETAILS

Appendix B

Project: Aldi Food Store, Victoria Road East, Moston

Title: **Travel Plan Co-ordinator**

Date: January 2026

Travel Plan Co-ordinator Contact Details

Name: Mia Dorber – Store Manager

Address: 263 Victoria Ave East, Manchester, M9 7HW

Telephone Number: 0800 0420800

Duties for the Travel Plan Coordinator Role

- To have responsibility for raising awareness and uptake of sustainable transport.
- To implement and promote schemes that aim to reduce the use of the private car for commuting and business miles.
- To organise and promote the Travel Plan related publicity and awareness events within the workplace as appropriate, i.e., cycle to work days.
- To act as the point of contact within the organisation for anyone requiring transport advice or information.
- To gather information about how staff currently travel to the site and report as required.
- To conduct travel surveys annually for a period of five years, to establish why people travel the way they do and what Aldi could do to get them to change to sustainable transport.
- To monitor the progress of the Travel Plan towards its targets and to act where appropriate to ensure the targets are met.

- To liaise with senior management to secure support and funding for the plan.
- To set up and coordinate relevant steering groups, e.g., a Bicycle User Group (BUG).
- To work with senior management to formulate and implement a comprehensive car park management strategy.
- To be the company's point of contact for Manchester City Council's Smarter Travel Choices Team, to supply Travel Plan related information, such as monitoring reports and action plans when required.
- To be responsible for keeping the Travel Plan document up to date, including the action plan and monitoring reports.
- To work to improve on-site facilities for those who choose to come by sustainable transport, for example, by increasing the cycle storage.
- To keep up to date with issues and new initiatives that affect sustainable transport.



APPENDIX C

EMPLOYEE TRAVEL PLAN QUESTIONNAIRE

**Aldi, Victoria Avenue, 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, 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	
Non-binary	
Genderqueer / Genderfluid	
Prefer to self-describe:	
Prefer not to say	

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